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TRAFFIC IMPACT STUDY FOR THE TOPGOLF ONTARIO PROJECT

ONTARIO, CALIFORNIA

MARCH 2019

PREPARED FOR

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Table of Contents

Executive Summary

1. Introduction 1
   - Project Description 1
   - Project Location and Study Area 1
   - Intersection Analysis Methodology 2
   - Impact Criteria and Significance Thresholds 4
   - Additional Traffic Analyses 5
   - Organization of Report 6

2. Existing Conditions 11
   - Study Area 11
   - Existing Street System 12
   - Existing Transit System 13
   - Bicycle and Pedestrian Network 14
   - Existing Traffic Volumes and Levels of Service 15

3. Future without Project Conditions 24
   - Ambient Traffic Growth 24
   - Related Projects 24
   - Future Infrastructure Improvements 26
   - Future without Project Intersection Levels of Service 26

4. Project Traffic 43
   - Project Description 43
   - Project Trip Generation 43
   - Project Trip Distribution 44
   - Project Trip Assignment 45

5. Existing with Project Conditions 53
   - Existing with Project Traffic Volumes 53
   - Existing with Project Intersection Levels of Service 53

6. Future with Project Conditions 59
   - Future with Project Year 2020 Traffic Volumes 59
   - Future with Project Year 2020 Intersection Levels of Service 59
   - Future with Project Year 2040 Traffic Volumes 60
   - Future with Project Year 2040 Intersection Levels of Service 60

7. Traffic Impact Analysis 71
   - Existing with Project Significant Impacts, Before Mitigation 71
   - Future with Project Year 2020 Significant Impacts, Before Mitigation 71
   - Future with Project Year 2040 Significant Impacts, Before Mitigation 72

8. Traffic Mitigation Program 73
   - Mitigation Cost Sharing 75

Table of Contents, cont.

9. Congestion Management Program and Caltrans Analysis 81
   Traffic Impact Analysis Guidelines 81
   Mainline Freeway Segment Analysis 81
   Analyzed Facilities 82
   Impact Thresholds 82
   Freeway Mainline Segments 83

10. Site Access and Circulation 91
   Vehicular Access and Circulation 91
   Pedestrian Access and Circulation 91

References

Appendix A: Memorandum of Understanding
Appendix B: Intersection Lane Configurations
Appendix C: Traffic Counts
Appendix D: Level of Service Worksheets
Appendix E: Traffic Impact Analysis for the Ontario Plan Implementation Scenario
Appendix F: Caltrans Mainline Worksheets

List of Figures

NO.

1	Project Site Plan	7
2	Study Area	8
3	Existing Transit Service	17
4A	Existing Conditions (Year 2018) Weekday Peak Hour Traffic Volumes	18
4B	Existing Conditions (Year 2018) Saturday Peak Hour Traffic Volumes	20
5	Location of Related Projects	28
6A	Related Project-Only Weekday Peak Hour Traffic Volumes	29
6B	Related Project-Only Saturday Peak Hour Traffic Volumes	31
7A	Future without Project Conditions (Year 2020) Weekday Peak Hour Traffic Volumes	33
7B	Future without Project Conditions (Year 2020) Saturday Peak Hour Traffic Volumes	35
8A	Future without Project Conditions (Year 2040) Weekday Peak Hour Traffic Volumes	37
8B	Future without Project Conditions (Year 2040) Saturday Peak Hour Traffic Volumes	39
9	Project Trip Distribution	46
10A	Project-Only Weekday Peak Hour Traffic Volumes	48
10B	Project-Only Saturday Peak Hour Traffic Volumes	50
11A	Existing with Project Conditions (Year 2018) Weekday Peak Hour Traffic Volumes	54
11B	Existing with Project Conditions (Year 2018) Saturday Peak Hour Traffic Volumes	56
12A	Future with Project Conditions (Year 2020) Weekday Peak Hour Traffic Volumes	61
12B	Future with Project Conditions (Year 2020) Saturday Peak Hour Traffic Volumes	63
13A	Future with Project Conditions (Year 2040) Weekday Peak Hour Traffic Volumes	65
13B	Future with Project Conditions (Year 2040) Saturday Peak Hour Traffic Volumes	67
14	Future Recommended Improvements	76

List of Tables

NO.

1 List of Analyzed Intersections 9
2 Level of Service Definitions for Signalized Intersections 10
3 Existing Transit Service in Study Area 22
4 Existing Conditions (Year 2018) Significant Impact Analysis 23
5 Related Project Trip Generation Estimates 41
6 Future with Project Conditions (Year 2020) Significant Impact Analysis 42
7 Project Trip Generation Estimates
TopGolf Ontario with Miniature Golf Course 52
8 Existing Conditions (Year 2018) Significant Impact Analysis 58
9 Future with Project Conditions (Year 2020) Significant Impact Analysis 69
10 Future with Project Conditions (Year 2040) Significant Impact Analysis 70
11 Future with Project with Mitigation Conditions (Year 2040)
Significant Impact Analysis 77
12 Intersection Improvement Costs 78
13 Recommended Improvements and Preliminary Costs
Future Year 2040 Conditions 79
14 Proportion of Projected Future Traffic Costs – Future Year 2040 Conditions 80
15 Analyzed Caltrans Facilities 85
16 CMP Freeway Mainline Segment Project Traffic Volumes 86
17 Freeway Segment Level of Service Definitions – Density 87
18 Existing Operating Conditions
Freeway Segment Level of Service Evaluation 88
19 Future Operating Conditions (Year 2020)
Freeway Segment Level of Service Evaluation 89
20 Future Operating Conditions (Year 2040)
Freeway Segment Level of Service Evaluation 90

Executive Summary

This study presents the traffic impact analysis for the proposed development of a golf entertainment complex in the City of Ontario, California.

PROJECT DESCRIPTION

Topgolf proposes to develop a golf entertainment complex consisting of an approximately 67,521 square foot (sf) three-level main building, a five-acre outdoor driving range, and an 18-hole miniature golf course (Project) on undeveloped land at the southeast corner of N. Archibald Avenue & 4th Street (Project Site). The Project's main building would include a total of 102 golf hitting bays and associated amenities, including office space, lounge areas, event/banquet space, terraces, patios, and storage space.

The Project would provide 524 vehicular parking spaces in a surface parking lot in front of the main building. Vehicular access to the Project would be provided via one full-access driveway on 4th Street and two full-access driveways on N. Archibald Avenue.

STUDY SCOPE

The study included the evaluation of the potential for impacts caused by the Project on the street system surrounding the Project Site. A total of 12 signalized intersections in the vicinity of the Project Site were selected for detailed traffic analysis for Existing Year 2018 Conditions, Future Year 2020 Conditions, and Future Year 2040 Conditions, with and without Project traffic, during the weekday morning and afternoon peak hours and Saturday midday peak hour. Due to construction in the area, Existing traffic volumes were collected primarily in November 2014 and future traffic conditions were developed by adding traffic from proposed developments in the vicinity and applying a growth factor to reflect 2018 conditions.

ANALYSIS METHODOLOGY

Signalized intersection capacity was analyzed using the methodologies and defined in *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) in accordance with City of Ontario, City of Rancho Cucamonga, *2016 San Bernardino County Congestion Management Program* (San Bernardino Associated Governments, 2016) (CMP), and California Department of Transportation (Caltrans) traffic study guidelines and significant impact definitions.

PROJECT TRAFFIC

Project trip generation was estimated using rates published in *Trip Generation, 10th Edition* (Institute of Transportation Engineers, 2017) and calculated based on a transportation study done for Topgolf Roseville (*Transportation Impact Study Report for North Central Roseville Specific Plan – Parcel 49,* Fehr & Peers, October 27, 2014) (Roseville Study).

Trip credits were applied, as allowed by the City of Ontario, for internal capture. The Project trip generation estimates are summarized in the table below.

Project Trip Generation Estimates

Trips	Daily	Morning Peak Hour			Afternoon Peak Hour			Saturday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Project Trips	1,048	29	4	33	92	94	108	163	153	317

Project trips were distributed through the Study Area based on the location of employment and residential centers from which residents of the Project would be drawn, characteristics of the street system serving the Project Site, the location of the Project Site driveways, and existing traffic conditions. In general, traffic was distributed to/from the north (25%), the south (10%), the east (35%), and the west (30%). In this manner, Project trips were distributed to the study intersections for the analysis.

ANALYSIS RESULTS

Based on the analysis conducted in this study, two of the signalized study intersections would be significantly impacted by Project traffic during the morning or afternoon peak hours under Future with Project Year 2020 Conditions or Future with Project Year 2040 Conditions. Intersection #6: N. Vineyard Avenue & Inland Empire Boulevard would be significantly impacted during the afternoon peak hour in Future with Project Year 2020 Conditions and both morning and afternoon peak hours in Future with Project Year 2040 Conditions. Intersection #11: N. Vineyard Avenue & I-10 Eastbound Ramps would be significantly impacted during both morning and afternoon peak hours in Future with Project Year 2020 and 2404 Conditions. Therefore, further mitigation is required.

Physical mitigation improvements based on improvements proposed in 2015 for another project in the Study Area were applied to the two impacted intersections. Project improvements at Intersection #6 consist of the realignment of Vineyard Avenue with three northbound through lanes, an exclusive northbound right-turn lane, three southbound through lanes and two southbound exclusive left-turn lanes. The westbound approach consists of two left-turn lanes and an exclusive right-turn lane with overlap phasing. Project improvements for Intersection #11 consist of the realignment of Vineyard Avenue with three northbound through lanes and two exclusive northbound right-turn lanes, two southbound through lanes, two exclusive southbound left-turn lanes. With these physical mitigation improvements, the two intersections would no longer be impacted.

Recommended improvement costs without acquisition of right-of-way costs were estimated to be $250,000 for Intersection #6 and $200,00 for Intersection #11 based on the CMP. A proportion of the improvement costs based on the future traffic generated by the Project was estimated. The Project fair-share contribution for Intersection #6 is estimated to be $2,500 and $1,200 for Intersection #11.

Chapter 1
Introduction

This study presents the traffic impact analysis for the proposed development of a golf entertainment complex project in the City of Ontario, California. The methodology and base assumptions used in the analysis were established in consultation with the City of Ontario Public Works Department (OPWD).

PROJECT DESCRIPTION

Topgolf proposes to develop a golf entertainment complex consisting of an approximately 67,521 square foot (sf) three-level main building, a five-acre outdoor driving range, and an 18-hole miniature golf course (Project) on undeveloped land at the southeast corner of N. Archibald Avenue & 4th Street (Project Site). The Project's main building would include a total of 102 golf hitting bays and associated amenities, including office space, lounge areas, event/banquet space, terraces, patios, and storage space.

The Project would provide 524 vehicular parking spaces in a surface parking lot in front of the main building. Vehicular access to the Project would be provided via one full-access driveway on 4th Street and two full-access driveways on N. Archibald Avenue.

The conceptual Project site plan is shown in Figure 1.

PROJECT LOCATION AND STUDY AREA

The Project Site is located approximately 0.5 miles north of I-10, which provides regional transportation between downtown Los Angeles (approximately 36 miles west) and Riverside County (approximately 15 miles east) and approximately three miles west of I-15, which provides regional transportation between Corona (approximately 14 miles south) and the Barstow Freeway

(approximately 5.0 miles north). The Project Site and surrounding community are served by major streets such as Vineyard Avenue, Archibald Avenue, Inland Empire Boulevard, 6th Street, 4th Street, and Haven Avenue.

As shown in Figure 2, the Project's Study Area includes a geographic area bounded by 6th Street to the north, Haven Avenue to the east, Guasti Road to the south, and Vineyard Avenue to the west. Detailed traffic analyses were conducted at key intersections within the Study Area.

Transit bus service is provided throughout the Study Area, including along most of the major streets listed above.

INTERSECTION ANALYSIS METHODOLOGY

The scope of analysis for this study was developed in consultation with OTWD, the City of Rancho Cucamonga, and the County of San Bernardino (County). The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Scope of Study that was reviewed and approved by OPWD. A copy of the approved Scope is provided in Appendix A.

This study analyzed the potential Project-generated traffic impacts on the street system in the vicinity of the Project Site as compared to Existing Conditions, projected Future Conditions at the time the Project is expected to be completed (Year 2020), and Future Conditions if the Project were built in Year 2040. Potential intersection impacts were evaluated for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods and on a typical Saturday during the midday peak hour (12:00 PM to 3:00 PM). A total of 12 signalized intersections in the vicinity of the Project Site were selected for detailed traffic analysis. They are listed with their appropriate jurisdictions in Table 1 and shown in Figure 2.

This traffic study evaluated the potential for impacts caused by the Project on the street system surrounding the Project Site. Consistent with *2016 San Bernardino County Congestion Management Program* (San Bernardino Associated Governments, 2016) (CMP) and adhering to the traffic impact requirements of the City of Ontario, City of Rancho Cucamonga, and California

Department of Transportation (Caltrans), the following traffic conditions were developed and analyzed as part of this study:

- Existing Conditions (Year 2018) – The analysis of existing traffic conditions provides a basis for the assessment of future traffic conditions. The Existing Conditions analysis includes a description of key area streets and highways, traffic volumes and current operating conditions, and transit service in the Study Area. Due to current construction in the Study Area, traffic counts conducted in 2014 for all 12 study intersections for *Traffic Impact Analysis, Meredith International Centre Specific Plan Amendment* (Linscott, Law & Greenspan, January 22, 2015) (the 2015 TIA) were utilized for the Project. In order to be conservative, the pre-construction peak hour traffic volumes from 2014 were increased at a rate of 1% per year in order to represent the existing (Year 2018) traffic volumes. Lane configurations and signal phasing data for the analyzed intersections were collected in November 2018. Intersection lane configurations are provided in Appendix B, traffic count worksheets in Appendix C, and level of service (LOS) worksheets in Appendix D.

- Existing with Project Conditions (Year 2018) – This analysis condition projects the potential intersection operating conditions that could be expected if the Project were built under existing conditions. This analysis evaluates the potential Project-related traffic impacts as compared to Existing Conditions.

- Future without Project Conditions (Year 2020) – This analysis projects the future traffic growth and intersection operating conditions that could be expected as a result of regional growth and related project traffic in the Study Area by Year 2020. The Future without Project Conditions are projected by adding ambient traffic growth and traffic from related projects to Existing Conditions. This analysis provides the conditions by which the Project impacts are evaluated in the future at full buildout.

- Future with Project Conditions (Year 2020) – This analysis projects the potential intersection operating conditions that could be expected if the Project were built in the projected buildout year. This analysis identifies the potential incremental impacts of the Project at full buildout, prior to mitigation, on projected future traffic operating conditions by adding the Project-generated traffic to the future without Project traffic forecasts.

- Future without Project Conditions (Year 2040) – This analysis projects the long-term future traffic growth and intersection operating conditions that could be expected as a result of regional growth and related project traffic in the Study Area by Year 2040. The Future without Project Conditions are projected by adding ambient traffic growth and traffic from related projects to Existing Conditions. This analysis provides the conditions by which the Project impacts are evaluated in the long-term future at full buildout.

- Future with Project Conditions (Year 2040) – This analysis projects the potential intersection operating conditions that could be expected if the Project were built in Year 2040. This analysis identifies the potential incremental impacts of the Project at full buildout, prior to mitigation, on long-term projected future traffic operating conditions by adding the Project-generated traffic to the Future without Project traffic forecasts.

- Future with Project with Mitigations Conditions (Year 2040) – This analysis projects the potential intersection operating conditions that could be expected if the Project were occupied in Year 2040, including the effect of any mitigation. In this analysis condition, the Project-generated traffic with mitigation incorporated is added to the Future without Project Conditions.

- Ontario Plan Conditions – In order to analyze the traffic impacts of the Project with the implementation of the Ontario Plan design requirements, a traffic impact analysis of all scenarios was conducted that considered construction of full medians along the Project frontage on Archibald Avenue and 4th Street that limit the Project driveways to right-in/right-out access only. This analysis is provided in Appendix E.

Intersection Capacity Analyses

In accordance with City policy, the intersection capacity analysis was conducted using the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) (HCM) signalized methodologies. The HCM signalized methodology calculates the average delay, in seconds, for each vehicle passing through the intersections while the HCM unsignalized methodology calculates the control delay, in seconds, for individual approaches of an intersection. Table 2 presents a description of the LOS categories, which range from excellent, nearly free-flow traffic at LOS A, to stop-and-go conditions at LOS F, for signalized intersections.

IMPACT CRITERIA AND SIGNIFICANCE THRESHOLDS

The significance of the potential impacts of Project generated traffic at the signalized study intersections was determined using criteria identified in *The Ontario Plan* (City of Ontario, January 2010), the *City of Rancho Cucamonga General Plan* (City of Rancho Cucamonga, 2010), *Guide for the Preparation of Traffic Impact Studies* (Caltrans, December 2002) (Caltrans TIS Guide), and the CMP.

Depending on the jurisdiction of the intersection, the significance criteria will differ. The City of Ontario indicates that LOS E should be maintained at intersections, while the City of Rancho Cucamonga and Caltrans consider LOS D to be the minimum acceptable LOS for all intersections and operating standard for all Caltrans facilities. The CMP states that LOS E or better should be

maintained at all intersections, except where an existing LOS F condition is identified in the CMP document.

The relative impact of the added traffic volumes to be generated by the Project was evaluated based on analysis of existing and future operating conditions at the study intersections, with and without the Project.

ADDITIONAL TRAFFIC ANALYSES

Congestion Management Program

An analysis also was conducted according to CMP guidelines. The CMP is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program and State Transportation Improvement Program processes. The CMP requires that a traffic impact analysis be performed (1) for all CMP arterial intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and (2) all mainline freeway locations where a project would add 100 or more trips (in either direction) during the morning or afternoon weekday peak hours. In addition, it requires a review of potential impacts to the regional transit system.

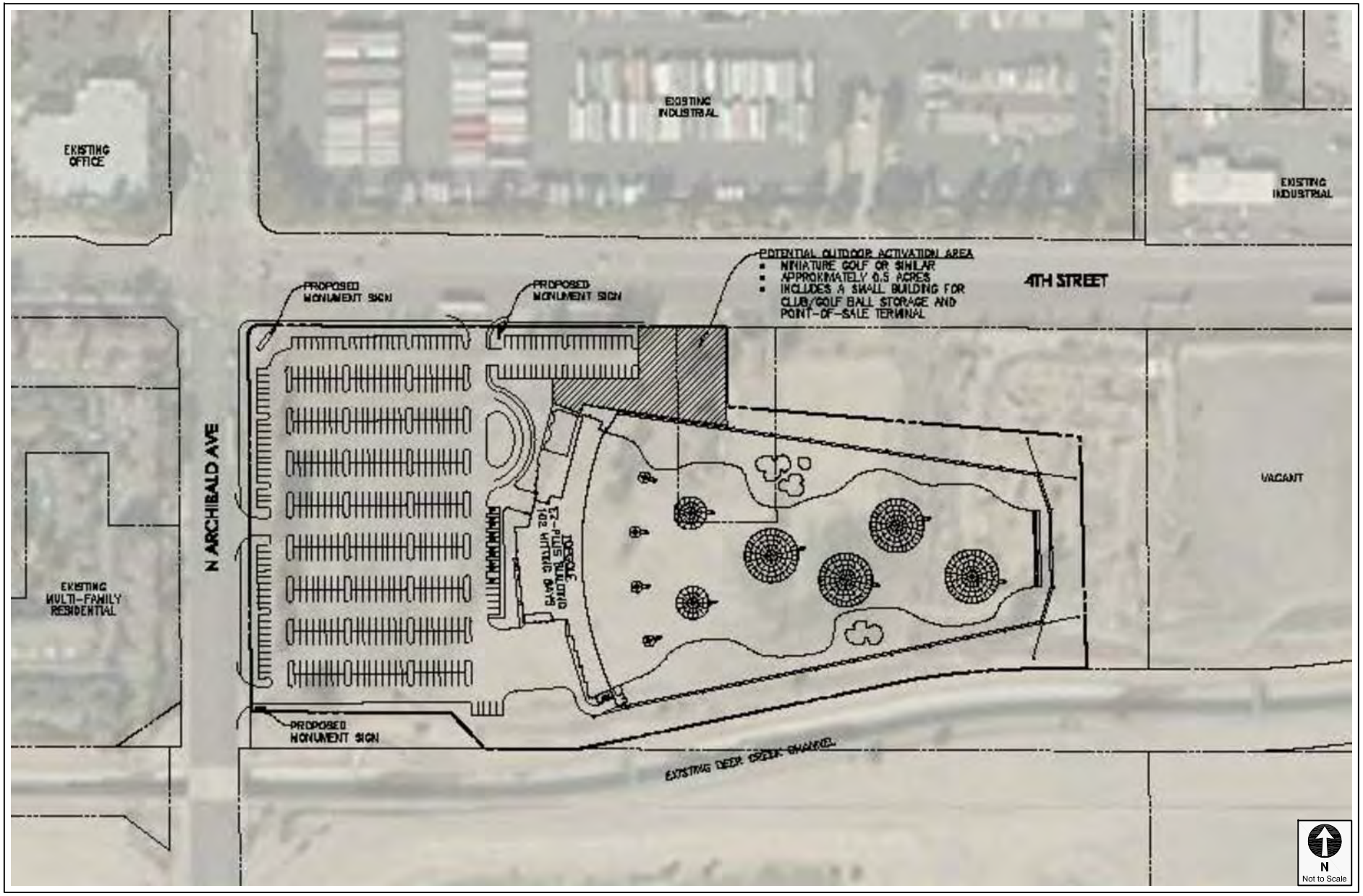
The required CMP analyses were performed, as detailed in Chapter 7, in accordance with the guidelines in the CMP.

Additional Review and Analysis

In addition to the analyses introduced above, this study includes a review of various other features and conditions related to the Project. These include a review of Project access, circulation and parking.

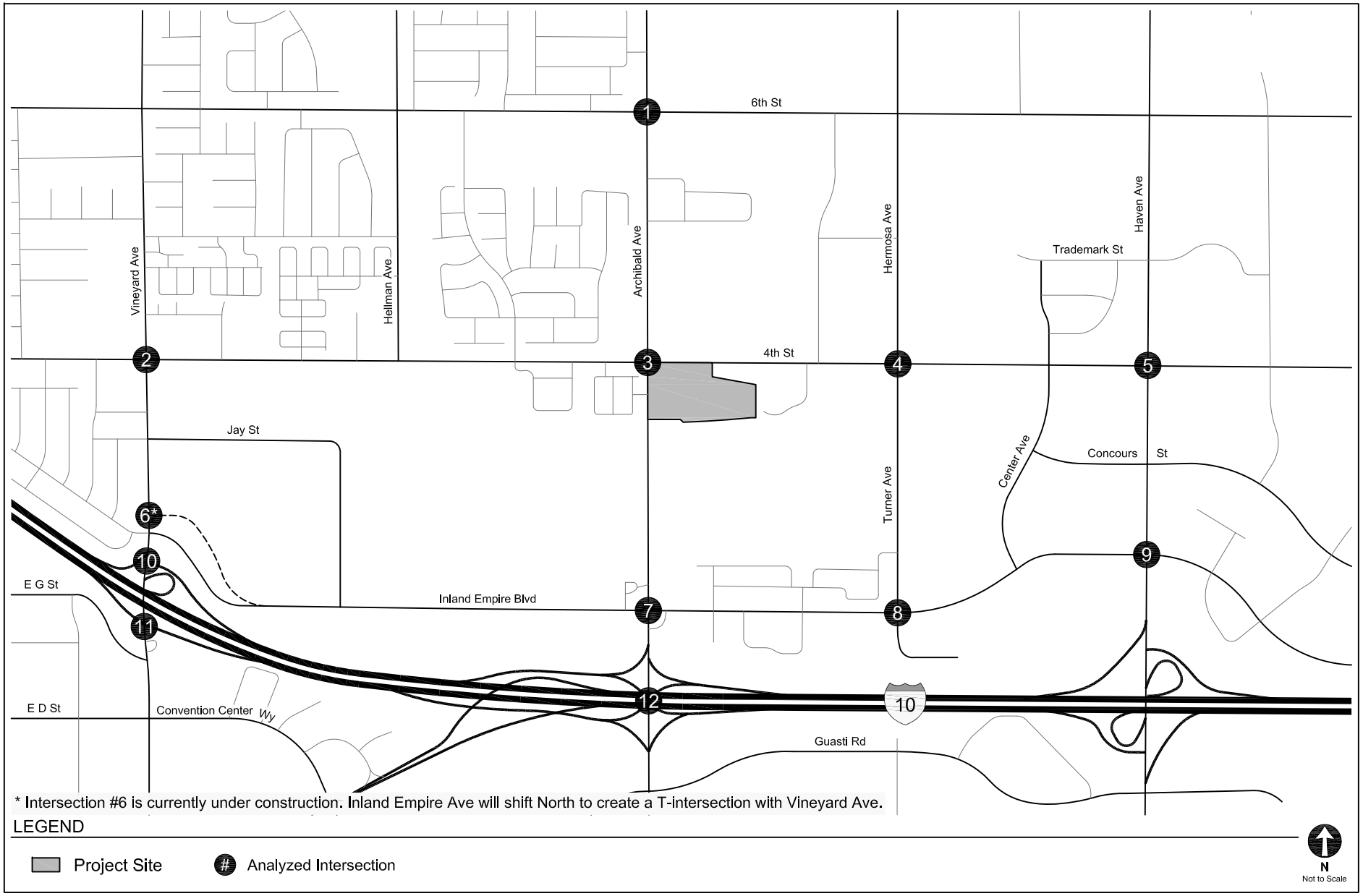
ORGANIZATION OF REPORT

This report is divided into 10 chapters, including this introduction. Chapter 2 describes the existing circulation system, traffic volumes, and traffic conditions in the Study Area. Chapter 3 forecasts the Future without Project Conditions. Chapter 4 describes the procedure used to forecast Project traffic volumes and distribution throughout the Study Area. Chapter 5 presents the intersection operating conditions associated with operation of the Project on top of Existing Conditions. Chapter 6 presents the intersection operating conditions associated with operation of the Project on top of Future without Project Conditions (Year 2020 and Year 2040). Chapter 7 identifies the potential significant traffic impacts, prior to mitigation, of the proposed Project under Existing with Project and Future with Project Conditions. Chapter 8 describes the traffic improvement and mitigation program designed to reduce the impacts of the Project to the extent possible. Chapter 9 presents the regional CMP analysis. Chapter 10 describes site access and internal circulation. The Appendices contain supporting documentation and additional details of the technical analyses.



PROJECT SITE PLAN

FIGURE 1



STUDY AREA

FIGURE 2

TABLE 1
LIST OF ANALYZED INTERSECTIONS

No.	Intersection	Jurisdiction
1.	Archibald Avenue & Sixth Street	City of Rancho Cucamonga
2.	N Vineyard Avenue & Fourth Street	City of Ontario
3.*	Archibald Avenue & Fourth Street	City of Rancho Cucamonga / Ontario
4.	Turner Avenue & Fourth Street	City of Rancho Cucamonga / Ontario
5.*	Haven Avenue & Fourth Street	City of Rancho Cucamonga / Ontario
6.	N Vineyard Avenue & Inland Empire Boulevard	City of Ontario
7.	N Archibald Avenue & Inland Empire Boulevard	City of Ontario
8.	Turner Avenue & Inland Empire Boulevard	City of Ontario
9.	N Haven Avenue & Inland Empire Boulevard	City of Ontario
10.	N Vineyard Avenue & I-10 WB Ramps	City of Ontario / Caltrans
11.	N Vineyard Avenue & I-10 EB Ramps	City of Ontario / Caltrans
12.*	N Archibald Avenue & I-10 EB & WB Ramps	City of Ontario / Caltrans

Notes:

* Represents San Bernardino County CMP Intersection

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Signalized V/C Ratio [a]	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Notes

[a] *Transportation Research Circular No. 212, Interim Materials on Highway Capacity,* Transportation Research Board, 1980.

Chapter 2
Existing Conditions

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the Project Study Area. The Existing Conditions analysis includes an assessment of the existing freeway and street systems, an analysis of traffic volumes and current operating conditions, and an assessment of the existing public transit service, as well as pedestrian and bicycle circulation.

STUDY AREA

The Project's Study Area, shown in Figure 2, includes a geographic area approximately 1.5 miles (north-south) by 2.2 miles (east-west) that is generally bounded by 6th Street to the north, Haven Avenue to the east, Guasti Road to the south, and Vineyard Avenue to the west.

A traffic analysis study area generally comprises all intersections that have potential to experience significant traffic impacts from project traffic as defined by the City's impact criteria. The Project Study Area was established in consultation with the City, taking into consideration the Project's peak hour trip generation estimates, the anticipated distribution of Project traffic, and the existing operation of nearby intersections and corridors.

A total of 12 signalized intersections were identified in the Scope of Study for detailed analysis. Figure 2 illustrates the location of the Project Site in relation to the surrounding street system and the 12 study intersections. The existing lane configurations at the analyzed intersections are provided in Appendix B.

EXISTING STREET SYSTEM

The existing street system in the Study Area consists of a regional roadway system including Freeways, Arterials, and Collectors which provide regional, sub-regional, or local access and circulation. Street classifications are designated in *City of Ontario Master Plan of Streets and Highways* (City of Ontario, August 2014) (Master Plan of Streets). The available facilities in the Study Area are defined by the following:

- Principal Arterial are arterial streets that provide primary through traffic routes with limited access to adjacent properties.
- Minor Arterial are arterial streets that serve through traffic, as well as provide access to major commercial activity centers.
- Collector Streets are intended to assist local traffic flow to Avenues and are typically located at quarter-mile intervals in a grid system.

The following is a brief description of the major roadways in the Study Area, including their classifications under the Master Plan of Streets:

Roadways

- Vineyard Avenue – Vineyard Avenue is a designated Minor Arterial north of 4th Street and a designated Principal Arterial south of 4th Street that runs in the north-south direction and is located approximately 1.0 miles west of the Project Site. It provides four travel lanes, two in each direction, a center turn lane, and left-turn lanes at intersections. On-street parking is generally not permitted on either side of the street north of Jay Street. Unmetered on-street parking is generally available on the west side of the street south of Jay Street.
- Archibald Avenue – Archibald Avenue is a designated Principal Arterial that runs in the north-south direction and is located adjacent to the western boundary of the Project Site. It provides four travel lanes, two in each direction, a center turn lane, and left-turn lanes at intersections. On-street parking is generally not permitted on either side of the street within the Study Area.
- Turner Avenue / Hermosa Avenue – Turner Avenue / Hermosa Avenue is a designated Collector that runs in the north-south direction and is located approximately 0.4 miles east of the Project Site. Turner Avenue becomes Hermosa Avenue north of 4th Street. It provides four travel lanes, two in each direction, a center turn lane, and left-turn lanes at intersections except between N. Via Barolo and 4th Street, where there are two northbound lanes and one

southbound lane. On-street parking is generally not permitted on either side of the street within the Study Area.

- Haven Avenue – Haven Avenue is a designated Principal Arterial that runs in the north-south direction and is located approximately 1.0 mile east of the Project Site. It provides six travel lanes, three in each direction, and left-turn lanes at intersections. On-street parking is generally not permitted on either side of the street within the Study Area.

- 6th Street – 6th Street is a designated Collector that runs in the east-west direction and is located approximately 0.6 miles north of the Project Site. It provides four travel lanes, two in each direction, and left-turn lanes at intersections. On-street parking is generally not permitted on either side of the street within the Study Area.

- 4th Street – 4th Street is a designated Principal Arterial that runs in the east-west direction and is located approximately 1.0 mile west of the Project Site. It provides four travel lanes, two in each direction, a center turn lane, and left-turn lanes at intersections. On-street parking is generally not permitted on either side of the street within the Study Area.

- Inland Empire Boulevard – Vineyard Avenue is a designated Minor Arterial that runs in the east-west direction and is located approximately 0.4 miles south of the Project Site. It provides four travel lanes, two in each direction, a center turn lane, and left-turn lanes at intersections. On-street parking is generally not permitted on either side of the street within the Study Area.

EXISTING TRANSIT SYSTEM

The Project area is served by bus lines operated by Omnitrans. Figure 3 illustrates the existing transit service in the Study Area.

Table 3 summarizes the transit lines operating in the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and frequency of service, as described above. The average frequency of transit service during the peak hour was derived from the number of peak period stops made at the stop nearest the Project Site.

BICYCLE AND PEDESTRIAN NETWORK

Existing Bicycle System

Based on *Multipurpose Trails & Bikeway Corridor, M2-1 of the City of Ontario General Plan: Mobility Element* (City of Ontario, 2011) (Bicycle Plan), the existing bicycle system in the Study Area consists of a limited coverage of bicycle lanes (Class II) and bicycle routes (Class III). Bicycle lanes are a component of street design with dedicated striping, separating vehicular traffic from bicycle traffic. These facilities offer a safer environment for both cyclists and motorists. Bicycle routes are identified as bicycle-friendly streets where motorists and cyclists share the roadway and there is no dedicated striping of a bicycle lane. Bicycle routes are preferably located on collector and lower volume arterial streets. Within the Study Area, Inland Empire Boulevard, Archibald Avenue, and 6th Street are marked as Class II Bike Lanes. Vineyard Avenue is designated as a Class III bike lane south of Inland Empire Boulevard within the Study Area. No other bicycle facilities are provided within the Study Area.

Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile; these attributes are quantified by WalkScore.com and assigned a score out of 100 points. With the various residential, commercial businesses, and cultural facilities adjacent to the Cucamonga-Guasti Regional Park, the walkability of the Project site is approximately 42 points[1]; this compares to the citywide score of 37 points, indicating that the Study Area is slightly more walkable than average within the City.

The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. The sidewalks provide connectivity to

[1] Walk Score (www.walkscore.com) rates the Project Site (800 N. Archibald Avenue) with a score of 42 of 100 possible points (scores accessed on December 12, 2018 for the Cucamonga-Guasti Regional Park neighborhood in Rancho Cucamonga). Walk Score calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel.

pedestrian crossings at intersections within the Study Area. Striped crosswalks are provided at all legs of the signalized study intersections.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

This section presents the existing peak hour turning movement traffic volumes for the intersections analyzed in the study, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each intersection indicating V/C ratios or delay and LOS.

Existing Traffic Volumes

Intersection turning movement counts were collected at each of the study intersections during the weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. Due to the substantial amount of long-term construction-related traffic management measures (e.g., lane closures) currently implemented within the Study Area, the County required the use of the most recent pre-construction peak hour traffic volume data at any study intersection temporarily operating at reduced capacity due to construction related activity in order to accurately represent the Existing (Year 2018) peak hour traffic volumes at each of the affected study intersections.

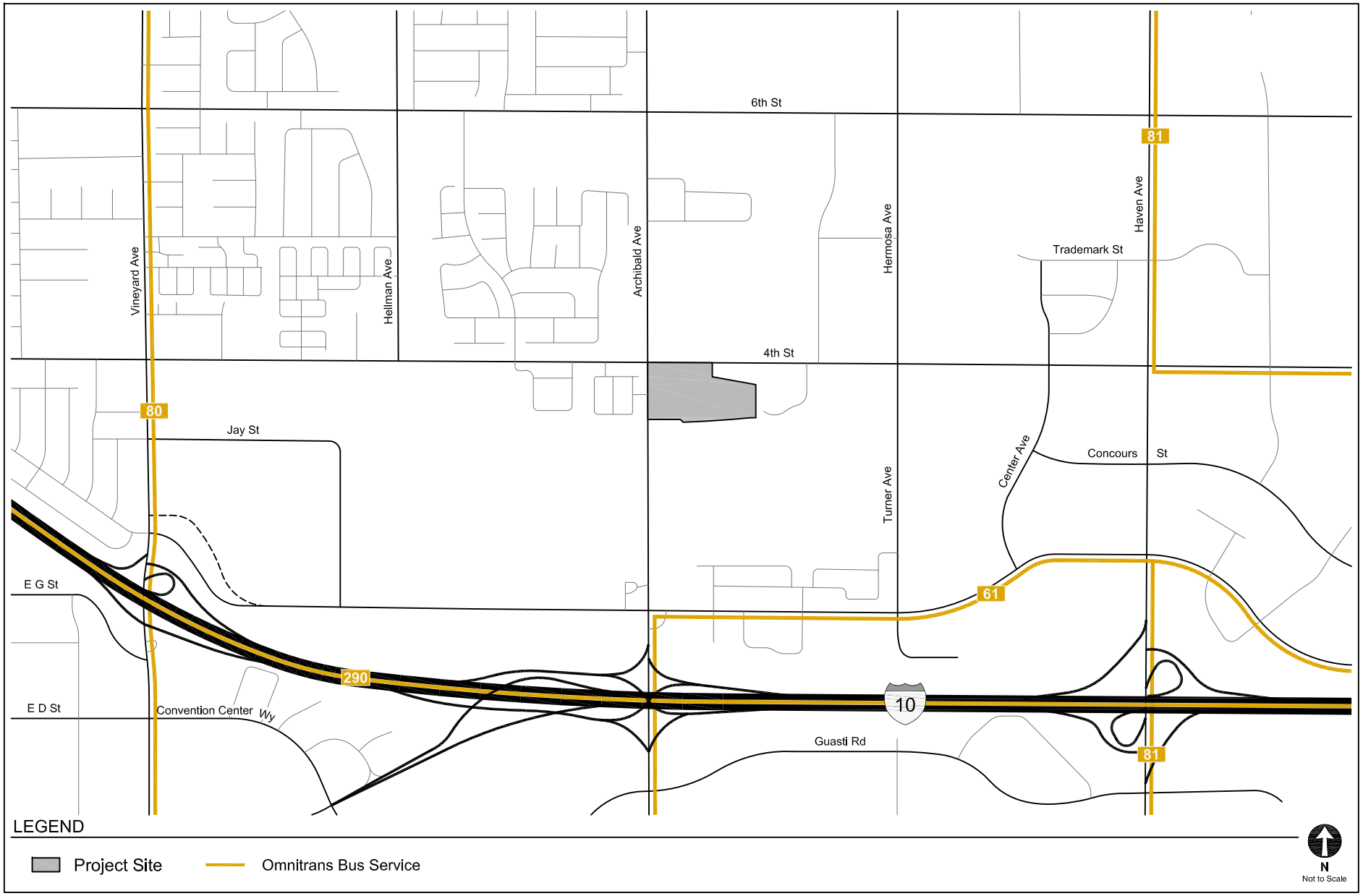
Traffic counts from 2014 for all 12 study intersections, as found in the 2015 TIA, were grown to reflect 2018 conditions. In order to be conservative, the pre-construction peak hour traffic volumes from 2014 were increased at a rate of 1% per year in order to represent the Existing (Year 2018) traffic volumes. Thus, the existing volumes utilized in this analysis (i.e., traffic volume figures, LOS calculations, etc.) reflect Existing (Year 2018) Conditions.

Weekday and Saturday midday peak hour roadway segment counts were collected at a handful of study roadway segments not affected by construction in October 2018. Weekday counts were factored down by approximately 48%, a rate calculated by comparing weekday counts to Saturday counts, to reflect 2018 Saturday conditions for all 12 study intersections. The existing intersection

peak hour traffic volumes are illustrated in Figure 4. Traffic count worksheets are provided in Appendix C.

Existing Intersection Levels of Service

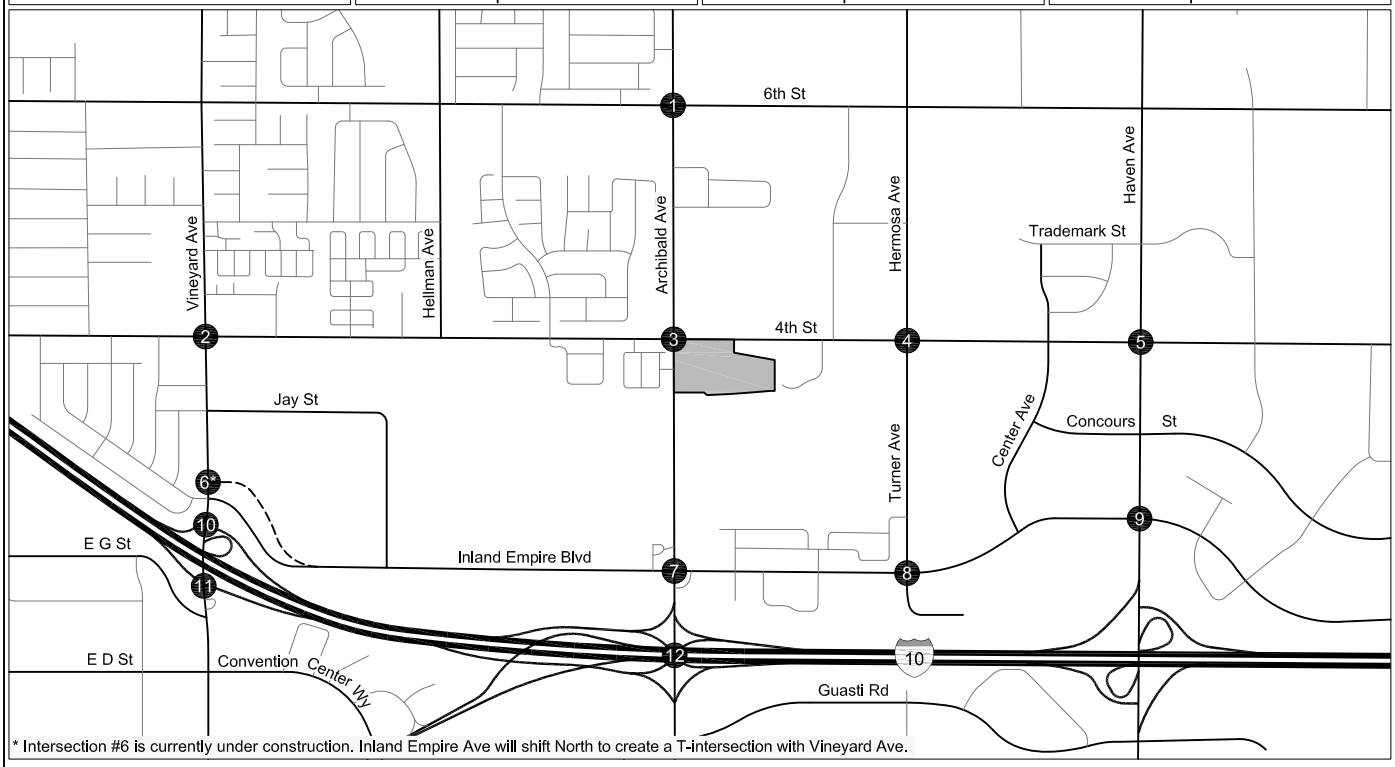
Table 4 summarizes the weekday morning and afternoon peak hour and Saturday midday peak hour LOS results for each of the study intersections under Existing Conditions. As shown, all 12 study intersections currently operate at LOS C or better during both the morning and afternoon peak hours and Saturday midday peak hour.



EXISTING TRANSIT SERVICE

FIGURE 3

1. Archibald Avenue & Sixth Street 40(86) 903(904) 81(100) 54(102) 106(239) 56(144) 79(43) 252(203) 103(68) 24(69) 811(1,103) 141(84)	2. N Vineyard Avenue & Fourth Street 109(122) 1,028(846) 95(118) 87(115) 399(465) 191(334) 160(197) 337(357) 105(101) 122(150) 799(1,319) 149(188)	3. Archibald Avenue & Fourth Street 69(68) 799(812) 104(135) 128(145) 380(655) 185(287) 55(63) 366(399) 149(116) 90(154) 831(1,098) 177(126)	4. Turner Avenue & Fourth Street 211(276) 210(196) 151(122) 144(214) 532(703) 31(37) 81(57) 495(571) 33(40) 25(30) 174(276) 43(28)
5. Haven Street & Fourth Street 80(135) 1,504(1,835) 67(176) 140(174) 495(582) 204(356) 92(82) 309(598) 122(166) 215(225) 1,854(2,204) 426(380)	*6. N Vineyard Avenue & Inland Empire Boulevard 1,273(1,245) 54(30) 69(132) 111(153) 1,023(1,517) 47(80)	7. N Archibald Avenue & Inland Empire Boulevard 28(40) 1,236(1,348) 103(81) 67(57) 132(194) 274(381) 12(26) 73(60) 38(22) 126(146) 1,104(1,450) 415(362)	8. Turner Avenue & Inland Empire Boulevard 115(100) 24(18) 128(96) 57(131) 234(353) 94(51) 80(178) 261(304) 64(51) 33(68) 11(38) 20(76)



* Intersection #6 is currently under construction. Inland Empire Ave will shift North to create a T-intersection with Vineyard Ave.

LEGEND

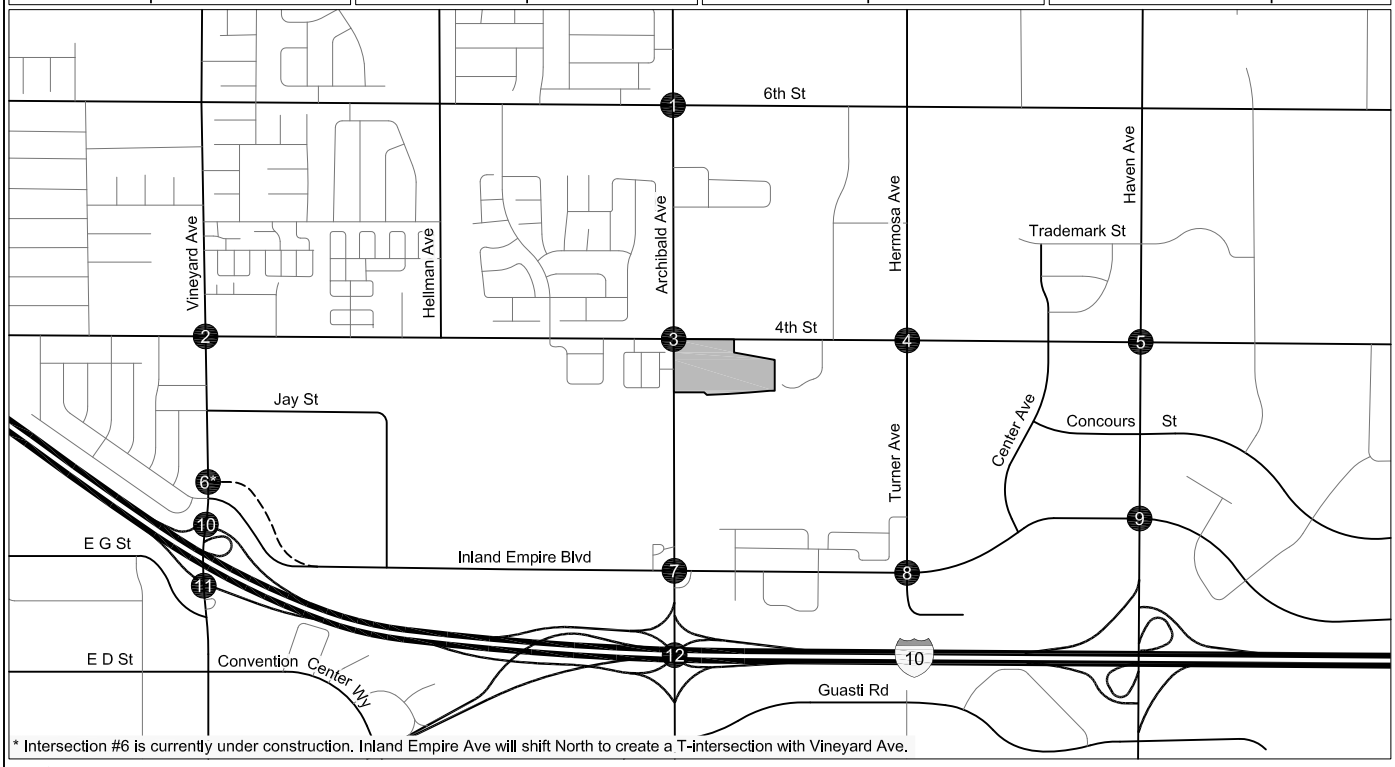
Project Site
Analyzed Intersection
#(#) AM(PM) Peak Hour Traffic Volumes
* Negligible Volume

N
Not to Scale

EXISTING CONDITIONS (YEAR 2018)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 4A

9. N Haven Avenue & Inland Empire Boulevard	10. N Vineyard Avenue & I-10 WB Ramps	11. N Vineyard Avenue & I-10 EB Ramps	12. N Archibald Avenue & I-10 EB & WB Ramps
81(31) 1,780(2,502) 59(76)	40(374) 1,114(1,051)	917(1,008) 409(254)	541(674) 526(596) 491(476)
114(43) 107(174) 24(524)	353(478) 209(213)		450(451) *(*) 204(86)
71(133) 102(194) 275(415)	718(1,149) 203(218)	226(380) 6(3) 282(255)	921(885) *(*) 216(254)
508(375) 2,765(2,595) 431(287)		685(996) 340(295)	53(340) 267(623) 76(300)



* Intersection #6 is currently under construction. Inland Empire Ave will shift North to create a T-intersection with Vineyard Ave.

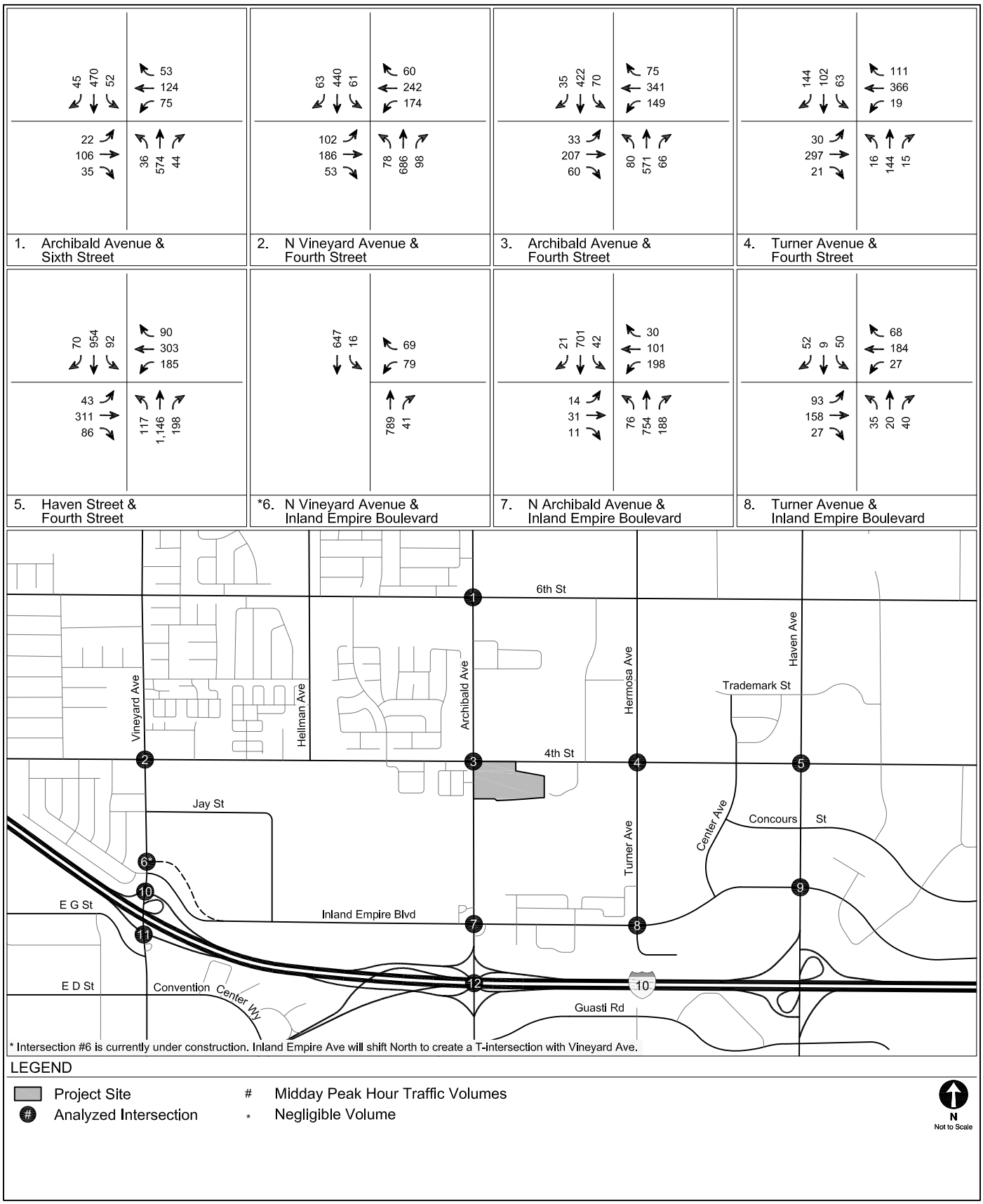
LEGEND

Project Site
Analyzed Intersection
#(#) AM(PM) Peak Hour Traffic Volumes
* Negligible Volume

N
Not to Scale

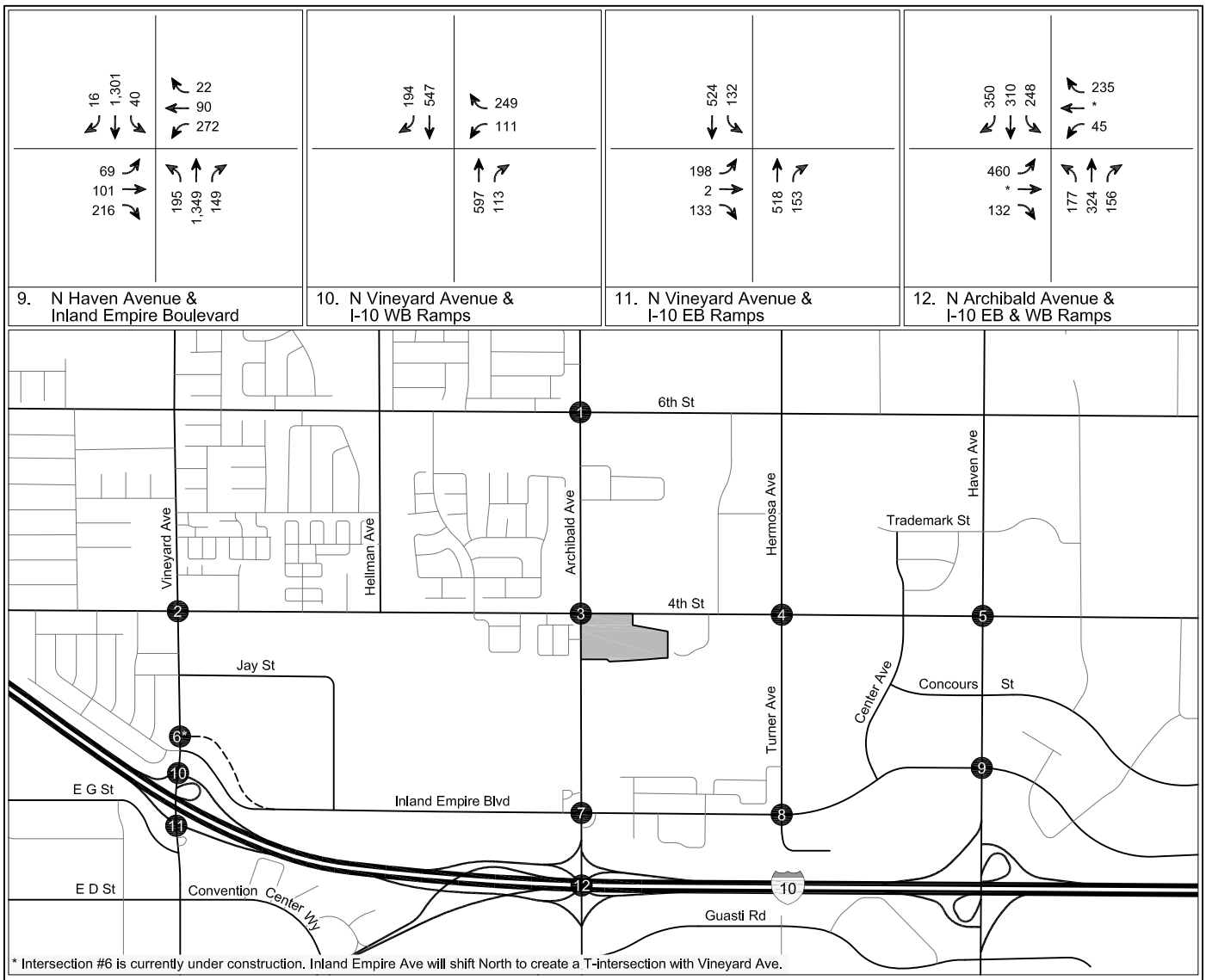
EXISTING CONDITIONS (YEAR 2018)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 4A (CONT.)



EXISTING CONDITIONS (YEAR 2018)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 4B



LEGEND

Project Site
Analyzed Intersection
Midday Peak Hour Traffic Volumes
* Negligible Volume

N
Not to Scale

EXISTING CONDITIONS (YEAR 2018)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
4B (CONT.)

TABLE 3
EXISTING TRANSIT SERVICE IN STUDY AREA

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes)			
				Morning Peak Period		Afternoon Peak Period	
Omnitrans Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
61	Fontana - Pomona via Inland Empire Boulevard	Local	5:00 A.M. - 10:00 P.M.	20	22	20	22
80	Ontario Airport - Chaffey College via Vineyard Avenue	Local	5:30 A.M. - 9:00 P.M.	80	80	80	80
81	Chino - Chaffey College via Haven Avenue	Local	5:00 A.M. - 10:30 P.M.	80	80	80	80
290	San Bernardino - Montclair Transit Center via I-10	Express	4:30 A.M. - 9:00 P.M.	80	80	80	80

Notes
Morning Peak Period from 6:00 AM to 10:00 AM; Afternoon Peak Period from 3:00 PM to 7:00 PM.

TABLE 4
EXISTING CONDITIONS (YEAR 2018)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		
			Delay	V/C	LOS
1.	Archibald Avenue & Sixth Street	AM	14.7	0.417	B
		PM	14.7	0.576	B
		SAT	15.7	0.299	B
2.	N Vineyard Avenue & Fourth Street	AM	24.3	0.571	C
		PM	24.4	0.717	C
		SAT	22.6	0.373	C
3.	Archibald Avenue & Fourth Street	AM	23.5	0.546	C
		PM	23.6	0.649	C
		SAT	23	0.337	C
4.	Turner Avenue & Fourth Street	AM	19.3	0.309	B
		PM	19.3	0.362	B
		SAT	17.1	0.189	B
5.	Haven Avenue & Fourth Street	AM	14.2	0.521	B
		PM	14.2	0.679	B
		SAT	15.1	0.353	B
6.	N Vineyard Avenue & Inland Empire Boulevard	AM	3.8	0.395	A
		PM	3.8	0.677	A
		SAT	4.8	0.274	A
7.	N Archibald Avenue & Inland Empire Boulevard	AM	18.6	0.471	B
		PM	18.7	0.537	B
		SAT	17.8	0.279	B
8.	Turner Avenue & Inland Empire Boulevard	AM	22.1	0.237	C
		PM	22.1	0.321	C
		SAT	20	0.163	B
9.	N Haven Avenue & Inland Empire Boulevard	AM	14.1	0.518	B
		PM	14.1	0.715	B
		SAT	18.4	0.372	B
10.	N Vineyard Avenue & I-10 WB Ramps	AM	16	0.433	B
		PM	16	0.614	B
		SAT	14.1	0.320	B
11.	N Vineyard Avenue & I-10 EB Ramps	AM	14.7	0.969	B
		PM	14.8	0.886	B
		SAT	10.3	0.296	B
12.	N Archibald Avenue & I-10 EB & WB Ramps	AM	21.4	0.460	C
		PM	21.5	0.501	C
		SAT	24.6	0.261	C

Notes

* Based on the City of Ontario, City of Rancho Cucamonga, County of San Bernardino, and Caltrans criteria, an impact is considered significant if the following criteria are met:

City of Ontario
- The intersection operates at a LOS F.

City of Rancho Cucamonga
- The intersection operates at a LOS E or F.

County of San Bernardino
- The intersection operates at a LOS E or F.

Caltrans
- The intersection operates at a LOS E or F.

Chapter 3
Future without Project Conditions

Estimates of future traffic conditions both with and without the Project, representing cumulative conditions, were developed to evaluate the potential impacts of the Project on the local street system. This discussion details the assumptions used to develop the Future without Project Conditions in Year 2020, which corresponds to the anticipated Project buildout year.

The existing traffic volumes were factored by an annual ambient growth rate to approximate regional growth and development. In addition to the ambient growth, for purposes of providing a conservative analysis of potential cumulative traffic impacts, the traffic generated by proposed, approved, and under construction projects in and around the Study Area was also added to estimate the Future without Project Conditions.

AMBIENT TRAFFIC GROWTH

The existing traffic volumes were factored by an annual ambient growth rate of 1% per year to approximate regional growth and development for Year 2020 conditions and 2% per year for Year 2040 conditions at Ontario Plan Buildout. The total adjustment applied over the two-year period from 2018 to 2020 was 2% and over the 22-year period from 2018 to 2040 was 44%. This growth factor accounts for increases in traffic due to potential projects not yet proposed or projects outside the Study Area.

RELATED PROJECTS

This study also considered growth in traffic due to other projects proposed, approved, or under construction in and around the Study Area, known as the Related Projects. The list of Related

Projects is based on information provided by OPWD, as well as recent studies of projects in the area. The Related Projects are detailed in Table 5 and shown in Figure 5.

The development of estimated traffic volumes added to the Study Area as a result of Related Projects involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

Trip Generation

Trip generation estimates for the Related Project were provided by the 2015 TIA. Table 6 summarizes the Related Project trip generation for typical weekdays, including daily trips, morning peak hour trips, and afternoon peak hour trips. Although the 2015 TIA did not analyze Saturday midday peak hour, the weekday trips were factored down in the same manner utilized for the Saturday midday peak hour volumes in Existing Conditions.

Trip Distribution

The geographic distribution of the traffic generated by the Related Projects is dependent on several factors. These include the type and density of the proposed land uses, the geographic distribution of the population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution patterns developed above. Figure 6 shows the peak hour traffic volumes associated with the Related Project at the study intersections. These volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected buildout year of 2020 and Ontario Plan Buildout year of 2040. This is a conservative approach as many of the Related Projects may be reflected in the ambient growth rate. These volumes represent the Future

without Project Conditions (i.e., existing traffic volumes added to ambient traffic growth and Related Project traffic growth) and are shown in Figures 7A-B and 8A-B for the 12 study intersections.

FUTURE INFRASTRUCTURE IMPROVEMENTS

The roadway network for the Future without Project Conditions within the Study Area could also be affected by regional improvement plans, local specific plans, and programmed improvements (i.e., mitigations for Related Projects). However, it was determined that the analysis should conservatively exclude potential improvements within the Study Area because of uncertainty as to the likelihood and timing of their implementation. Therefore, the lane configurations and signal phasing at the study intersections was assumed to remain unchanged between Existing and Future Conditions. However, the potential improvements that were identified are discussed below.

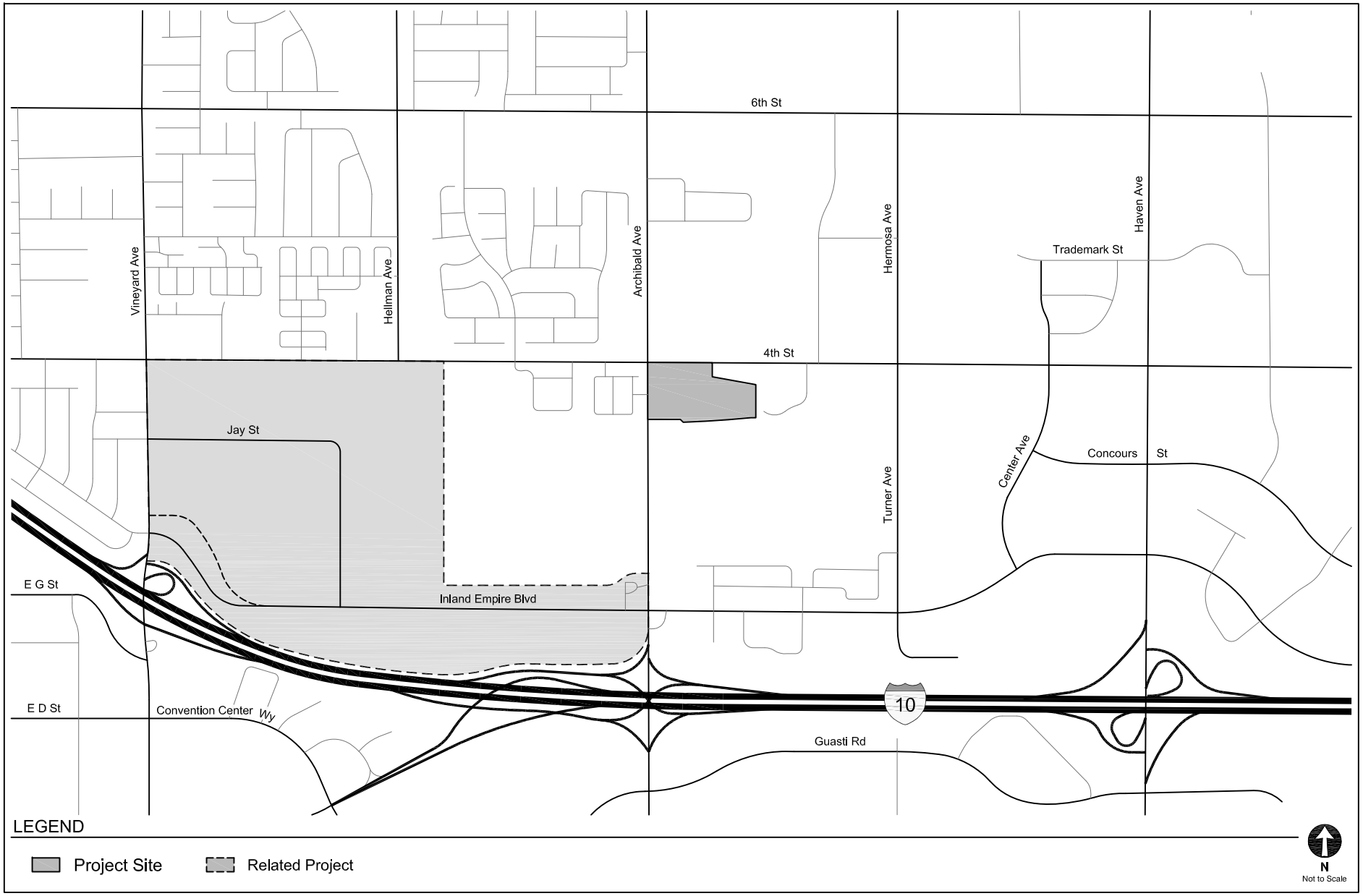
City Bicycle Plan

The Bicycle Plan identifies the City of Ontario's vision to create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other key destination points, including within the Study Area. It proposes new Class II bicycle lanes on Vineyard Avenue within the Study Area. No changes to vehicular lane configurations as a result of potential new bicycle lanes were assumed in this analysis.

FUTURE WITHOUT PROJECT INTERSECTION LEVELS OF SERVICE

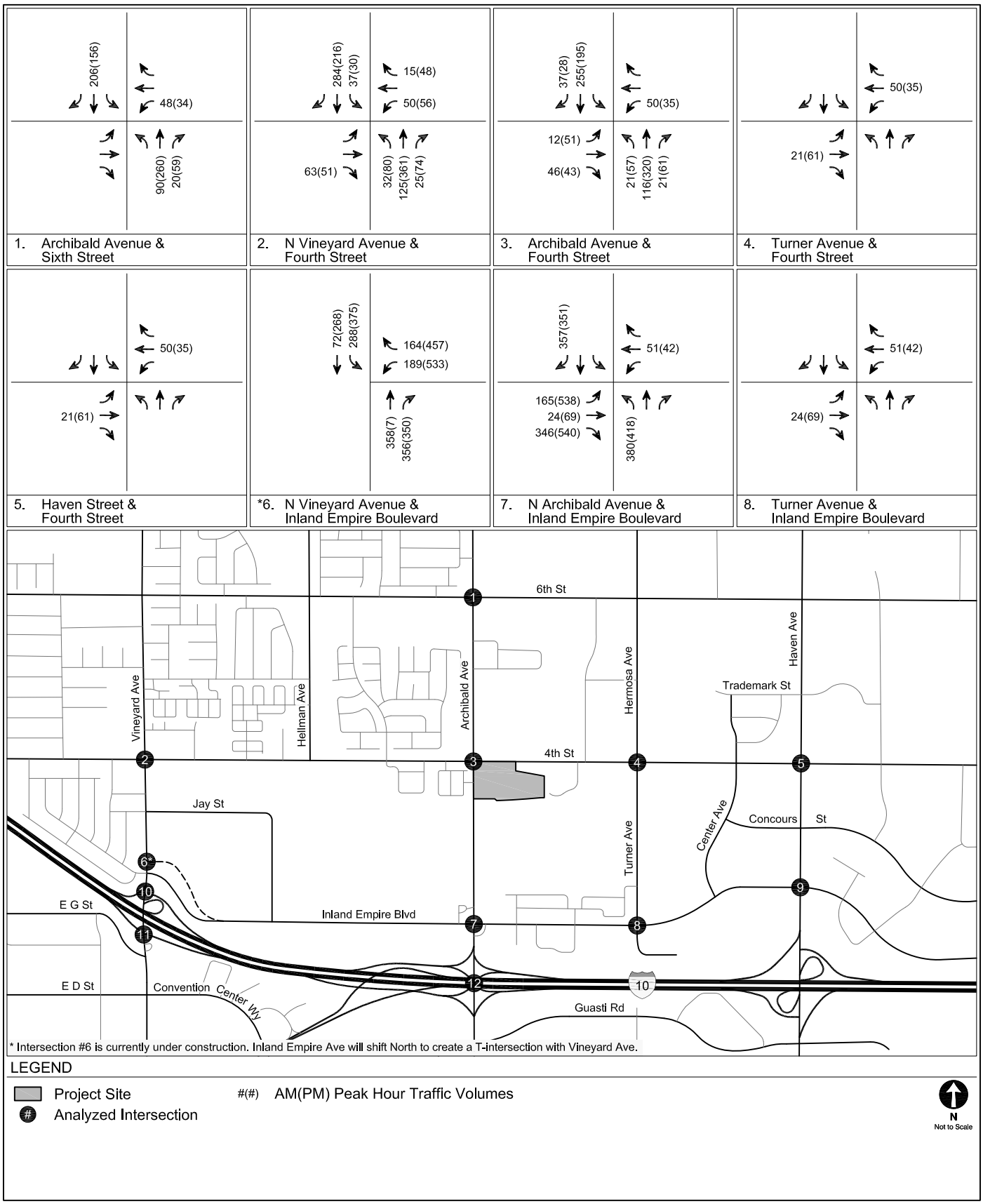
Table 6 summarizes the weekday morning and afternoon peak hour and Saturday midday peak hour LOS results for each of the study intersections under Future without Project Conditions. As shown, 10 of the 12 study intersections are projected to operate at LOS D or better during both the weekday morning and afternoon peak hours. The remaining two intersections are projected to operate at LOS E or F during at least one of the analyzed peak hours:

- Intersection #6: LOS E during the morning peak hour and LOS F during the afternoon peak hour
- Intersection #11: LOS E during the morning and afternoon peak hour



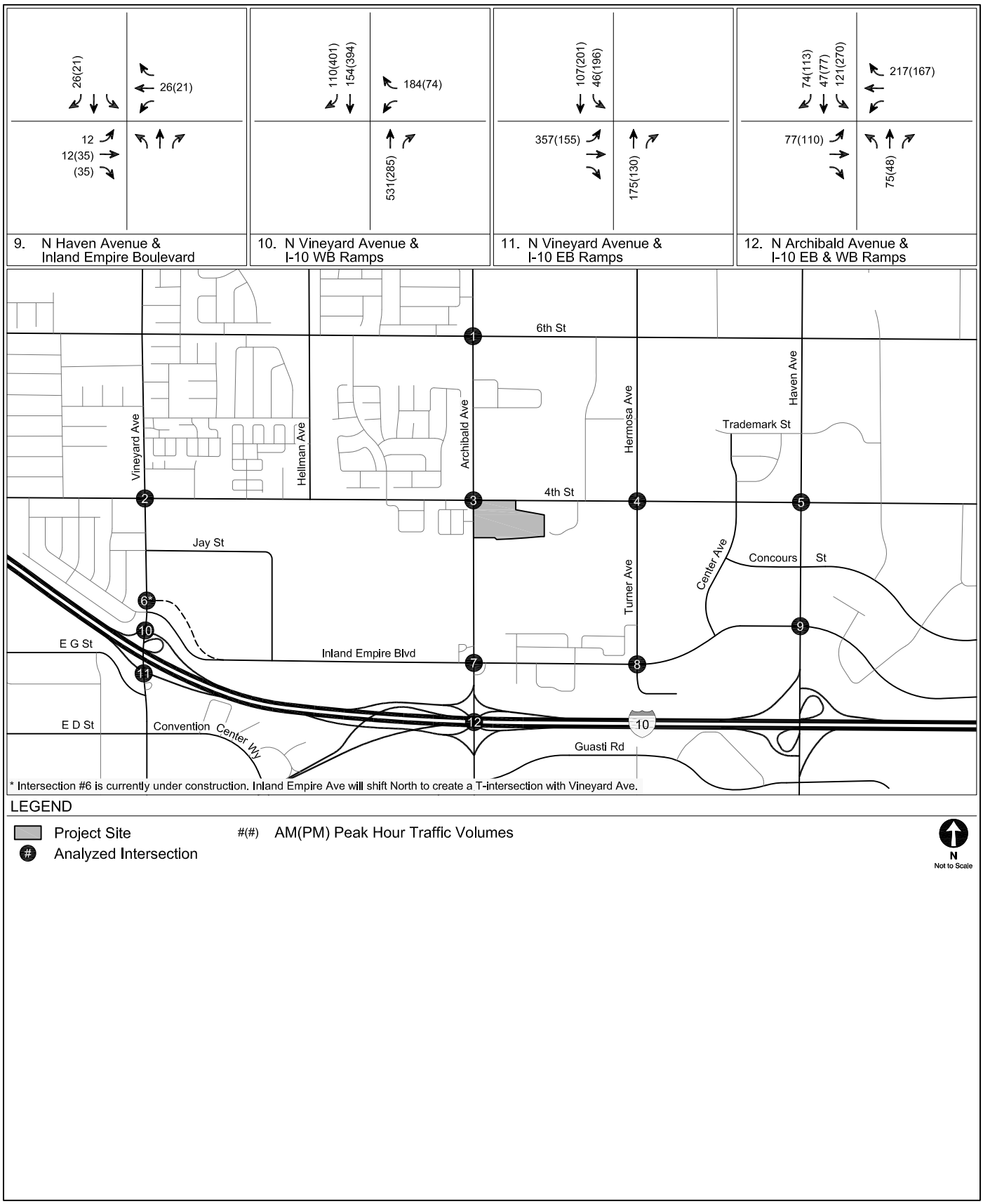
LOCATION OF RELATED PROJECTS

FIGURE 5



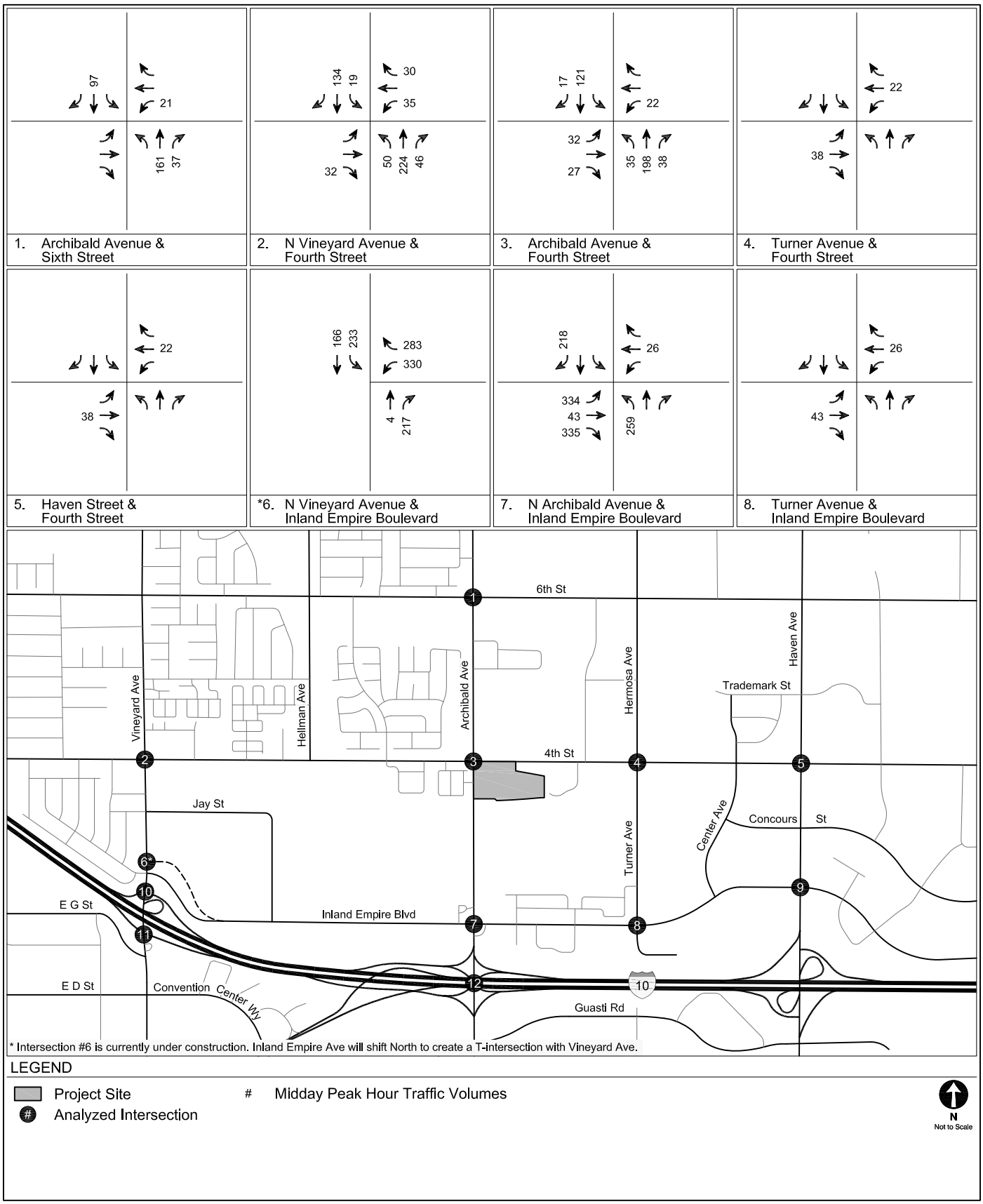
RELATED PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 6A



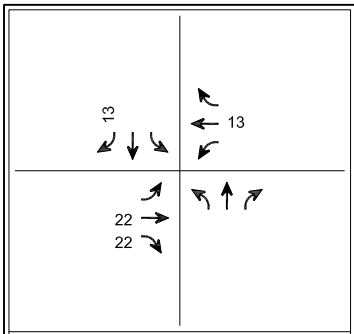
RELATED PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
6A (CONT.)

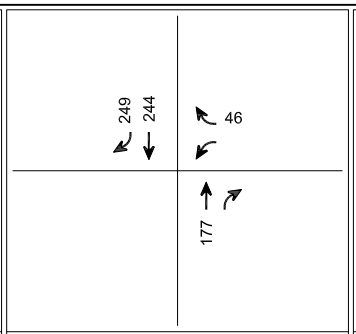


RELATED PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

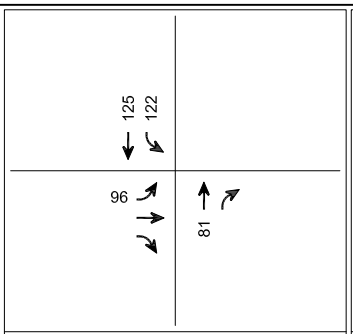
FIGURE 6B



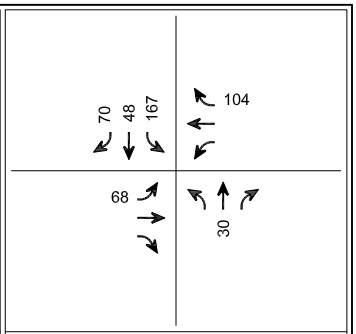
9. N Haven Avenue & Inland Empire Boulevard



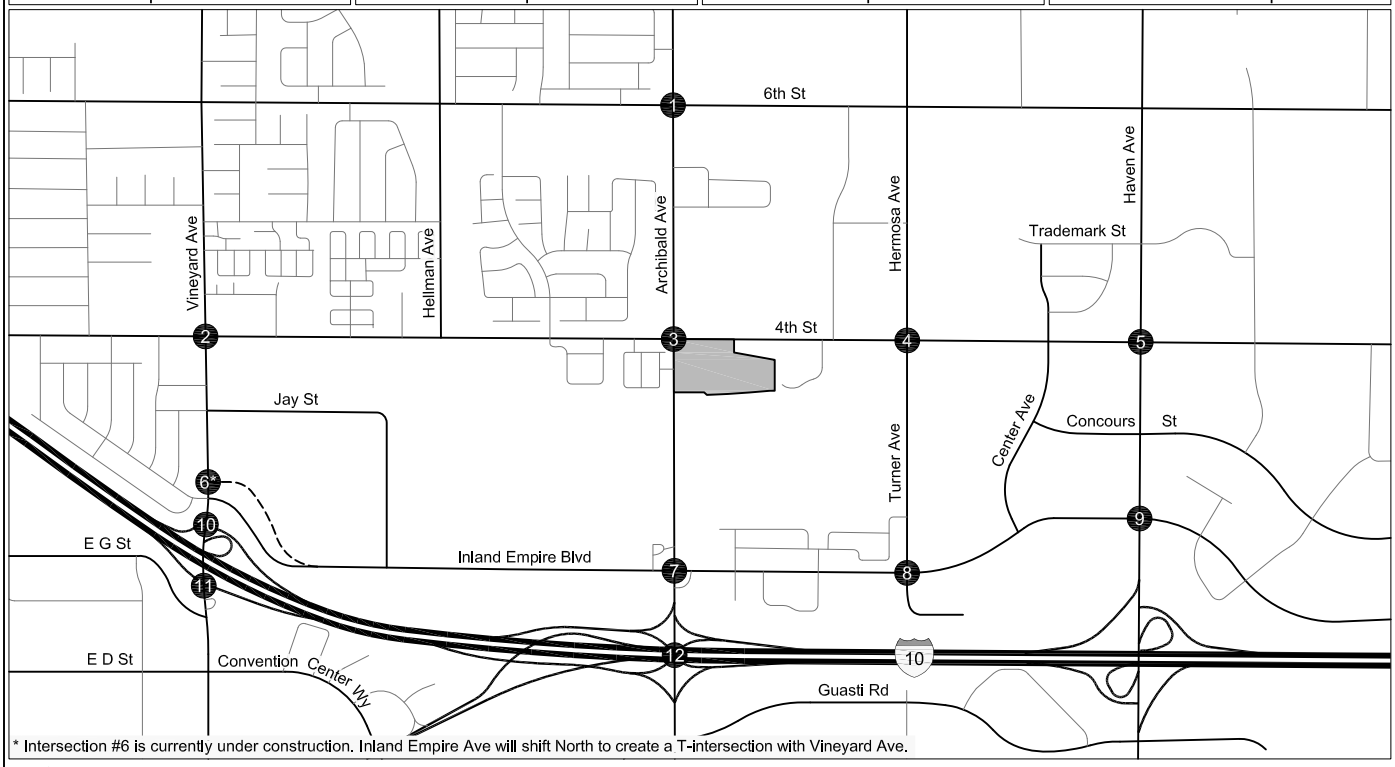
10. N Vineyard Avenue & I-10 WB Ramps



11. N Vineyard Avenue & I-10 EB Ramps



12. N Archibald Avenue & I-10 EB & WB Ramps



* Intersection #6 is currently under construction. Inland Empire Ave will shift North to create a T-intersection with Vineyard Ave.

LEGEND

Project Site

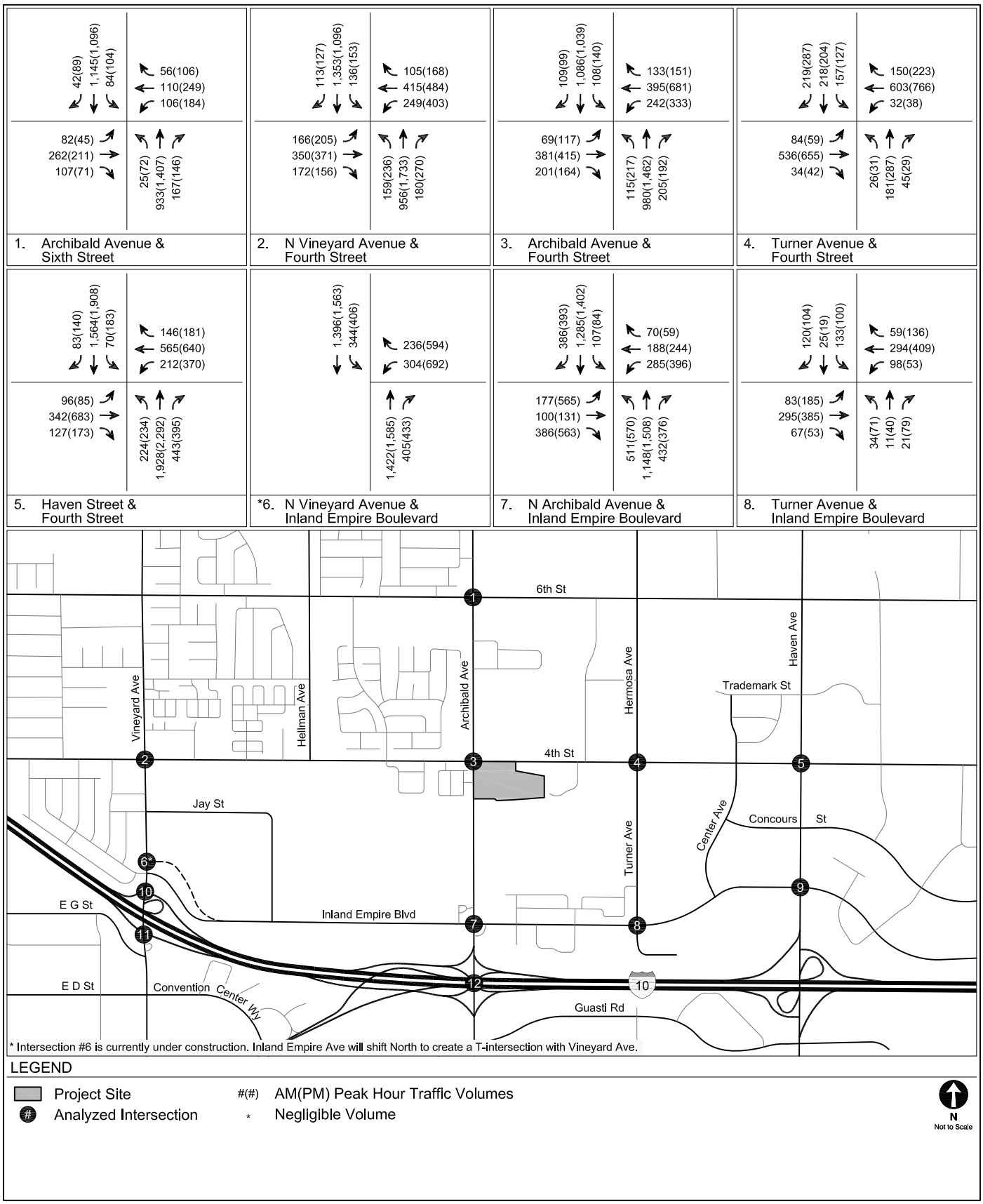
Analyzed Intersection

Midday Peak Hour Traffic Volumes

N
Not to Scale

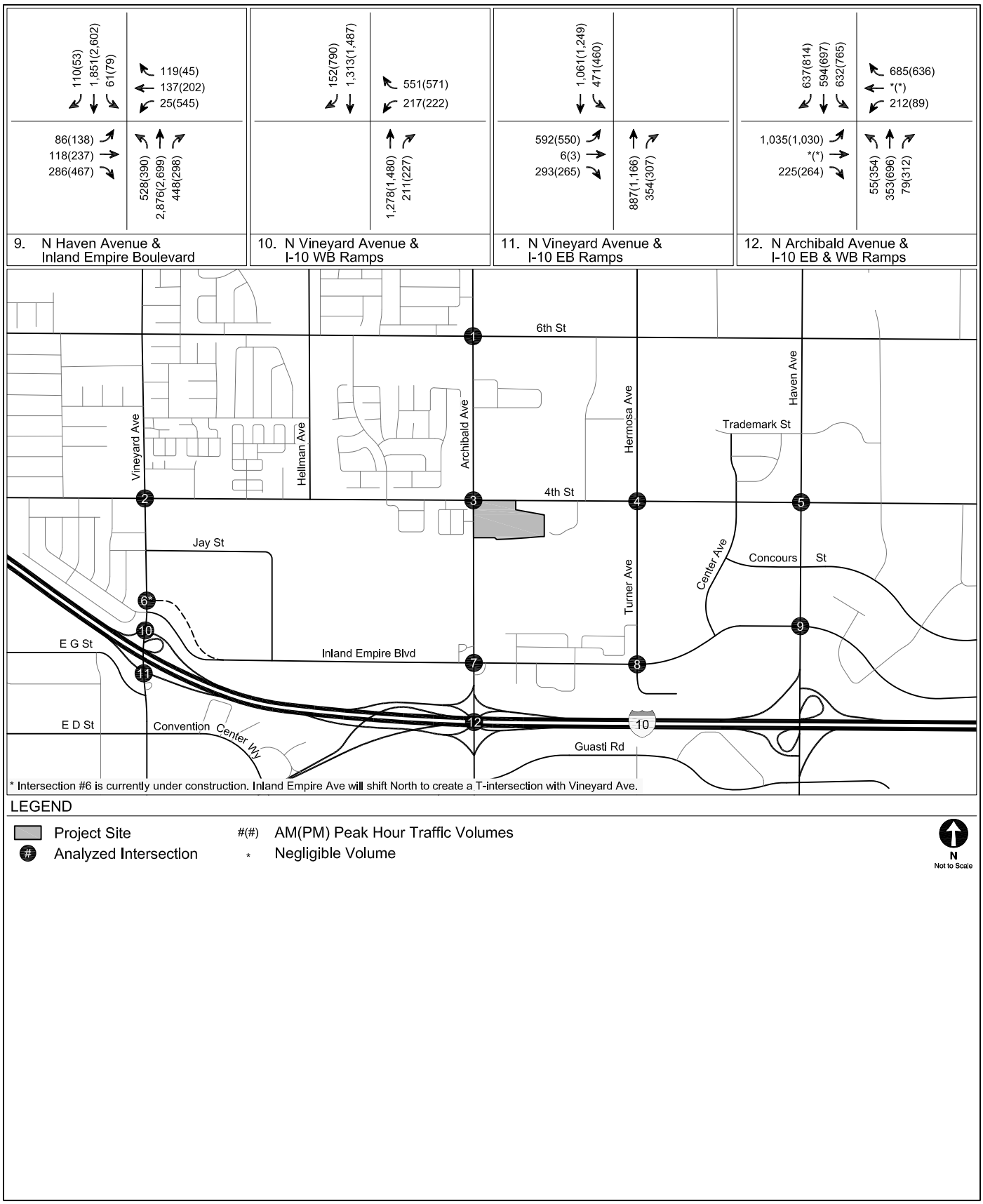
RELATED PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
6B (CONT.)



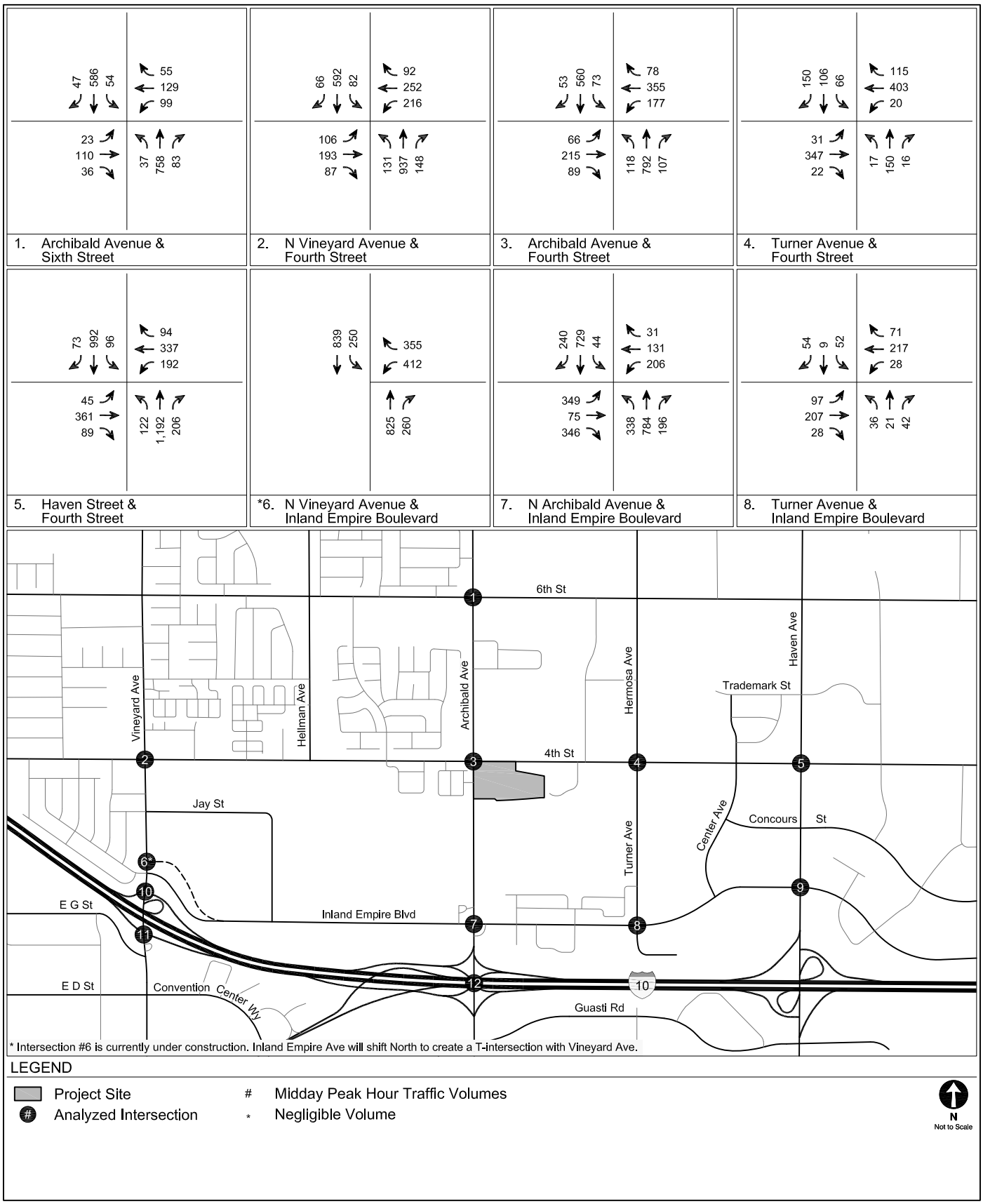
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2020)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 7A



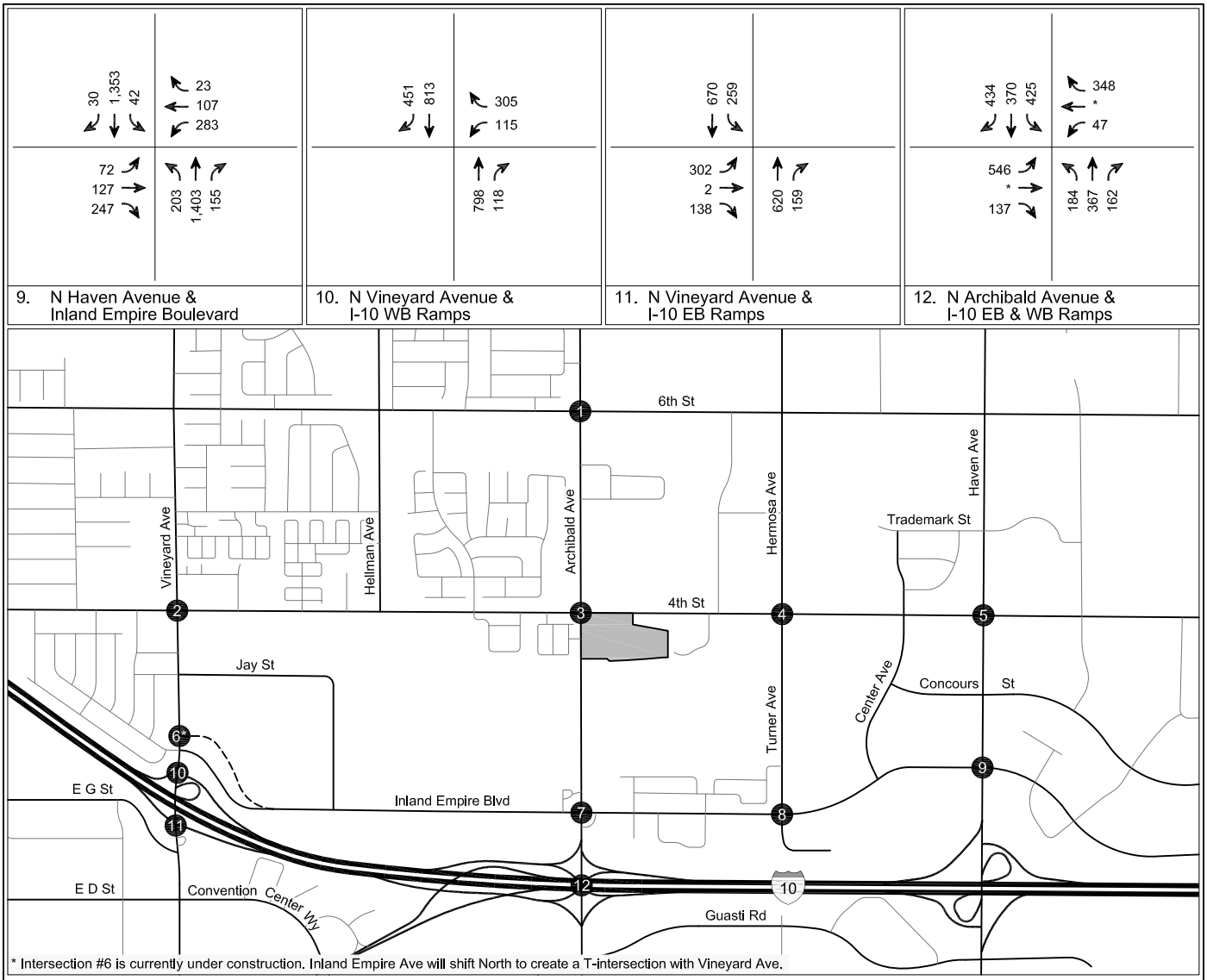
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2020)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 7A (CONT.)



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2020)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 7B



LEGEND

Project Site

Analyzed Intersection

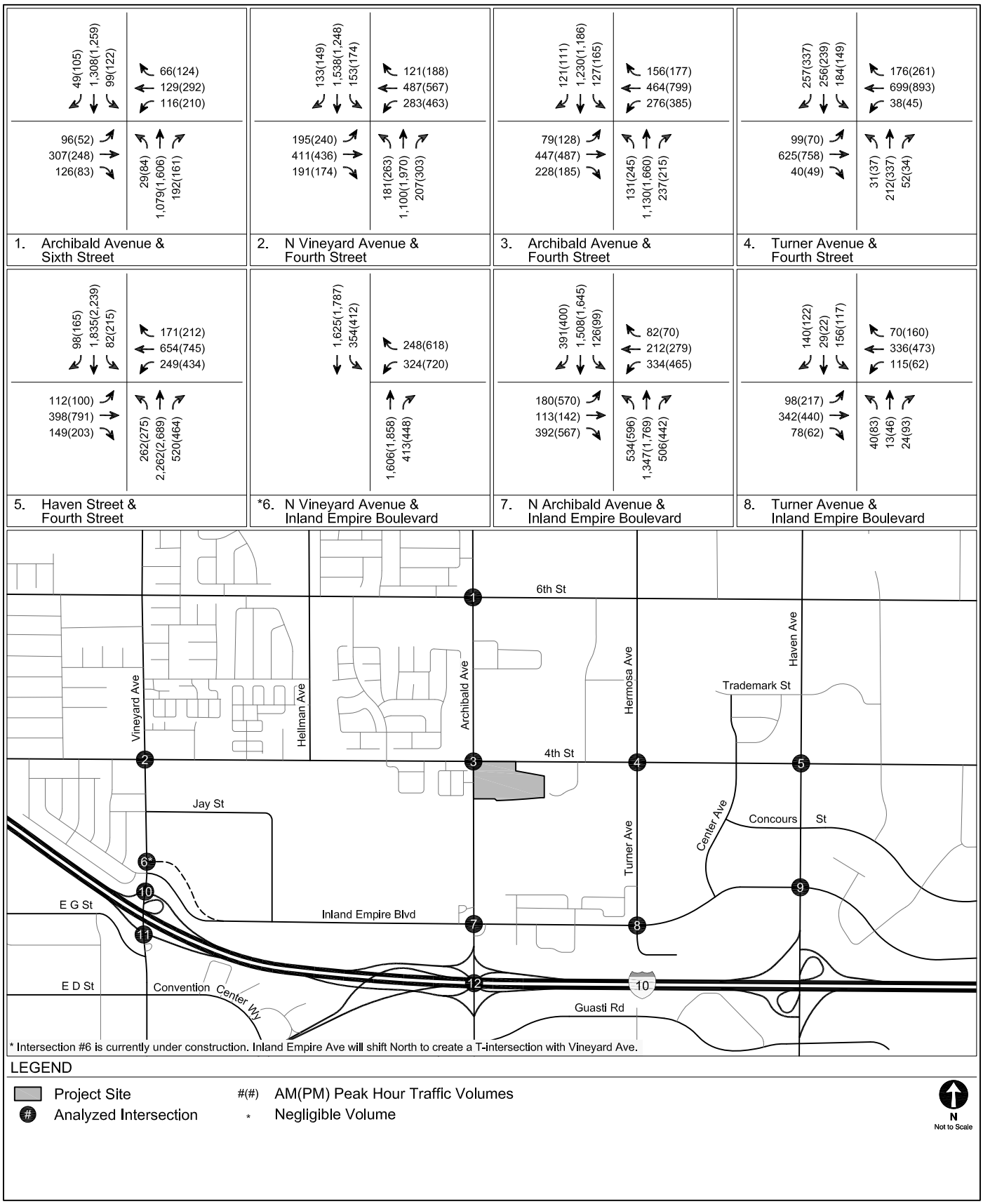
Midday Peak Hour Traffic Volumes

* Negligible Volume

N
Not to Scale

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2020)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

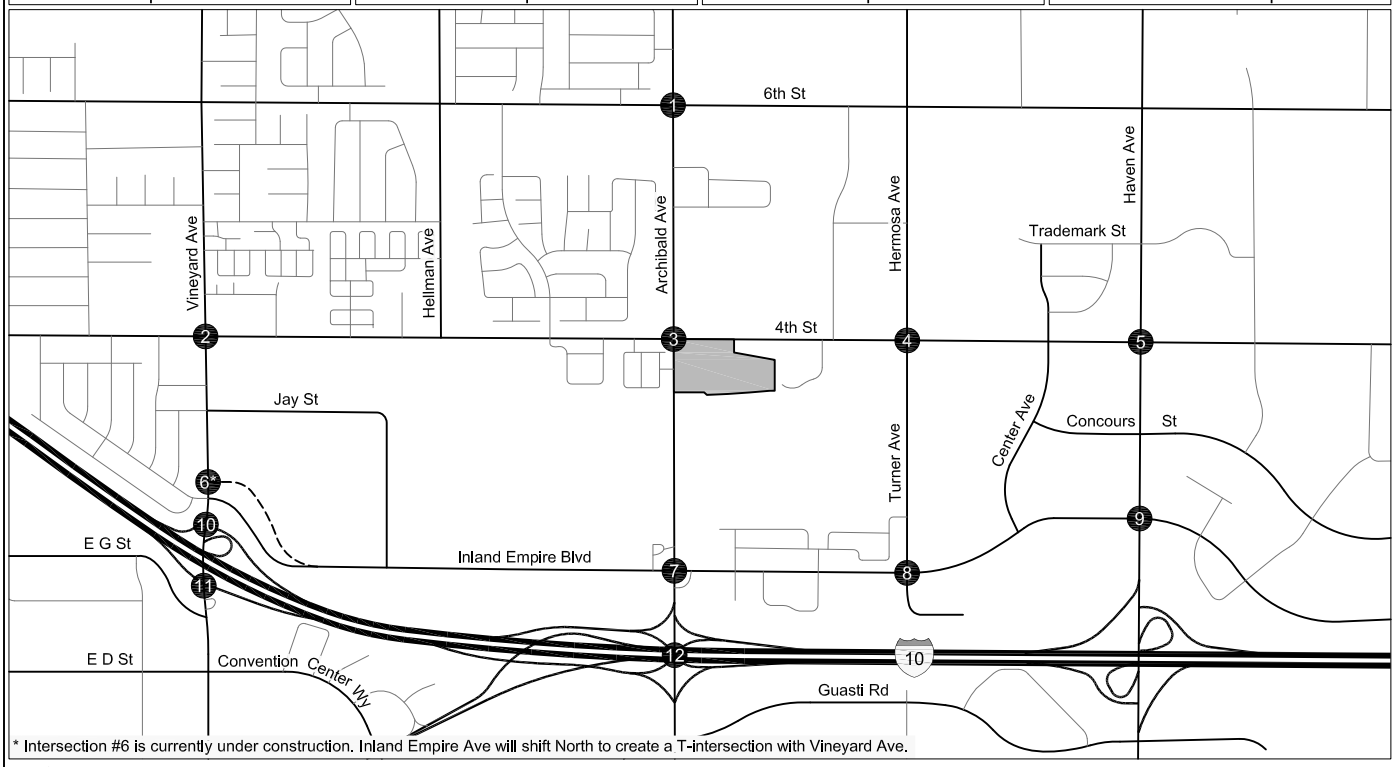
FIGURE
7B (CONT.)



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2040)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 8A

9. N Haven Avenue & Inland Empire Boulevard	10. N Vineyard Avenue & I-10 WB Ramps	11. N Vineyard Avenue & I-10 EB Ramps	12. N Archibald Avenue & I-10 EB & WB Ramps
125(59) 2,172(3,052) 72(93)	159(857) 1,513(1,676)	1,226(1,431) 545(506)	734(935) 689(804) 720(851)
139(52) 157(233) 29(639)	615(657) 255(260)		766(717) *(*) 249(105)
99(162) 136(272) 336(541)		633(619) 7(4) 344(311)	1,201(1,190) *(*) 264(310)
620(458) 3,373(3,166) 526(350)	1,407(1,687) 248(266)	1,011(1,345) 415(360)	65(415) 401(808) 93(366)



* Intersection #6 is currently under construction. Inland Empire Ave will shift North to create a T-intersection with Vineyard Ave.

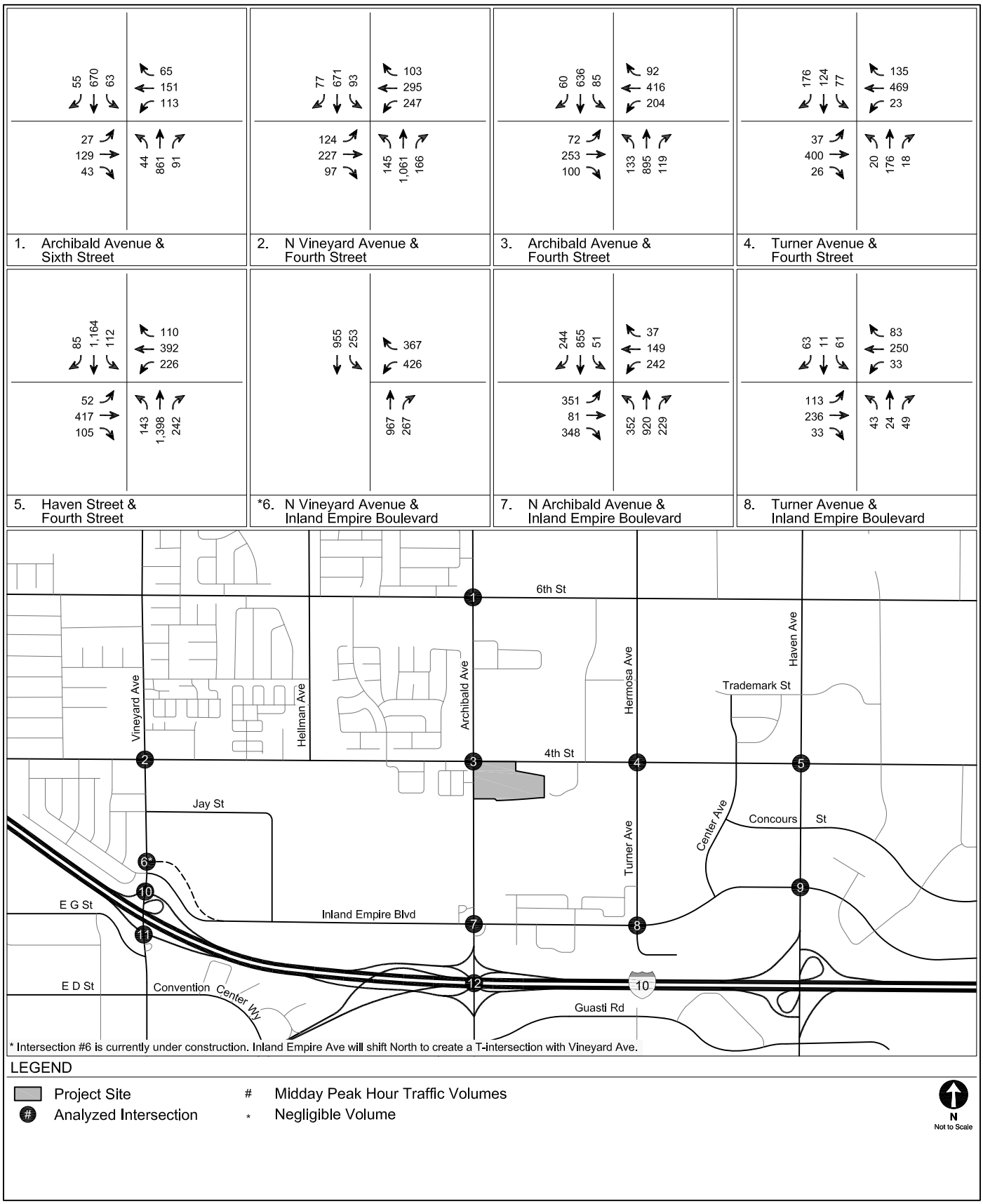
LEGEND

Project Site	#(#)	AM(PM) Peak Hour Traffic Volumes	
# Analyzed Intersection	*	Negligible Volume	

N
Not to Scale

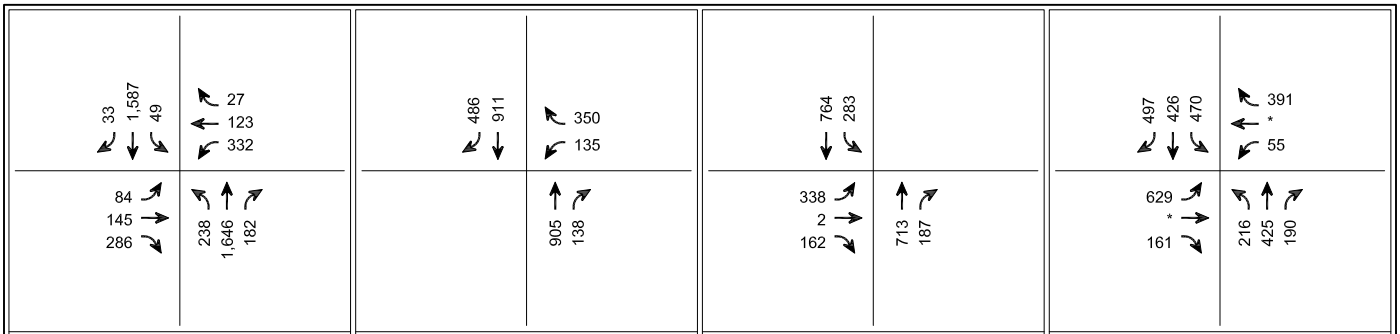
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2040)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

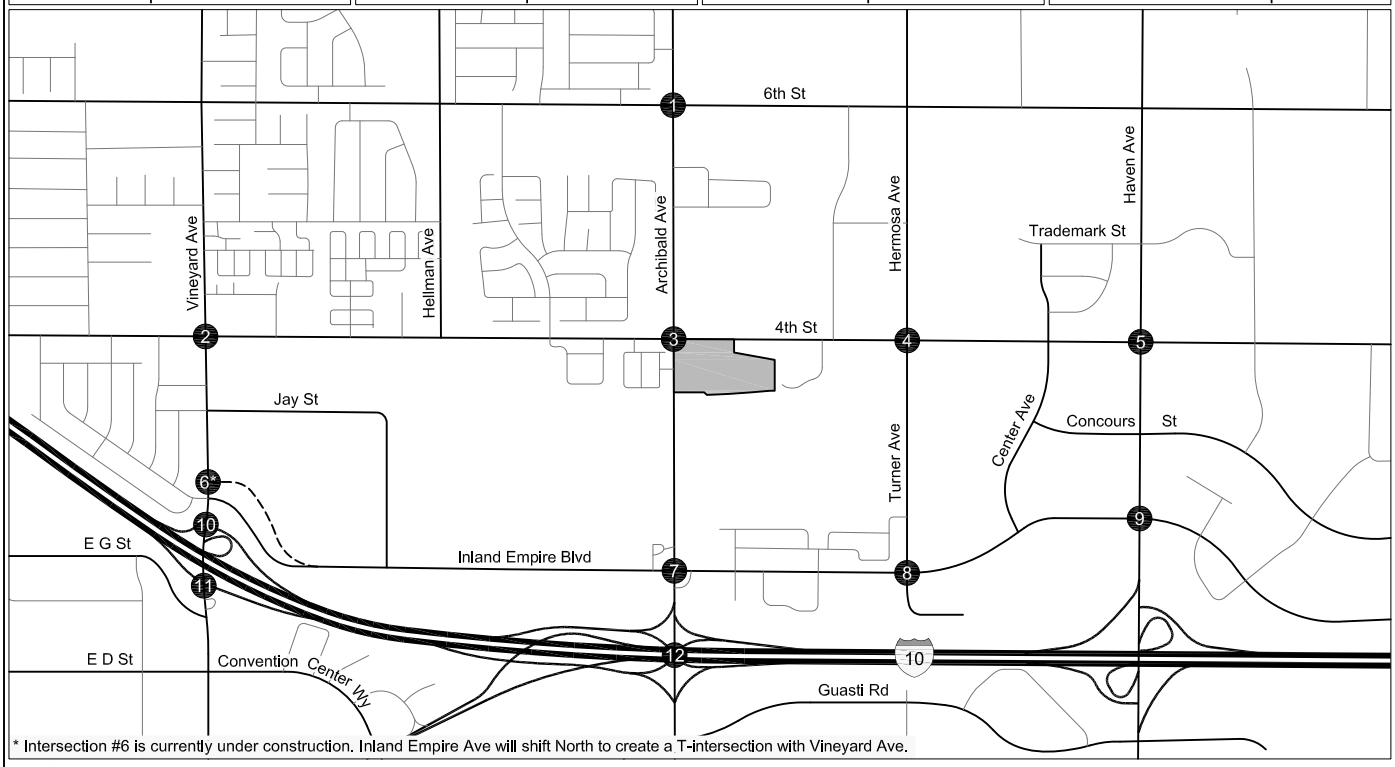
FIGURE 8A (CONT.)



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2040)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 8B





LEGEND

Project Site
Analyzed Intersection
Midday Peak Hour Traffic Volumes
* Negligible Volume

N
Not to Scale

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2040)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
8B (CONT.)

TABLE 5
RELATED PROJECT TRIP GENERATION ESTIMATES

No.	Project	Address	Description	Trip Generation Estimates									
				Daily	Morning Peak Hour			Afternoon Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total	In	Out	Total
1.	The Meredith International Center	Southeast corner of Vineyard Avenue and 4th Street	Mix of industrial, commercial and residential land uses withing 5 planning areas	45,057	1,922	880	2,802	1,331	2,329	3,660	1,331	2,329	3,660

Notes:
Source: City of Ontario Public Works Department, October, 2018.

TABLE 6
FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future Without Project Conditions		
			Delay	V/C	LOS
1.	Archibald Avenue & Sixth Street	AM	15.0	0.503	B
		PM	19.0	0.703	B
		SAT	14.4	0.368	B
2.	N Vineyard Avenue & Fourth Street	AM	26.9	0.722	C
		PM	36.7	0.919	D
		SAT	22.8	0.495	C
3.	Archibald Avenue & Fourth Street	AM	24.8	0.636	C
		PM	29.4	0.806	C
		SAT	23.0	0.433	C
4.	Turner Avenue & Fourth Street	AM	19.3	0.329	B
		PM	18.3	0.394	B
		SAT	16.7	0.207	B
5.	Haven Avenue & Fourth Street	AM	15.0	0.556	B
		PM	18.7	0.718	B
		SAT	15.6	0.374	B
6.	N Vineyard Avenue & Inland Empire Boulevard	AM	64.0	1.777	E
		PM	221.4	3.006	F
		SAT	15.3	0.821	B
7.	N Archibald Avenue & Inland Empire Boulevard	AM	32.7	0.794	C
		PM	50.4	1.008	D
		SAT	29.0	0.578	C
8.	Turner Avenue & Inland Empire Boulevard	AM	21.9	0.242	C
		PM	20.4	0.346	C
		SAT	19.0	0.177	B
9.	N Haven Avenue & Inland Empire Boulevard	AM	14.5	0.539	B
		PM	23.5	0.756	C
		SAT	19.1	0.394	B
10.	N Vineyard Avenue & I-10 WB Ramps	AM	18.6	0.695	B
		PM	19.0	0.764	B
		SAT	14.1	0.410	B
11.	N Vineyard Avenue & I-10 EB Ramps	AM	55.9	1.462	E
		PM	74.4	1.711	E
		SAT	9.8	0.550	A
12.	N Archibald Avenue & I-10 EB & WB Ramps	AM	23.4	0.588	C
		PM	27.0	0.619	C
		SAT	25.2	0.330	C

Notes

* Based on the City of Ontario, City of Rancho Cucamonga, County of San Bernardino, and Caltrans criteria, an impact is considered significant if the following criteria are met:

City of Ontario
- The intersection operates at a LOS F.

City of Rancho Cucamonga
- The intersection operates at a LOS E or F.

County of San Bernardino
- The intersection operates at a LOS E or F.

Caltrans
- The intersection operates at a LOS E or F.

Chapter 4
Project Traffic

This chapter describes the assumptions and methodology used in developing the traffic volumes associated with the proposed Project within the Study Area.

PROJECT DESCRIPTION

As described in Chapter 1, Topgolf proposes to develop a golf entertainment complex consisting of an approximately 67,521 sf three-level main building, a five-acre outdoor driving range, and an 18-hole miniature golf course on undeveloped land at the southeast corner of N. Archibald Avenue & 4th Street. The Project's main building would include a total of 102 golf hitting bays and associated amenities, including office space, lounge areas, event/banquet space, terraces, patios, and storage space.

The Project would provide 524 vehicular parking spaces in a surface parking lot in front of the main building. Vehicular access to the Project would be provided via one full-access driveway on 4th Street and two full-access driveways on N. Archibald Avenue.

PROJECT TRIP GENERATION

Trip generation estimates for the Project were calculated based on the Roseville Study. It is important to note that both the Topgolf Roseville and Topgolf Ontario developments will have the same number of hitting bays for patron use and, therefore, should have similar trip generation characteristics.

Appropriate trip generation reductions to the miniature golf course were made to account for patrons who will utilize both the main facility and the miniature golf course. A 50% internal capture adjustment was made to the miniature golf course within the Project to account for person trips made between district land uses within a mixed-use development without using an off-site road system.

As shown in Table 7, after accounting for the adjustments above, the Project is expected to generate 1,855 new trips on a typical weekday, including 33 morning peak hour trips (29 inbound trips, four outbound trips) and 186 afternoon peak hour trips (92 inbound trips, 94 outbound trips). The Project is also expected to generate 3,172 new trips on a typical Saturday, including 317 Saturday midday peak hour trips (163 inbound trips, 153 outbound trips).

PROJECT TRIP DISTRIBUTION

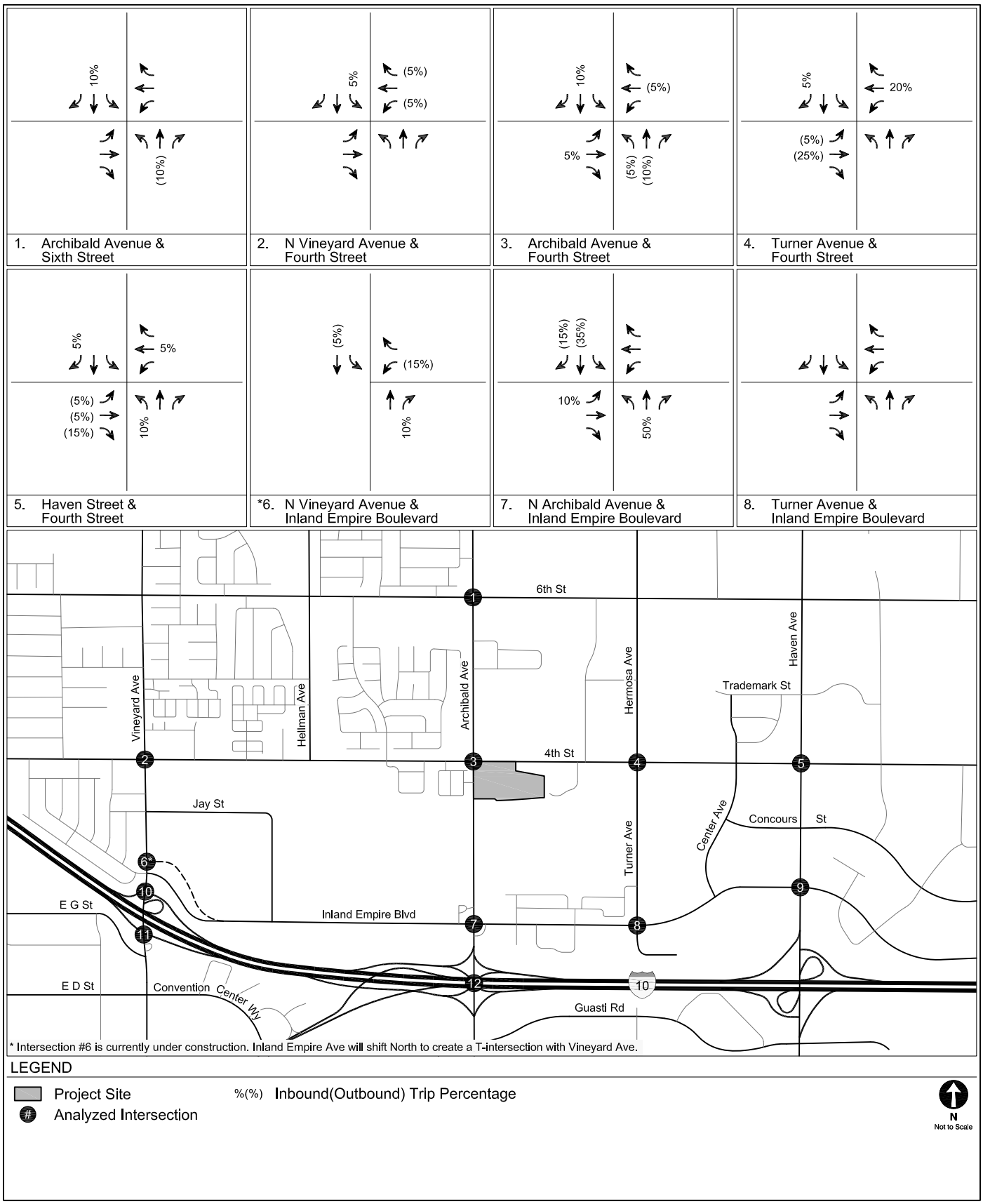
Similar to the trip distribution of traffic for the Related Project described in Chapter 3, the geographic distribution of trips generated by the Project is dependent on the location of employment and residential centers to which visitors of the Project would be drawn, characteristics of the street system serving the Project Site, the location of the proposed driveways, and existing traffic conditions.

Based on these considerations, traffic entering and exiting the Project was assigned to the surrounding street system. The intersection-level trip distribution pattern for Project traffic at the study intersections is shown in Figure 9. Generally, the trip distribution pattern is as follows:

- 25% to/from the north (Archibald Avenue, Vineyard Avenue, Haven Avenue)
- 10% to/from the south (Archibald Avenue, Vineyard Avenue, Haven Avenue)
- 35% to/from the east (I-10, 4th Street, Inland Empire Boulevard)
- 30% to/from the west (I-10, 4th Street, Inland Empire Boulevard)

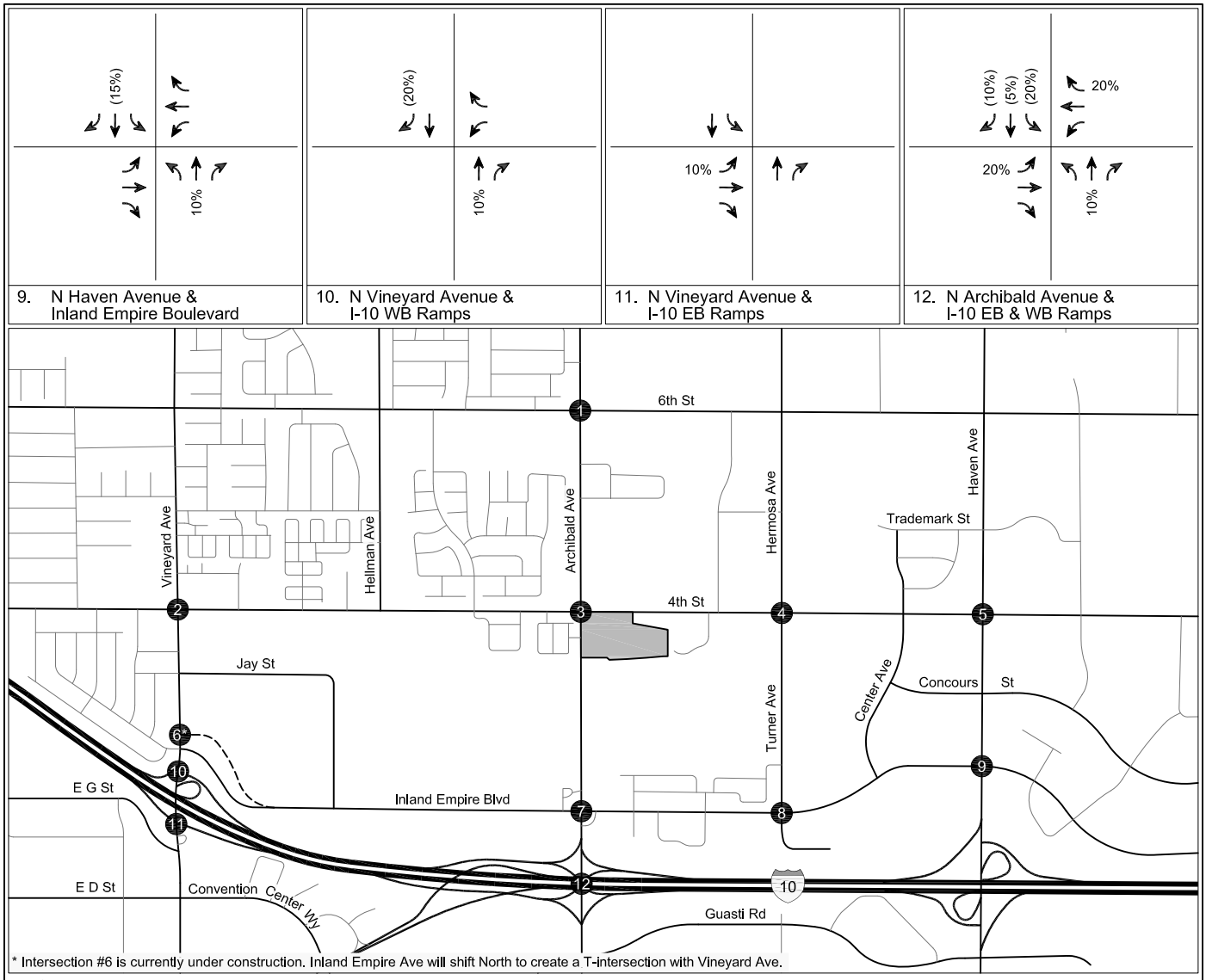
PROJECT TRIP ASSIGNMENT

The Project trip generation estimates summarized in Table 7 and the trip distribution patterns shown in Figure 9 were used to assign the Project-generated traffic through the study intersections. Figures 10A and 10B illustrate the net Project-only traffic volumes at the study intersections during typical weekday morning and afternoon peak hours.



PROJECT TRIP DISTRIBUTION

FIGURE 9



LEGEND

Project Site

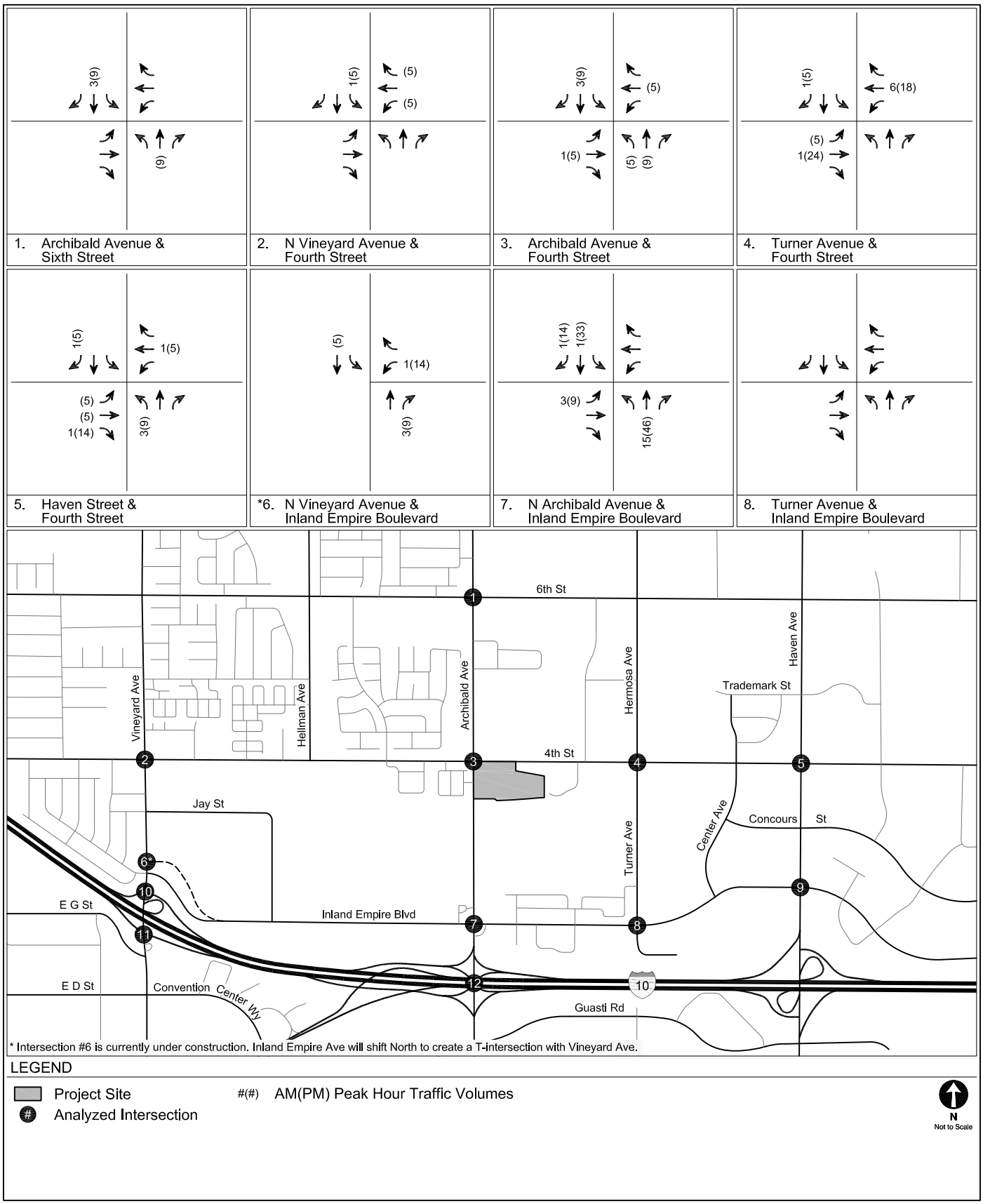
Analyzed Intersection

%(%) Inbound(Outbound) Trip Percentage

N
Not to Scale

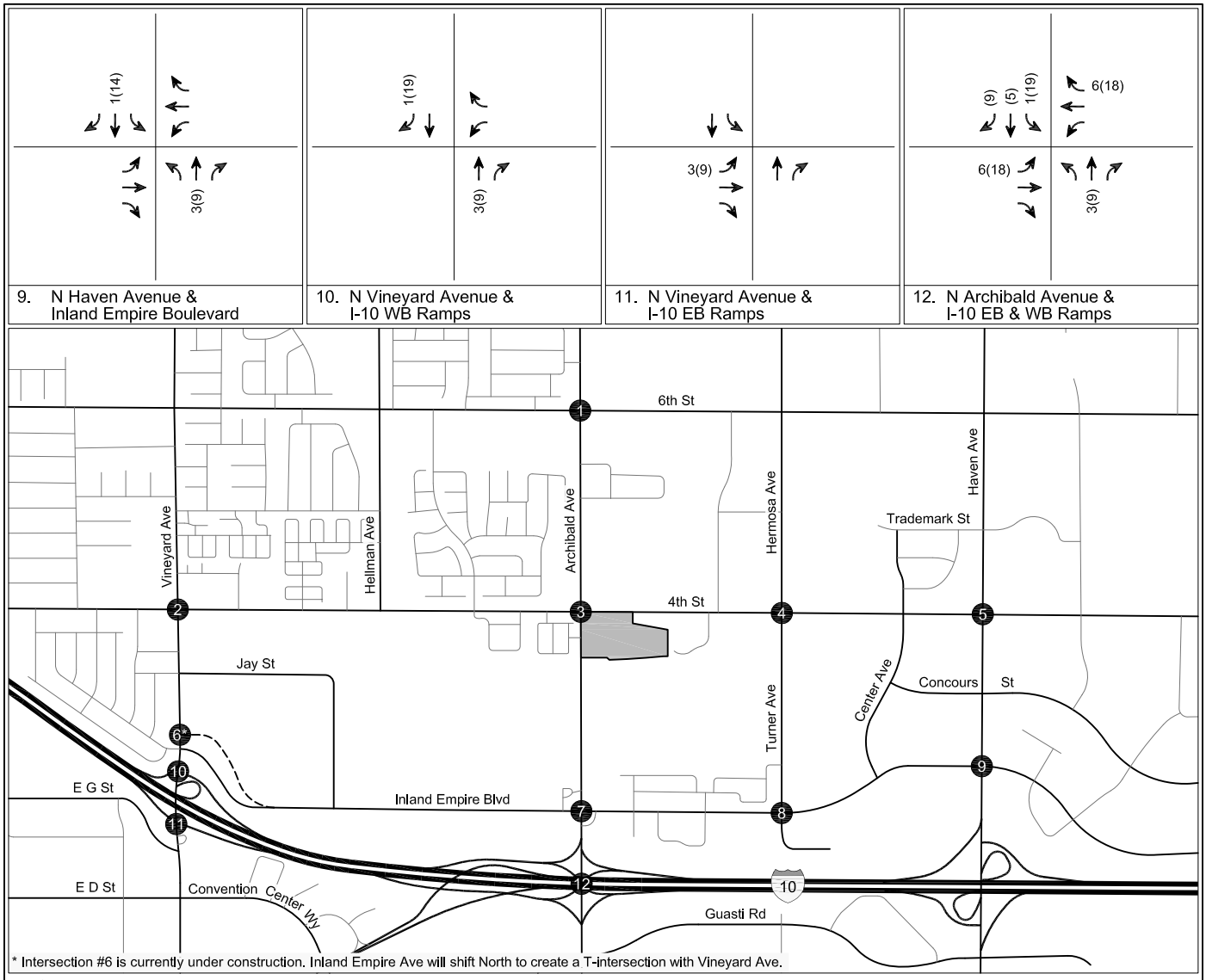
PROJECT TRIP DISTRIBUTION

FIGURE 9 (CONT.)



PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 10A



LEGEND

Project Site

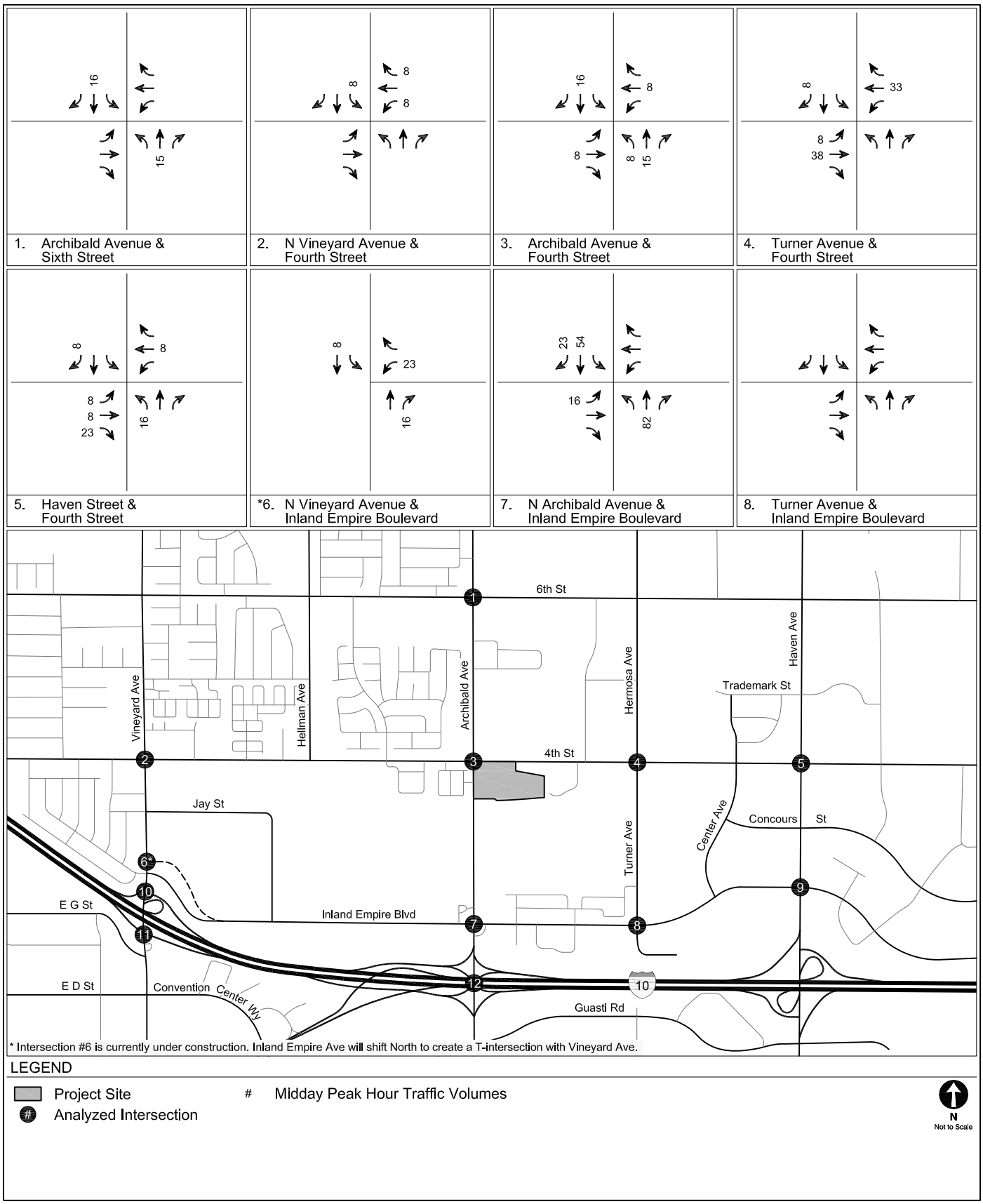
Analyzed Intersection

#(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

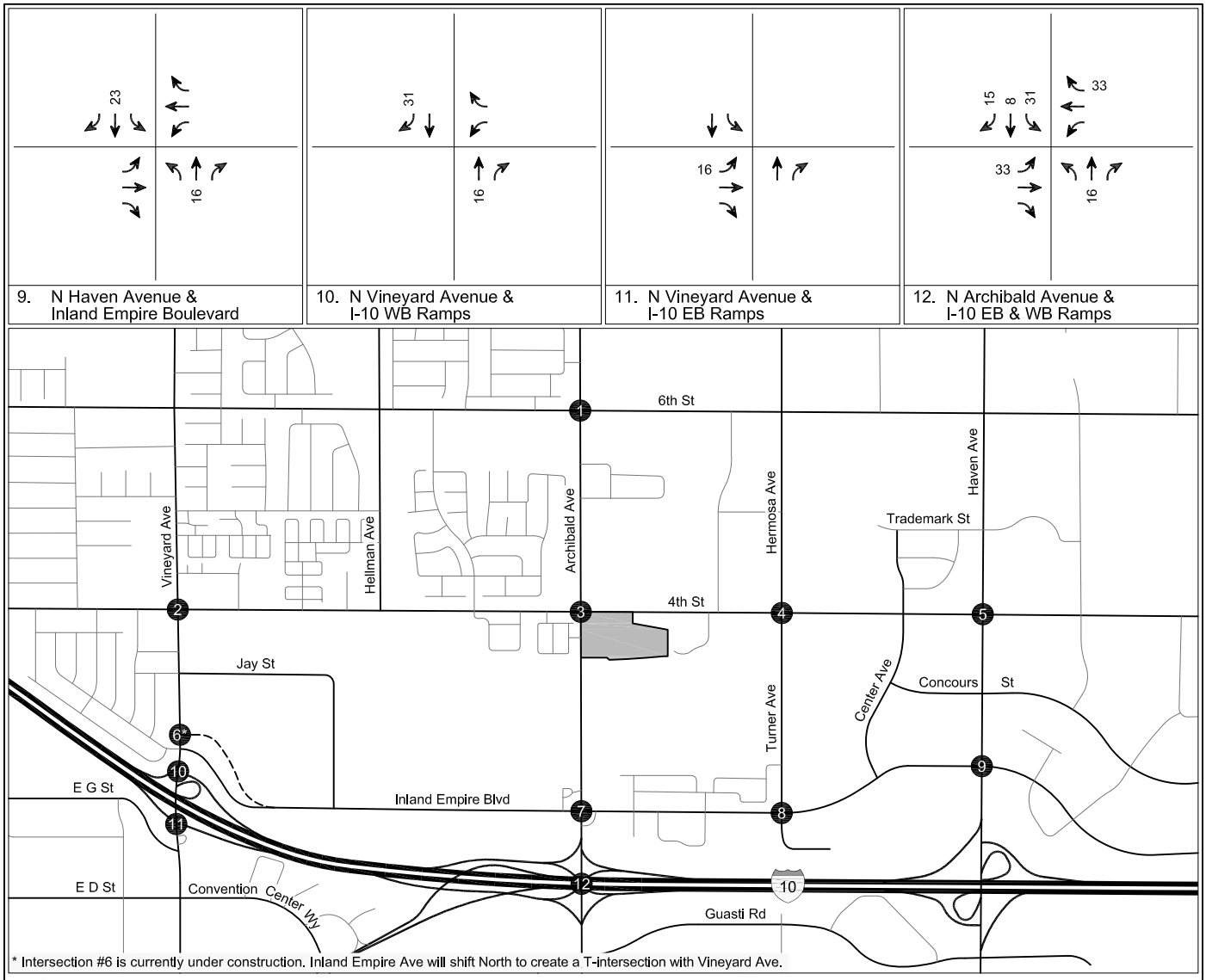
PROJECT-ONLY
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
10A (CONT.)



PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 10B



LEGEND

Project Site

Analyzed Intersection

Midday Peak Hour Traffic Volumes

N
Not to Scale

PROJECT-ONLY
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
10B (CONT.)

TABLE 7
PROJECT TRIP GENERATION ESTIMATES
TOPGOLF ONTARIO WITH MINIATURE GOLF COURSE

TRIP GENERATION EMPIRICAL ESTIMATES												
Land Use	**Size**	**Weekday** [a]							**Saturday [a]**			
		Daily [b]	**AM Peak Hour**			**PM Peak Hour**			**Daily [b]**	**Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**		**In**	**Out**	**Total**
Topgolf Ontario Project	per bay	17.9	87%	13%	0.31	50%	50%	1.79	30.6	52%	48%	3.06
Miniature Golf Course	per hole	3.3	87%	13%	0.06	33%	67%	0.33	5.6	52%	48%	0.56

TRIP GENERATION ESTIMATES													
Land Use	**Size**			**AM Peak Hour**			**PM Peak Hour**			**Saturday**			
				In	**Out**	**Total**	**In**	**Out**	**Total**		**In**	**Out**	**Total**
Proposed Uses													
Topgolf Ontario Project	102	bays	1,826	28	4	32	91	92	183	3,121	161	151	312
Miniature Golf Course	18	holes	59	1	0	1	2	4	6	101	5	5	10
Internal Capture - 50% [c]			*(30)*	*0*	*0*	*0*	*(1)*	*(2)*	*(3)*	*(50)*	*(3)*	*(3)*	*(5)*
NET TOTAL - PROPOSED PROJECT			**1,855**	**29**	**4**	**33**	**92**	**94**	**186**	**3,172**	**163**	**153**	**317**

Notes:
ksf = 1,000 square feet, du = dwelling unit
[a] Source: *Transportation Impact Study Report for North Central Roseville Specific Plan – Parcel 49* , October 27, 2014.
[b] Daily trips calculated by multiplying PM peak hour or Saturday peak hour trip rate by 10.
[c] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system.

Chapter 5
Existing with Project Conditions

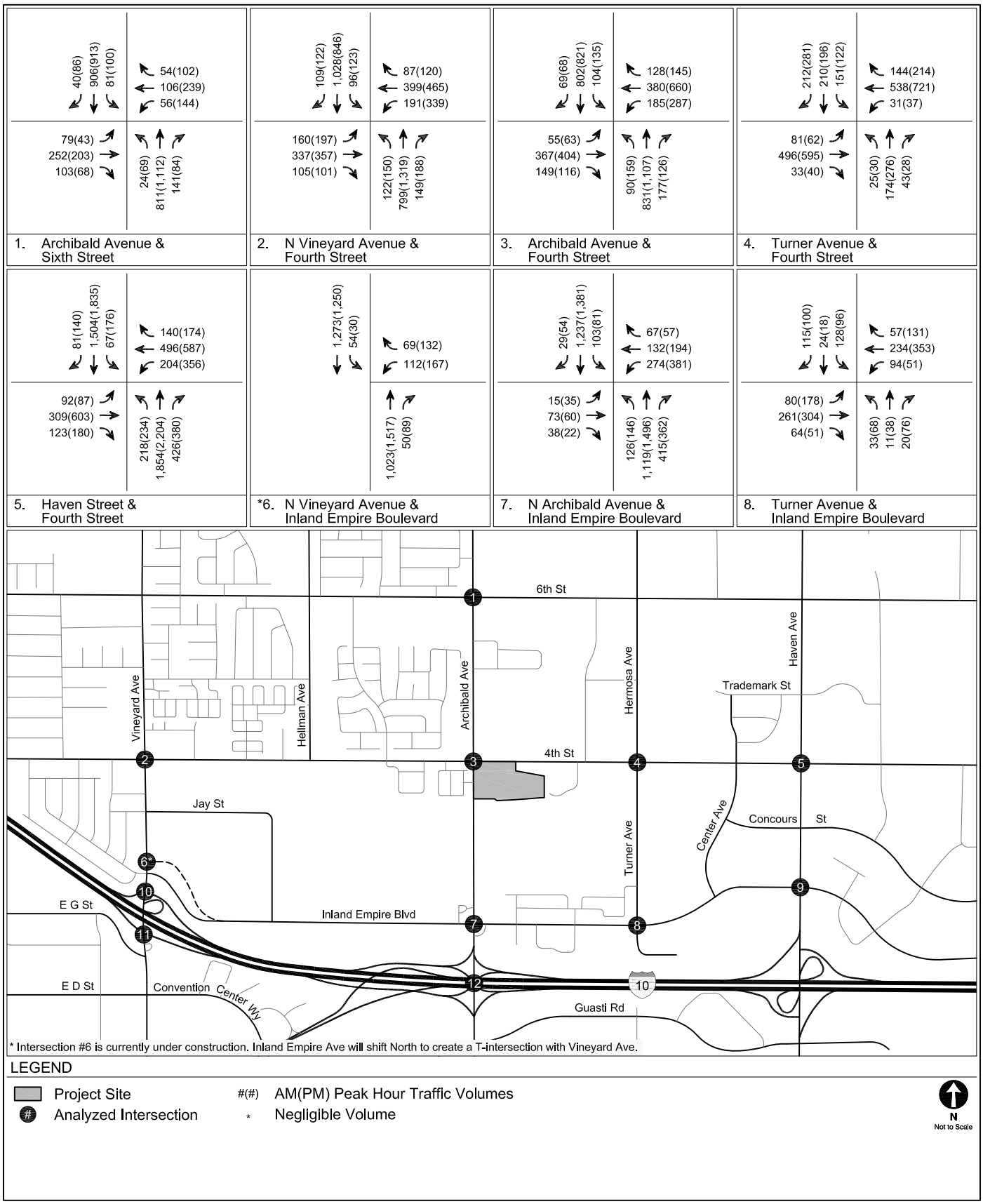
This chapter describes the results of the analysis of intersection operating conditions associated with the Project when compared to existing conditions. The analysis corresponds with the Existing Conditions data and analysis presented in Chapter 2. The Existing with Project Conditions reflect existing conditions with the addition of Project traffic.

EXISTING WITH PROJECT TRAFFIC VOLUMES

The Project-only morning and afternoon peak hour and Saturday midday peak hour traffic volumes described in Chapter 4 and shown in Figures 10A and10B were added to the existing morning and afternoon peak hour and Saturday midday peak hour traffic volumes shown in Figure 4. The resulting volumes are illustrated in Figures 11A and 11B and represent Existing with Project Conditions after development of the Project under Existing Conditions.

EXISTING WITH PROJECT INTERSECTION LEVELS OF SERVICE

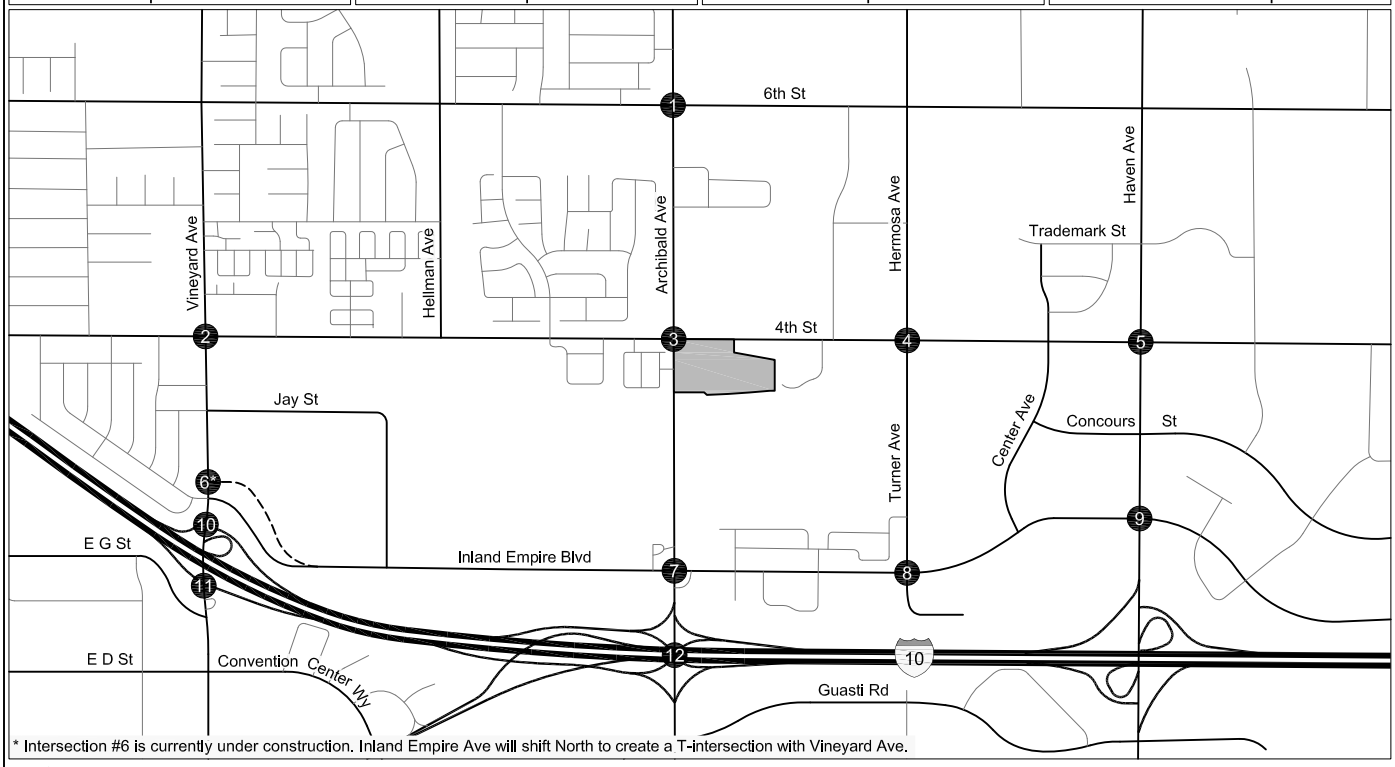
Table 8 summarizes the results of the Existing with Project Conditions during the weekday morning and afternoon peak hours and Saturday midday peak hour for the 12 signalized study intersections. As shown in Table 8, all 12 signalized study intersections are expected to continue to operate at LOS D or better during both the morning and afternoon peak hours and Saturday midday peak hour under Existing with Project Conditions.



EXISTING WITH PROJECT CONDITIONS (YEAR 2018)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 11A

9. N Haven Avenue & Inland Empire Boulevard	10. N Vineyard Avenue & I-10 WB Ramps	11. N Vineyard Avenue & I-10 EB Ramps	12. N Archibald Avenue & I-10 EB & WB Ramps
81(31) ↓ 1,781(2,516) ↓ 59(76) ↘	41(393) ↓ 1,114(1,051) ↓	917(1,008) ↓ 409(254) ↘	541(683) ↓ 526(601) ↓ 492(495) ↘
↖ 114(43) ← 107(174) ↙ 24(524)	↖ 353(478) ↙ 209(213)		↖ 456(469) ← *(*) ↙ 204(86)
71(133) ↗ 102(194) → 275(415) ↘	↑ ↗ 721(1,158) 203(218)	229(389) ↗ 6(3) → 282(255) ↘	↑ ↗ 685(996) 340(295)
↖ ↑ ↗ 508(375) 2,768(2,604) 431(287)			↖ ↑ ↗ 53(340) 270(632) 76(300)
			927(903) ↗ *(*) → 216(254) ↘



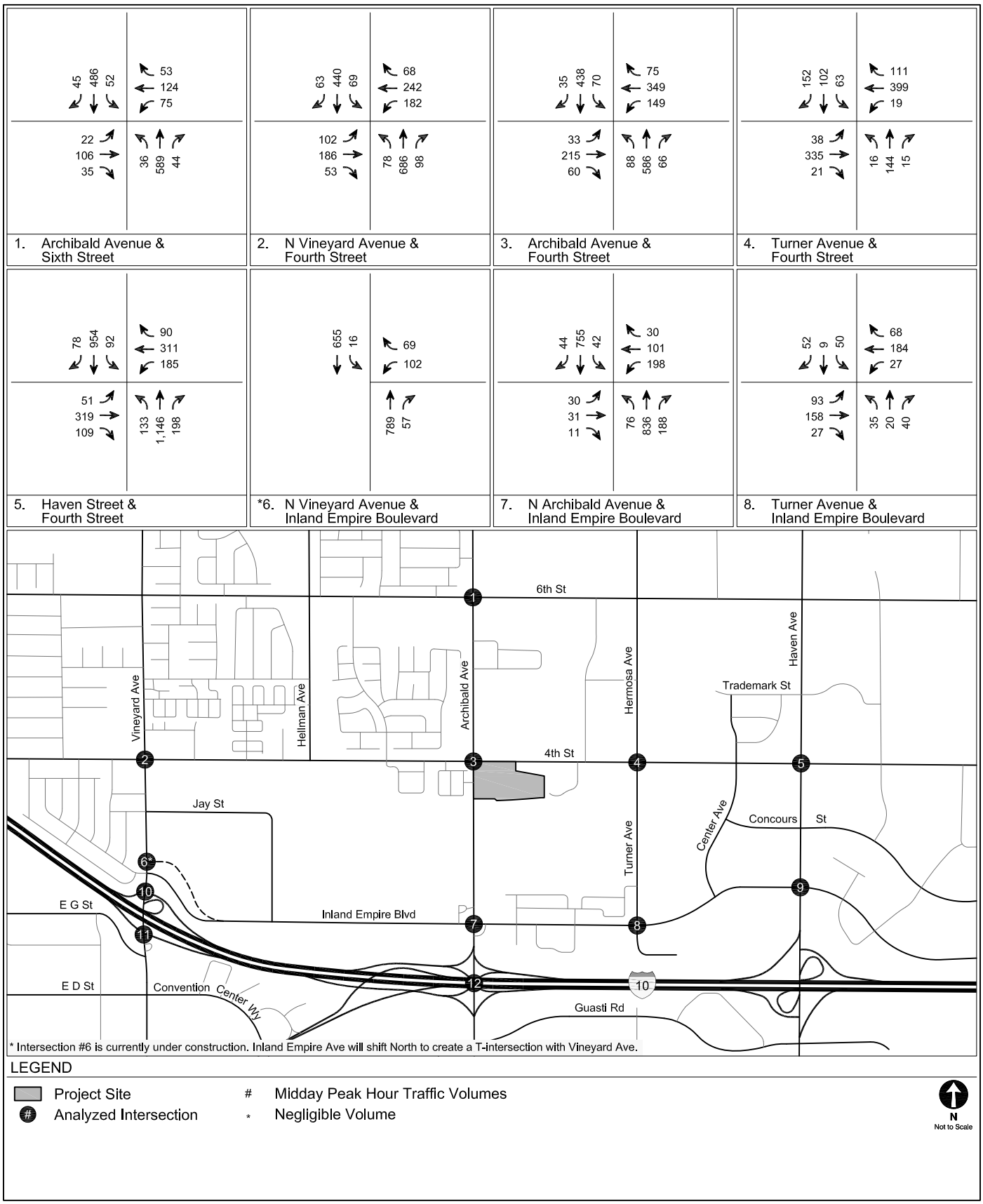
LEGEND

Project Site	#(#)	AM(PM) Peak Hour Traffic Volumes	
# Analyzed Intersection	*	Negligible Volume	

N
Not to Scale

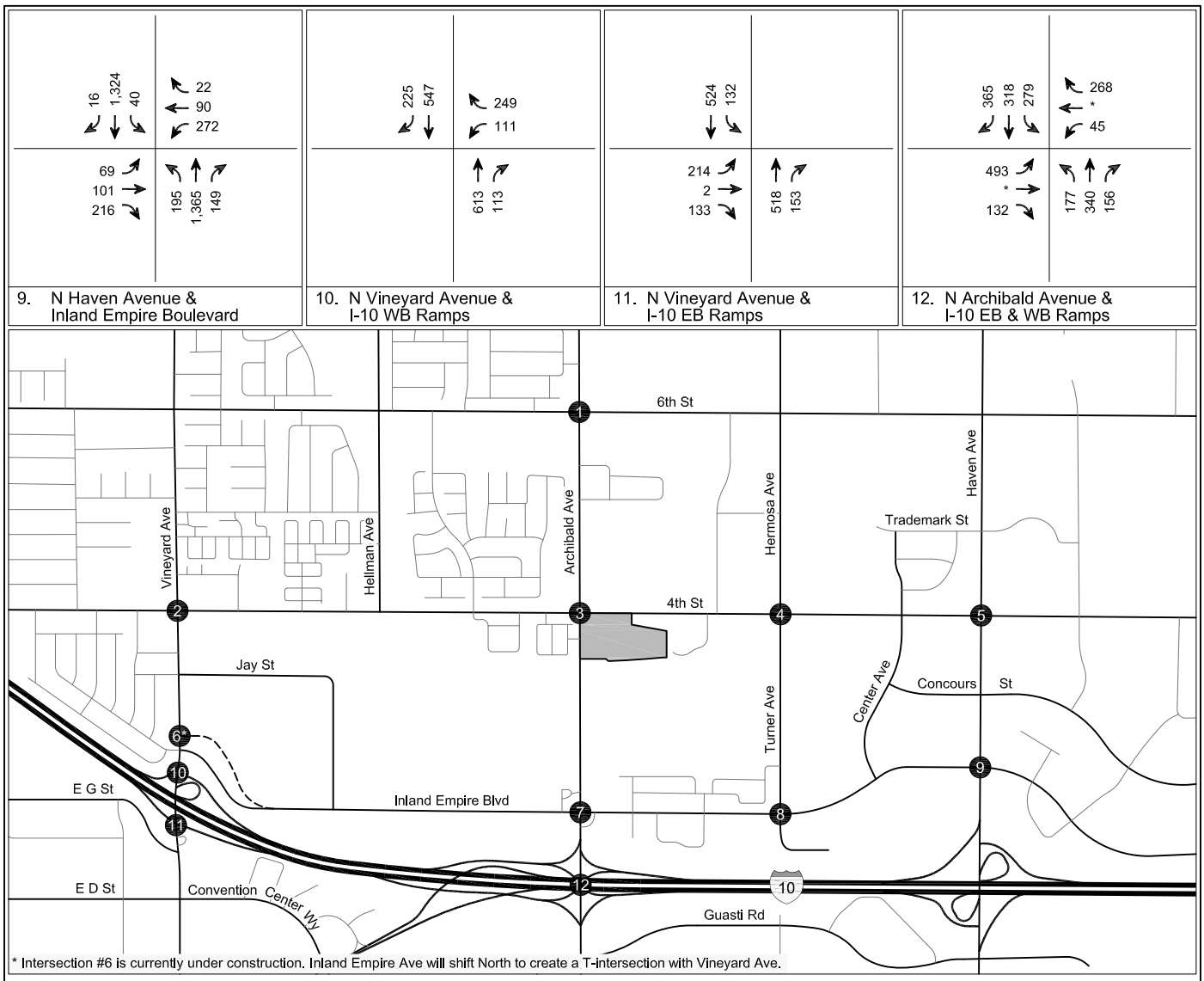
EXISTING WITH PROJECT CONDITIONS (YEAR 2018)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 11A (CONT.)



EXISTING WITH PROJECT CONDITIONS (YEAR 2018)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 11B



LEGEND

Project Site
Analyzed Intersection
Midday Peak Hour Traffic Volumes
* Negligible Volume

N
Not to Scale

EXISTING WITH PROJECT CONDITIONS (YEAR 2018)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 11B (CONT.)

TABLE 8
EXISTING CONDITIONS (YEAR 2018)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions			Existing with Project Conditions				
			Delay	V/C	LOS	Delay	V/C	LOS	Change in Delay	Significant Impact*
1.	Archibald Avenue & Sixth Street	AM	14.7	0.417	B	14.7	0.417	B	0.0	NO
		PM	14.7	0.576	B	18.3	0.578	B	3.6	NO
		SAT	15.7	0.299	B	15.6	0.303	B	-0.1	NO
2.	N Vineyard Avenue & Fourth Street	AM	24.3	0.571	C	24.4	0.571	C	0.1	NO
		PM	24.4	0.717	C	28	0.727	C	3.6	NO
		SAT	22.6	0.373	C	23.1	0.389	C	0.5	NO
3.	Archibald Avenue & Fourth Street	AM	23.5	0.546	C	23.6	0.549	C	0.1	NO
		PM	23.6	0.649	C	26.9	0.659	C	3.3	NO
		SAT	23	0.337	C	24.2	0.355	C	1.2	NO
4.	Turner Avenue & Fourth Street	AM	19.3	0.309	B	19.3	0.310	B	0.0	NO
		PM	19.3	0.362	B	18.4	0.378	B	-0.9	NO
		SAT	17.1	0.189	B	16.8	0.215	B	-0.3	NO
5.	Haven Avenue & Fourth Street	AM	14.2	0.521	B	14.2	0.521	B	0.0	NO
		PM	14.2	0.679	B	18.2	0.687	B	4.0	NO
		SAT	15.1	0.353	B	15.9	0.367	B	0.8	NO
6.	N Vineyard Avenue & Inland Empire Boulevard	AM	3.8	0.395	A	3.8	0.396	A	0.0	NO
		PM	3.8	0.677	A	5.5	0.530	A	1.7	NO
		SAT	4.8	0.274	A	4.7	0.279	A	-0.1	NO
7.	N Archibald Avenue & Inland Empire Boulevard	AM	18.6	0.471	B	18.7	0.471	B	0.1	NO
		PM	18.7	0.537	B	20.5	0.554	C	1.8	NO
		SAT	17.8	0.279	B	17.9	0.308	B	0.1	NO
8.	Turner Avenue & Inland Empire Boulevard	AM	22.1	0.237	C	22	0.237	C	-0.1	NO
		PM	22.1	0.321	C	21.1	0.326	C	-1.0	NO
		SAT	20	0.163	B	20.2	0.185	C	0.2	NO
9.	N Haven Avenue & Inland Empire Boulevard	AM	14.1	0.518	B	14.1	0.518	B	0.0	NO
		PM	14.1	0.715	B	22.3	0.722	C	8.2	NO
		SAT	18.4	0.372	B	18.3	0.384	B	-0.1	NO
10.	N Vineyard Avenue & I-10 WB Ramps	AM	16	0.433	B	16	0.433	B	0.0	NO
		PM	16	0.614	B	16.9	0.617	B	0.9	NO
		SAT	14.1	0.320	B	13.9	0.324	B	-0.2	NO
11.	N Vineyard Avenue & I-10 EB Ramps	AM	14.7	0.969	B	14.8	0.970	B	0.1	NO
		PM	14.8	0.886	B	12.6	0.892	B	-2.2	NO
		SAT	10.3	0.296	B	10.6	0.302	B	0.3	NO
12.	N Archibald Avenue & I-10 EB & WB Ramps	AM	21.4	0.460	C	21.5	0.464	C	0.1	NO
		PM	21.5	0.501	C	27	0.514	C	5.5	NO
		SAT	24.6	0.261	C	25.3	0.284	C	0.7	NO

Notes

* Based on the City of Ontario, City of Rancho Cucamonga, County of San Bernardino, and Caltrans criteria, an impact is considered significant if the following criteria are met:

City of Ontario
- The intersection operates at a LOS F.

City of Rancho Cucamonga
- The intersection operates at a LOS E or F.

County of San Bernardino
- The intersection operates at a LOS E or F.

Caltrans
- The intersection operates at a LOS E or F.

Chapter 6
Future with Project Conditions

This chapter describes the results of the analysis of intersection operating conditions associated with the Project when compared to future cumulative (Future without Project) conditions. The analysis year of 2020 corresponds to the anticipated buildout year of the Project. The analysis year of 2040 represents the buildout year for the Ontario Plan. All future cumulative traffic growth (i.e., ambient and related project traffic growth) and transportation infrastructure improvements described in Chapter 3 are incorporated into this analysis.

FUTURE WITH PROJECT YEAR 2020 TRAFFIC VOLUMES

The Project-only morning and afternoon peak hour and Saturday midday peak hour traffic volumes described in Chapter 4 and shown in Figures 10A and 10B were added to the Future without Project Year 2020 morning and afternoon peak hour and Saturday midday peak hour traffic volumes shown in Figures 7A and 7B. The resulting volumes are illustrated in Figures 12A and 12B and represent Future with Project Conditions after development of the Project in the year 2020.

FUTURE WITH PROJECT YEAR 2020 INTERSECTION LEVELS OF SERVICE

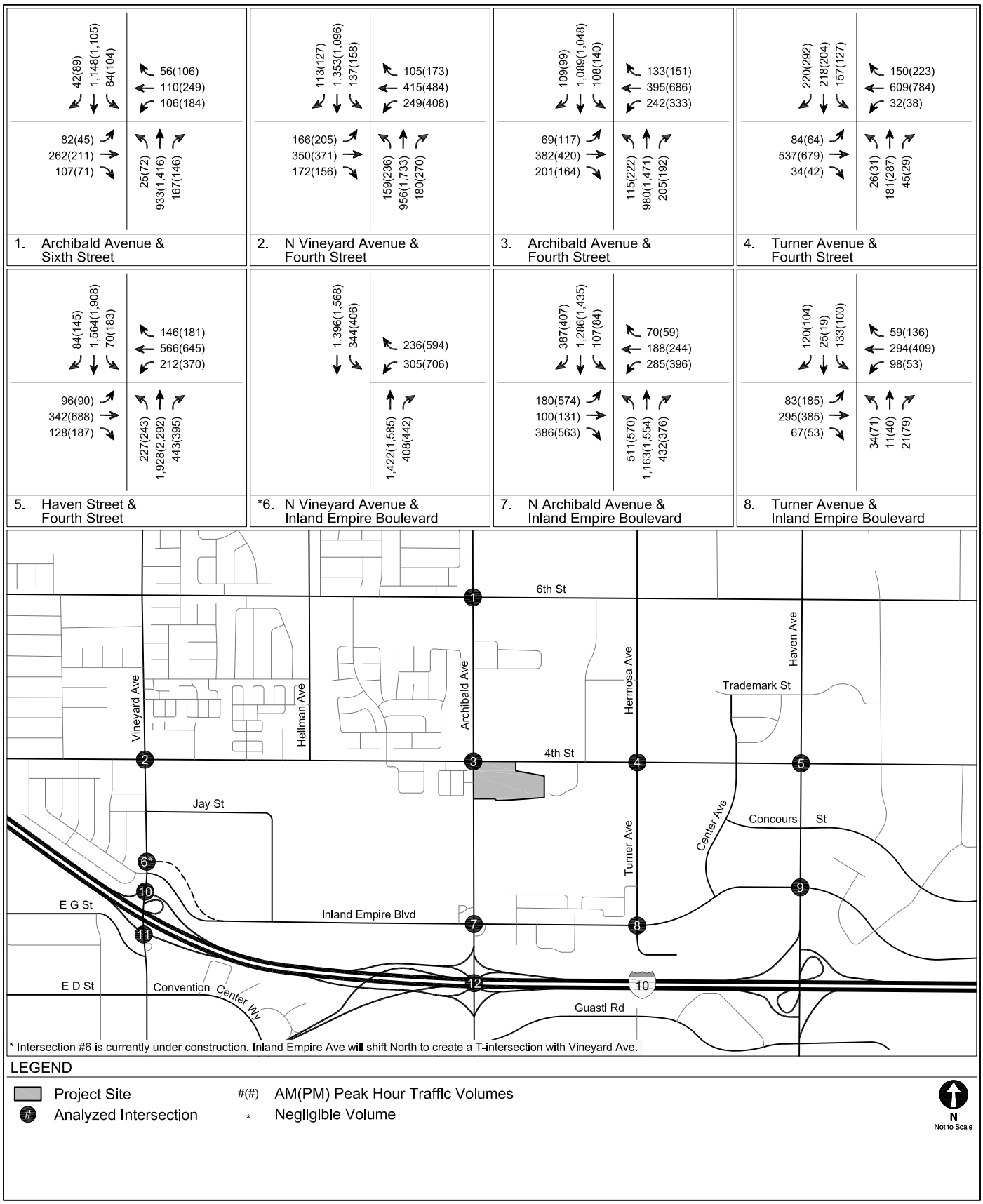
Table 9 summarizes the results of the Future with Project Year 2020 Conditions during the weekday morning and afternoon peak hours and Saturday midday peak hour for the 12 signalized study intersections. As shown in Table 9, 10 of the 12 signalized study intersections continue to operate at LOS D or better during both the morning and afternoon peak hours under Future with Project Year 2020 Conditions. The remaining two intersections operate at LOS E or F during at least one of the peak hours.

FUTURE WITH PROJECT YEAR 2040 TRAFFIC VOLUMES

The Project-only morning and afternoon peak hour and Saturday midday peak hour traffic volumes described in Chapter 4 and shown in Figures 11A and 11B were added to the Future without Project Year 2040 morning and afternoon peak hour and Saturday midday peak hour traffic volumes shown in Figures 8A and 8B. The resulting volumes are illustrated in Figures 13A and 13B and represent Future with Project Conditions after development of the Project in the year 2040.

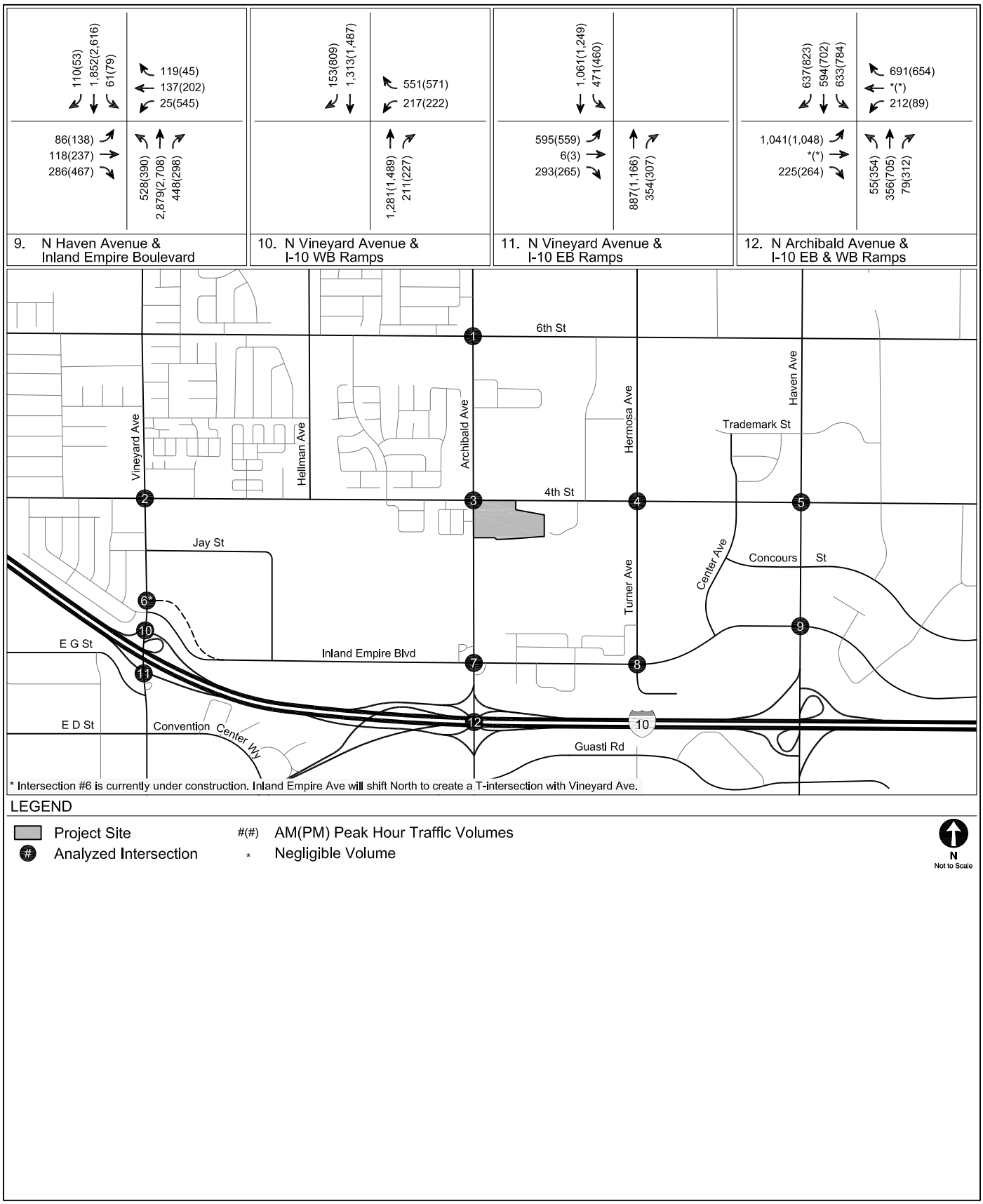
FUTURE WITH PROJECT YEAR 2040 INTERSECTION LEVELS OF SERVICE

Table 10 summarizes the results of the Future with Project Year 2040 Conditions during the weekday morning and afternoon peak hours and Saturday midday peak hour for the 12 signalized study intersections. As shown in Table 10, eight of the 12 signalized study intersections continue to operate at LOS D or better during both the morning and afternoon peak hours and Saturday midday peak hour under Future with Project Year 2040 Conditions. The remaining four intersections operate at LOS E or F during at least one of the peak hours.



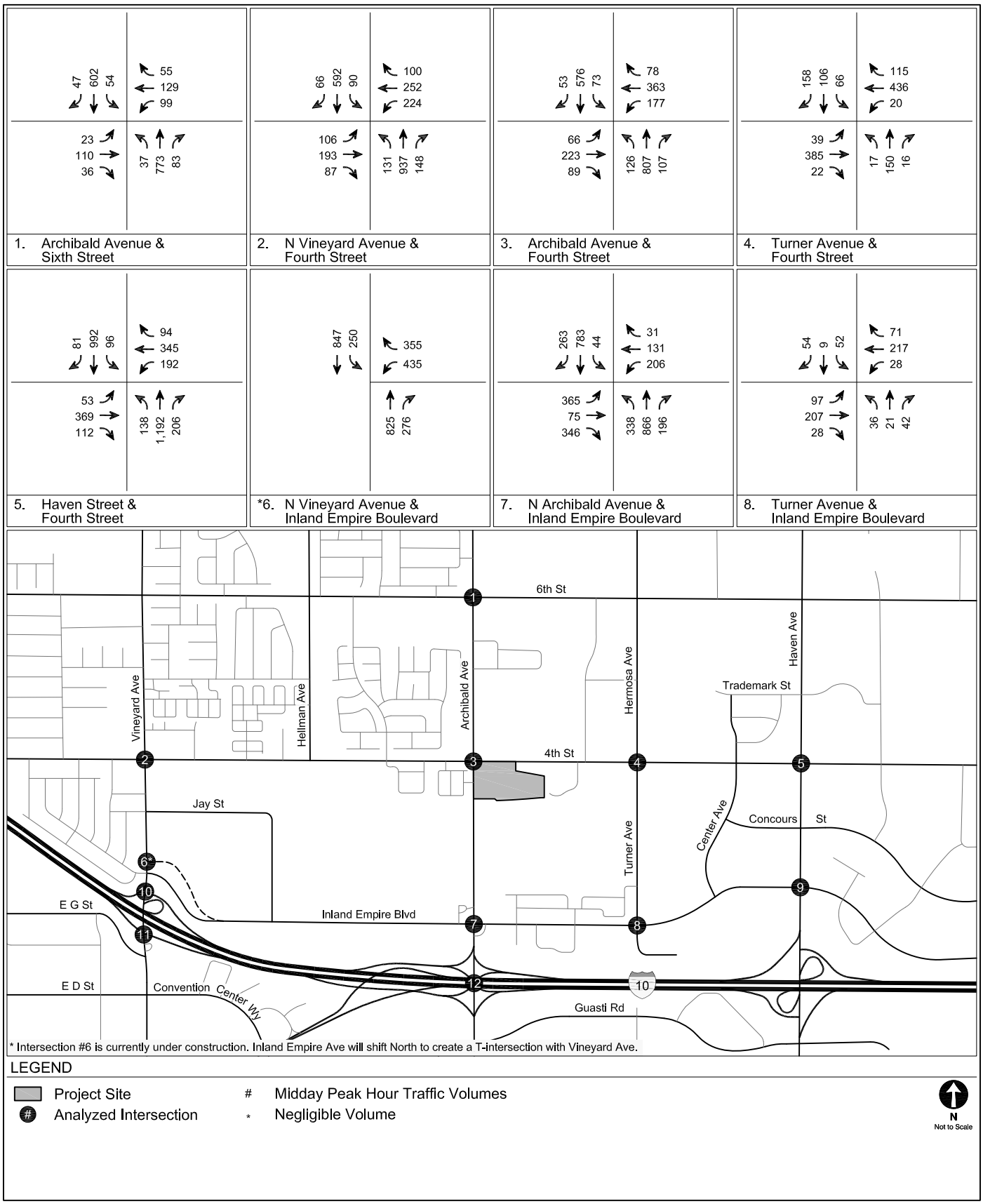
FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 12A



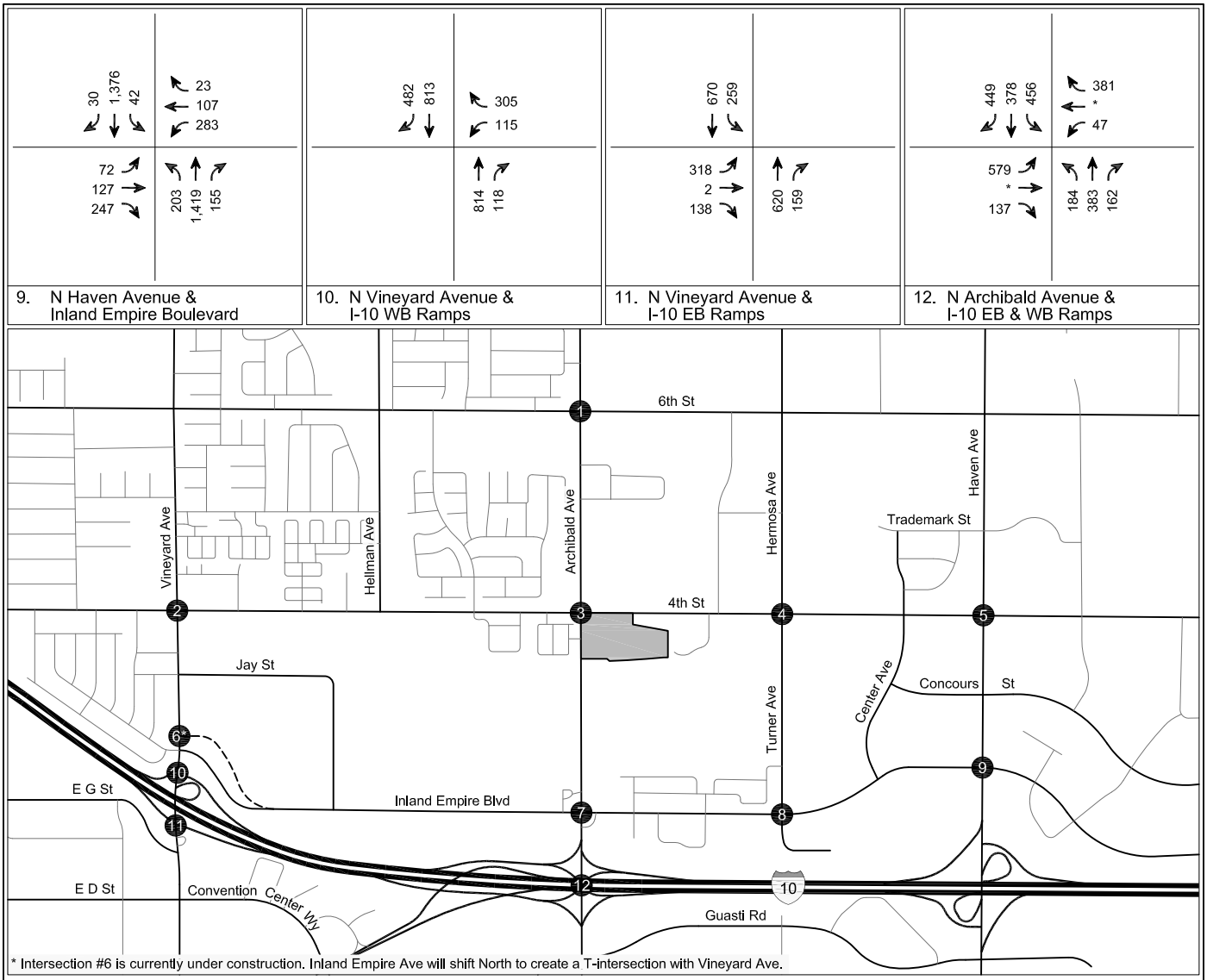
FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 12A (CONT.)



FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 12B



LEGEND

Project Site

Analyzed Intersection

Midday Peak Hour Traffic Volumes

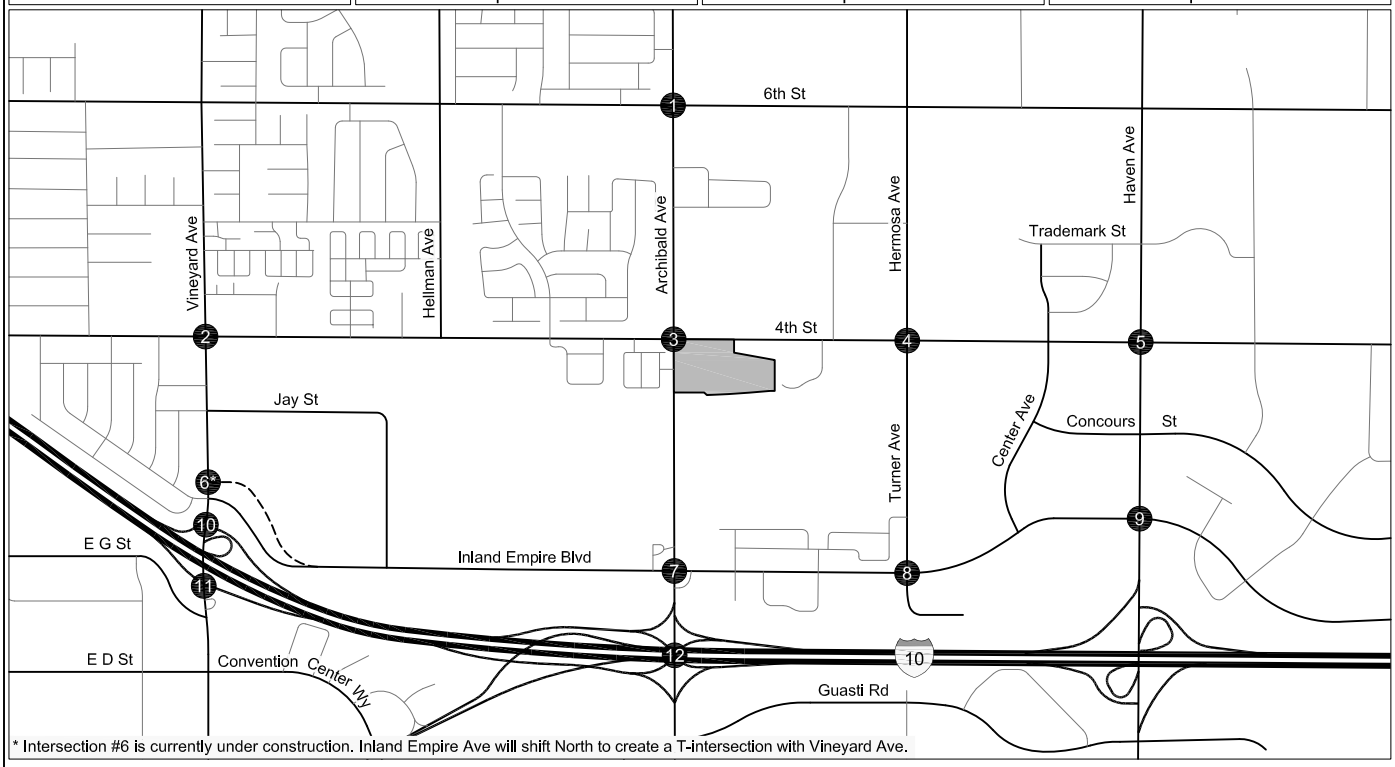
* Negligible Volume

N
Not to Scale

FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
12B (CONT.)

1. Archibald Avenue & Sixth Street	2. N Vineyard Avenue & Fourth Street	3. Archibald Avenue & Fourth Street	4. Turner Avenue & Fourth Street
49(105) ↓ 1,311(1,268) ↓ 99(122) ↘ 66(124) ↖ 129(292) ← 116(210) ↙ 96(52) ↗ 307(248) → 126(83) ↘ 29(84) ↖ 1,079(1,615) ↑ 192(161) ↗	133(149) ↓ 1,538(1,248) ↓ 154(179) ↘ 121(193) ↖ 487(567) ← 283(468) ↙ 195(240) ↗ 411(436) → 191(174) ↘ 181(263) ↖ 1,100(1,970) ↑ 207(303) ↗	121(111) ↓ 1,233(1,195) ↓ 127(165) ↘ 156(177) ↖ 464(804) ← 276(385) ↙ 79(128) ↗ 448(492) → 228(185) ↘ 131(250) ↖ 1,130(1,669) ↑ 237(215) ↗	258(342) ↓ 256(239) ↓ 184(149) ↘ 176(261) ↖ 705(911) ← 38(45) ↙ 99(75) ↗ 626(782) → 40(49) ↘ 31(37) ↖ 212(337) ↑ 52(34) ↗
5. Haven Street & Fourth Street	*6. N Vineyard Avenue & Inland Empire Boulevard	7. N Archibald Avenue & Inland Empire Boulevard	8. Turner Avenue & Inland Empire Boulevard
99(170) ↓ 1,835(2,239) ↓ 82(215) ↘ 171(212) ← 655(750) ← 249(434) ↙ 112(105) ↗ 398(796) → 150(217) ↘ 265(284) ↖ 2,262(2,689) ↑ 520(464) ↗	1,625(1,792) ↓ 354(412) ↘ 248(618) ← 325(734) ↙ 1,606(1,858) ↑ 416(457) ↗	392(414) ↓ 1,509(1,678) ↓ 126(99) ↘ 82(70) ← 212(279) ← 334(465) ↙ 183(579) ↗ 113(142) → 392(567) ↘ 534(596) ↖ 1,362(1,815) ↑ 506(442) ↗	140(122) ↓ 29(22) ↓ 156(117) ↘ 70(160) ← 336(473) ← 115(62) ↙ 98(217) ↗ 342(440) → 78(62) ↘ 40(83) ↖ 13(46) ↑ 24(93) ↗



* Intersection #6 is currently under construction. Inland Empire Ave will shift North to create a T-intersection with Vineyard Ave.

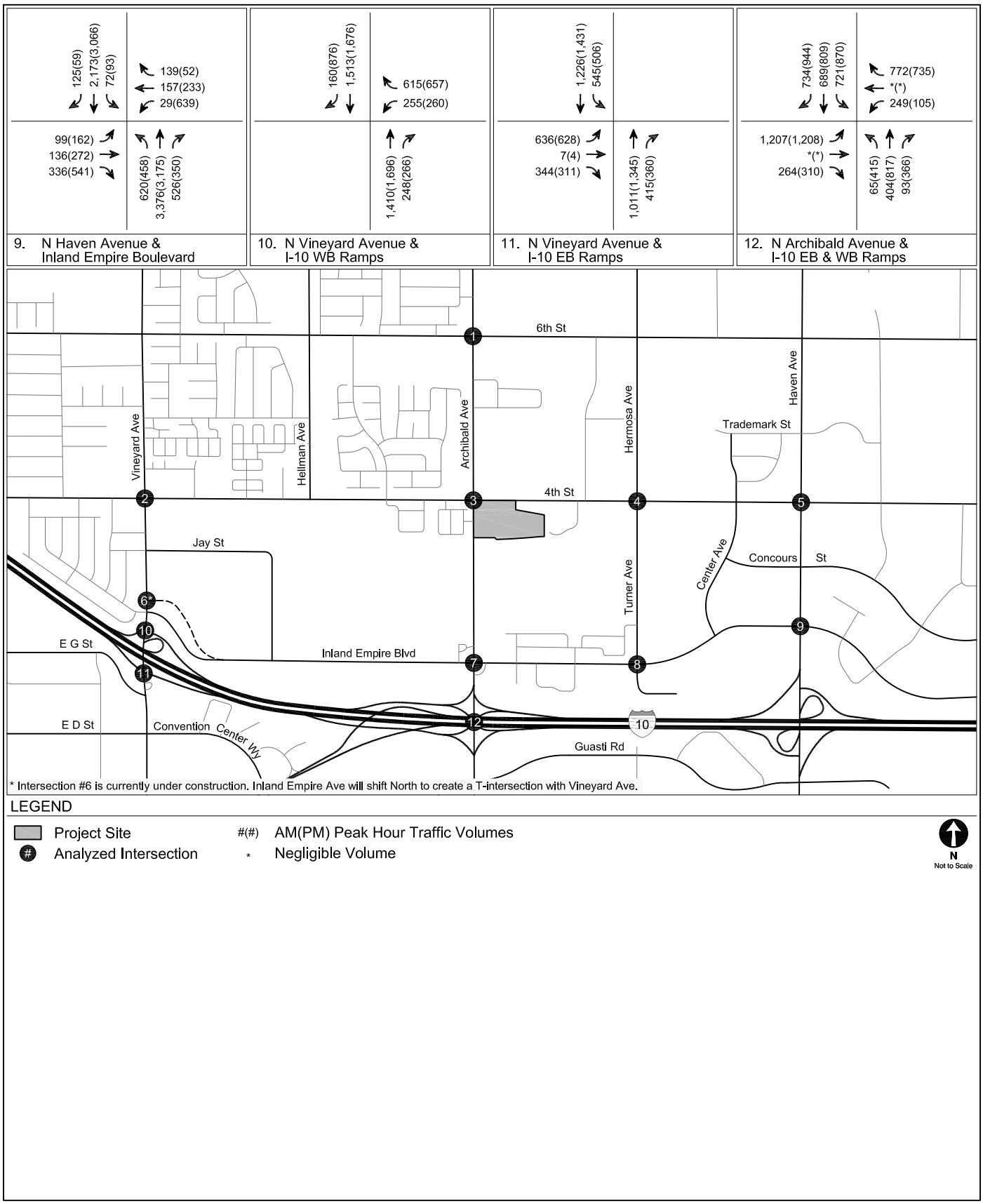
LEGEND

Project Site
Analyzed Intersection
#(#) AM(PM) Peak Hour Traffic Volumes
* Negligible Volume

N
Not to Scale

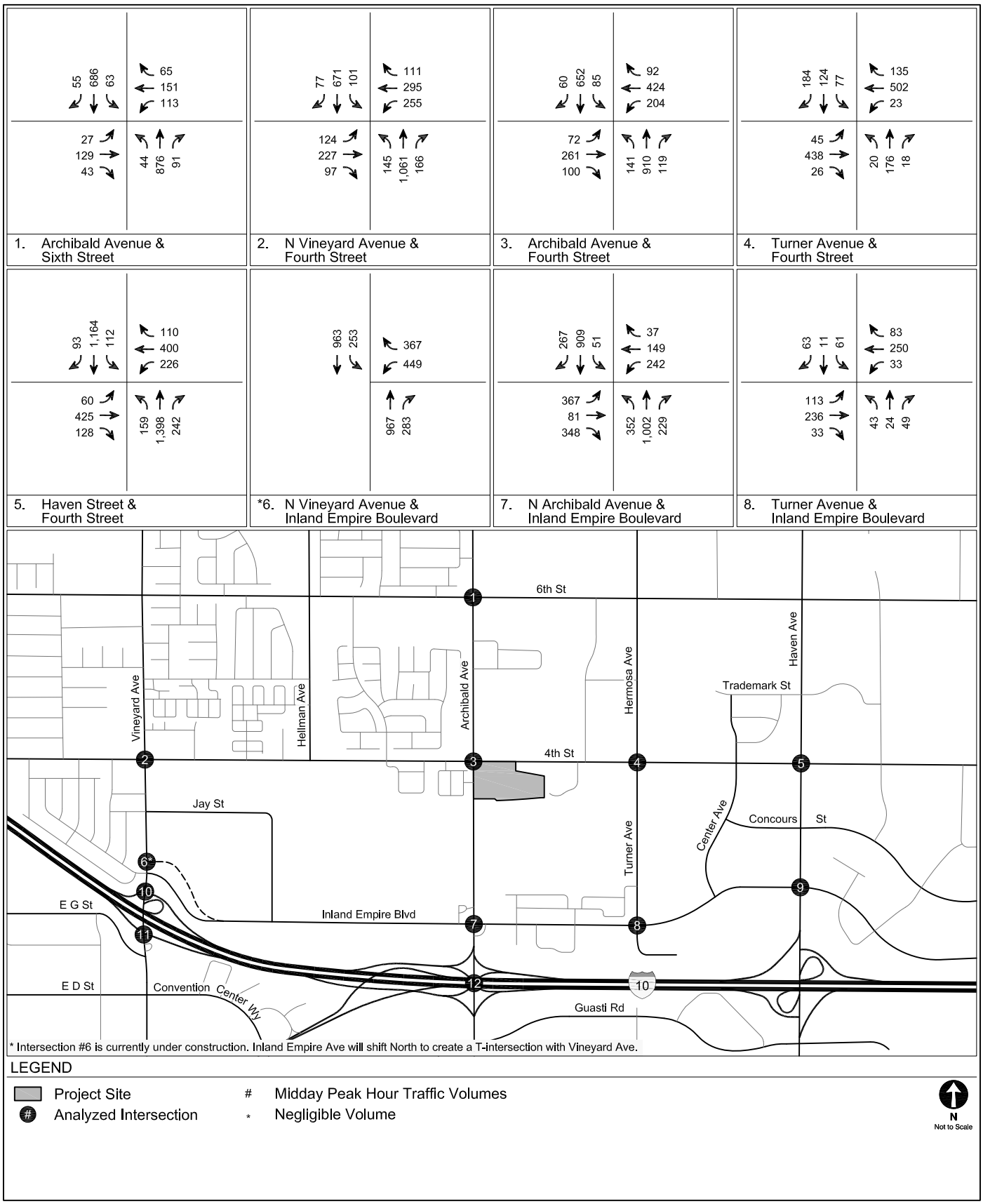
FUTURE WITH PROJECT CONDITIONS (YEAR 2040)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 13A



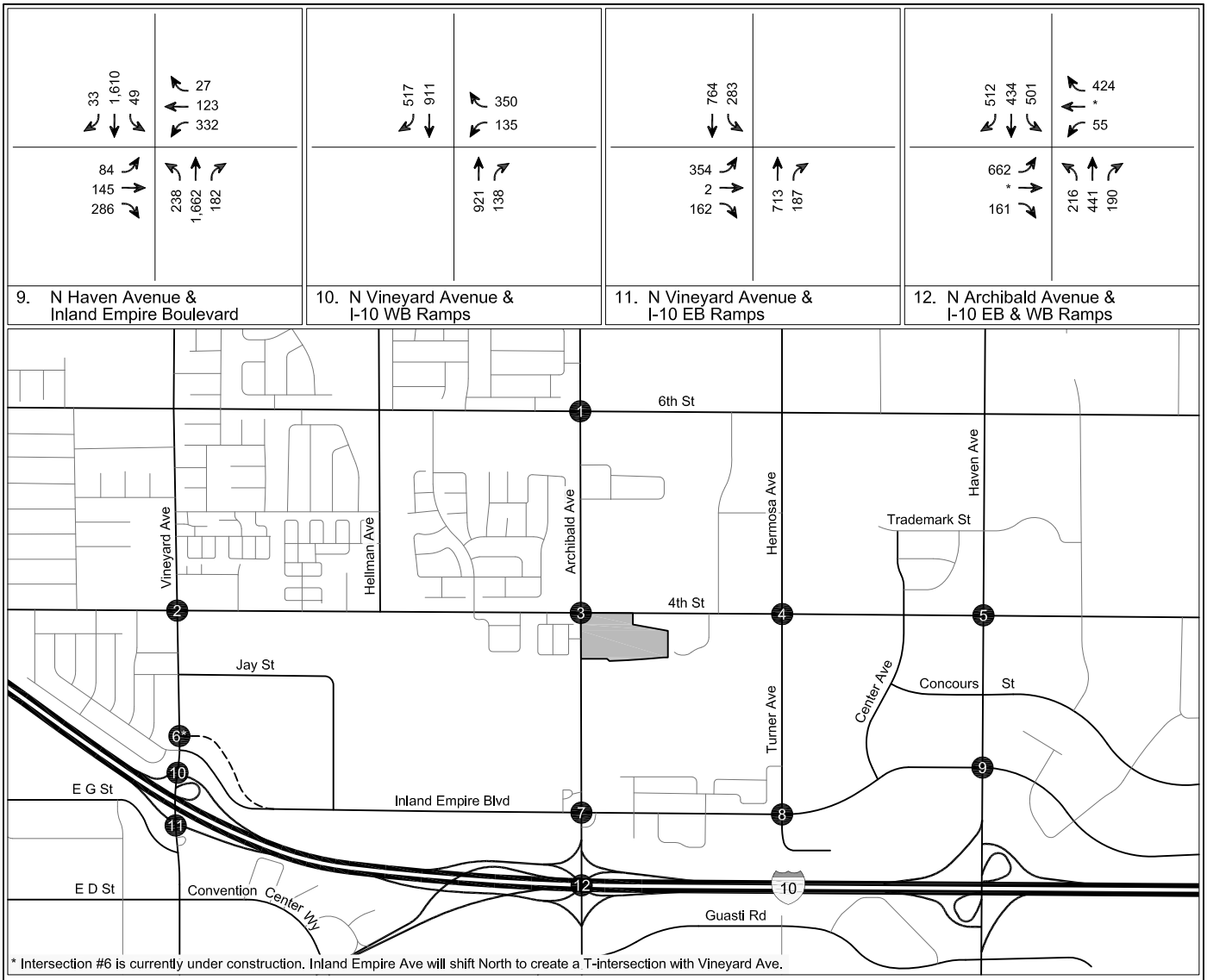
FUTURE WITH PROJECT CONDITIONS (YEAR 2040)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 13A (CONT.)



FUTURE WITH PROJECT CONDITIONS (YEAR 2040)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE 13B



LEGEND

Project Site

Analyzed Intersection

Midday Peak Hour Traffic Volumes

* Negligible Volume

N
Not to Scale

FUTURE WITH PROJECT CONDITIONS (YEAR 2040)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
13B (CONT.)

TABLE 9
FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future Without Project Conditions			Future with Project Conditions				
			Delay	V/C	LOS	Delay	V/C	LOS	Change in Delay	Significant Impact*
1.	Archibald Avenue &	AM	15.0	0.503	B	15.0	0.503	B	0.0	NO
	Sixth Street	PM	19.0	0.703	B	19.0	0.706	B	0.0	NO
		SAT	14.4	0.368	B	14.2	0.372	B	-0.2	NO
2.	N Vineyard Avenue &	AM	26.9	0.722	C	26.9	0.723	C	0.0	NO
	Fourth Street	PM	36.7	0.919	D	37.7	0.929	D	1.0	NO
		SAT	22.8	0.495	C	23.3	0.511	C	0.5	NO
3.	Archibald Avenue &	AM	24.5	0.604	C	24.6	0.605	C	0.1	NO
	Fourth Street	PM	27.8	0.671	C	28.3	0.686	C	0.5	NO
		SAT	23.7	0.359	C	24.6	0.385	C	0.9	NO
4.	Turner Avenue &	AM	19.3	0.329	B	19.2	0.330	B	-0.1	NO
	Fourth Street	PM	18.3	0.394	B	18.2	0.410	B	-0.1	NO
		SAT	16.7	0.207	B	16.5	0.234	B	-0.2	NO
5.	Haven Avenue &	AM	15.0	0.556	B	15.0	0.556	B	0.0	NO
	Fourth Street	PM	18.7	0.718	B	19.1	0.726	B	0.4	NO
		SAT	15.6	0.374	B	16.3	0.388	B	0.7	NO
6.	N Vineyard Avenue &	AM	64.0	1.777	E	64.0	1.777	E	0.0	NO
[a]	Inland Empire Boulevard	PM	221.4	3.006	F	224.0	3.039	F	2.6	**YES**
		SAT	15.3	0.821	B	15.4	0.832	B	0.1	NO
7.	N Archibald Avenue &	AM	32.7	0.794	C	32.7	0.795	C	0.0	NO
	Inland Empire Boulevard	PM	50.4	1.008	D	51.7	1.015	D	1.3	NO
		SAT	29.0	0.578	C	29.5	0.591	C	0.5	NO
8.	Turner Avenue &	AM	21.9	0.242	C	21.8	0.244	C	-0.1	NO
	Inland Empire Boulevard	PM	20.4	0.346	C	20.5	0.351	C	0.1	NO
		SAT	19.0	0.177	B	19.3	0.198	B	0.3	NO
9.	N Haven Avenue &	AM	14.5	0.539	B	14.5	0.539	B	0.0	NO
	Inland Empire Boulevard	PM	23.5	0.756	C	23.6	0.763	C	0.1	NO
		SAT	19.1	0.394	B	19.0	0.407	B	-0.1	NO
10.	N Vineyard Avenue &	AM	18.6	0.695	B	18.6	0.696	B	0.0	NO
	I-10 WB Ramps	PM	19.0	0.764	B	19.0	0.766	B	0.0	NO
		SAT	14.1	0.410	B	14.0	0.414	B	-0.1	NO
11.	N Vineyard Avenue &	AM	55.9	1.462	E	56.1	1.463	E	0.2	**YES**
[b]	I-10 EB Ramps	PM	74.4	1.711	E	75.2	1.714	E	0.8	**YES**
		SAT	9.8	0.550	A	10.1	0.556	B	0.3	NO
12.	N Archibald Avenue &	AM	23.4	0.588	C	23.5	0.592	C	0.1	NO
	I-10 EB & WB Ramps	PM	27.0	0.619	C	27.3	0.631	C	0.3	NO
		SAT	25.2	0.330	C	24.4	0.355	C	-0.8	NO

Notes

* Based on the City of Ontario, City of Rancho Cucamonga, County of San Bernardino, and Caltrans criteria, an impact is considered significant if the following criteria are met:

City of Ontario
- The intersection operates at a LOS F.

City of Rancho Cucamonga
- The intersection operates at a LOS E or F.

County of San Bernardino
- The intersection operates at a LOS E or F.

Caltrans
- The intersection operates at a LOS E or F.

TABLE10
FUTURE WITH PROJECT CONDITIONS (YEAR 2040)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future Without Project Conditions			Future with Project Conditions				
			Delay	V/C	LOS	Delay	V/C	LOS	Change in Delay	Significant Impact*
1.	Archibald Avenue &	AM	16.4	0.592	B	16.4	0.592	B	0.0	NO
	Sixth Street	PM	22.8	0.820	C	22.8	0.822	C	0.0	NO
		SAT	15	0.421	B	14.9	0.426	B	-0.1	NO
2.	N Vineyard Avenue &	AM	30.6	0.825	C	30.6	0.825	C	0.0	NO
	Fourth Street	PM	57.8	1.048	E	59.8	1.057	E	2.0	NO
		SAT	23.7	0.563	C	24.3	0.579	C	0.6	NO
3.	Archibald Avenue &	AM	26.1	0.689	C	26.2	0.690	C	0.1	NO
	Fourth Street	PM	30.4	0.768	C	31.1	0.784	C	0.7	NO
		SAT	24.2	0.410	C	25	0.436	C	0.8	NO
4.	Turner Avenue &	AM	19.9	0.394	B	19.9	0.395	B	0.0	NO
	Fourth Street	PM	19	0.459	B	19	0.475	B	0.0	NO
		SAT	17.1	0.241	B	16.9	0.267	B	-0.2	NO
5.	Haven Avenue &	AM	15.8	0.649	B	15.8	0.649	B	0.0	NO
	Fourth Street	PM	21.2	0.840	C	21.6	0.848	C	0.4	NO
		SAT	15.9	0.438	B	16.6	0.451	B	0.7	NO
6.	N Vineyard Avenue &	AM	91.9	2.201	F	91.8	2.201	F	-0.1	**YES**
[a]	Inland Empire Boulevard	PM	320.5	4.058	F	325.8	4.121	F	5.3	**YES**
		SAT	19	0.943	B	19.4	0.955	B	0.4	NO
7.	N Archibald Avenue &	AM	35.1	0.874	D	35.1	0.874	D	0.0	NO
	Inland Empire Boulevard	PM	64.7	1.102	E	66.5	1.110	E	1.8	NO
		SAT	29.6	0.619	C	30.2	0.632	C	0.6	NO
8.	Turner Avenue &	AM	22.2	0.297	C	22.1	0.297	C	-0.1	NO
	Inland Empire Boulevard	PM	21	0.408	C	21.1	0.413	C	0.1	NO
		SAT	19.3	0.207	B	19.6	0.226	B	0.3	NO
9.	N Haven Avenue &	AM	15.6	0.632	B	15.6	0.632	B	0.0	NO
	Inland Empire Boulevard	PM	27.5	0.884	C	27.8	0.891	C	0.3	NO
		SAT	19.5	0.461	B	19.5	0.474	B	0.0	NO
10.	N Vineyard Avenue &	AM	20.4	0.771	C	20.4	0.771	C	0.0	NO
	I-10 WB Ramps	PM	22.8	0.874	C	22.9	0.877	C	0.1	NO
		SAT	14.7	0.467	B	14.6	0.472	B	-0.1	NO
11.	N Vineyard Avenue &	AM	109.7	1.953	F	110	1.954	F	0.3	**YES**
[b]	I-10 EB Ramps	PM	136.6	2.321	F	137.6	2.324	F	1.0	**YES**
		SAT	10.3	0.660	B	10.5	0.667	B	0.2	NO
12.	N Archibald Avenue &	AM	24.4	0.670	C	24.5	0.675	C	0.1	NO
	I-10 EB & WB Ramps	PM	28.7	0.709	C	29.1	0.722	C	0.4	NO
		SAT	25.8	0.375	C	25	0.402	C	-0.8	NO

Notes

* Based on the City of Ontario, City of Rancho Cucamonga, County of San Bernardino, and Caltrans criteria, an impact is considered significant if the following criteria are met:

City of Ontario
- The intersection operates at a LOS F.

City of Rancho Cucamonga
- The intersection operates at a LOS E or F.

County of San Bernardino
- The intersection operates at a LOS E or F.

Caltrans
- The intersection operates at a LOS E or F.

Chapter 7
Traffic Impact Analysis

The relative impact of the added Project traffic volumes during the peak hours was evaluated based on analysis of both existing and future operating conditions at the study intersections without and with the Project. The previously discussed significance criteria and thresholds summarized in Chapter 1 were then used to determine the significance of a traffic impact caused by the Project on the study intersection, prior to any Project mitigation or trip reduction measures.

EXISTING WITH PROJECT SIGNIFICANT IMPACTS, BEFORE MITIGATION

The Existing with Project Conditions during the weekday morning and afternoon peak hours and Saturday midday peak hour are shown in Table 8. The Project is not expected to result in a significant impact at any of the 12 signalized intersections. Therefore, no mitigation is required.

FUTURE WITH PROJECT YEAR 2020 SIGNIFICANT IMPACTS, BEFORE MITIGATION

The Future with Project Year 2020 Conditions during the weekday morning and afternoon peak hours and Saturday midday peak hour are shown in Table 9. Of the 12 signalized study intersections, the Project is expected to result in significant impacts at the Intersection #6 during the afternoon peak hour and at Intersection #11 during both the morning and afternoon peak hours in Year 2020 prior to Project mitigation. The remaining 10 intersections would be less than significant during the peak hours by Project traffic under Future with Project Year 2020 Conditions.

FUTURE WITH PROJECT YEAR 2040 SIGNIFICANT IMPACTS, BEFORE MITIGATION

The Future with Project Year 2040 Conditions during the weekday morning and afternoon peak hours and Saturday midday peak hour are shown in Table 10. Of the 12 signalized study intersections, the Project is expected to result in significant impacts at Intersection #6 during the morning and afternoon peak hours and at Intersection #11 during both the morning and afternoon peak hours in Year 2020 prior to Project mitigation. The remaining 10 intersections would be less than significant during the peak hours by Project traffic under Future with Project Year 2040 Conditions.

Chapter 8
Traffic Mitigation Program

This chapter describes the traffic mitigation measures considered in order to mitigate the significant traffic impacts at study intersections associated with construction of the Project and to improve traffic operations in the Project vicinity. The various guidelines, methods, and assumptions mandated by the City, wherever applicable, were used in the preparation of this analysis.

The mitigation measures described in this chapter relate to the significant traffic impacts previously described with respect to both the Future with Project Year 2020 Conditions and Future with Project Year 2040 Conditions analyses.

As described, under Future with Project Year 2020 Conditions, before mitigation, the Project is expected to result in significant traffic impacts at the following two signalized intersections:

Intersection #6: afternoon peak hour
Intersection #11: morning and afternoon peak hours

The Project is expected to result in significant traffic impacts in the Future with Project Year 2040 Conditions, before mitigation, at the following two signalized intersections:

Intersection #6: morning and afternoon peak hours
Intersection #11: morning and afternoon peak hours

Specific Intersection Improvement Measures

Intersection improvements designed to alleviate the significant impacts of the Project consist of physical improvements (such as minor widening) and signal phasing enhancements. Widening

and/or other improvements to the intersections would be designed to meet the requirements of the City of Ontario and/or Caltrans, based on the jurisdiction responsible for the intersection.

The same impacts were reported in the 2015 TIA; therefore, the project improvements proposed in that study were tested and applied to mitigate the project impacts. The intersection improvements discussed below were considered at study intersections where the Project would result in a significant traffic impact that would not be mitigated to a level of insignificance with the implementation of the TDM and TSM improvements.

Potential Physical Improvement Measures. The following is a description of the feasible proposed intersection mitigation measures:

- Intersection #6: The significant traffic impact at this intersection could be mitigated and reduced to less than significant levels by realigning Vineyard Avenue with three northbound through lanes, an exclusive right-turn lane, three southbound through lanes and two exclusive left-turn lanes. The westbound approach would consist of two left-turn lanes and an exclusive right-turn lane with overlap phasing. Figure 14 illustrates the improvements. Should this improvement be determined infeasible during the design process, the impact at the intersection would remain and be considered significant and unavoidable.

- Intersection #11: The significant traffic impact at this intersection could be mitigated and reduced to less than significant levels by realigning Vineyard Avenue with three northbound through lanes and an exclusive right-turn lane, two southbound through lanes and two exclusive left-turn lanes. Figure 14 illustrates the improvements. Should this improvement be determined infeasible during the design process, the impact at the intersection would remain and be considered significant and unavoidable.

Future with Project with Mitigation Year 2040 Conditions

Table 11 summarizes the results of the Future with Project with Mitigation Conditions during the weekday morning and afternoon and Saturday midday peak hours for the study intersections. As shown in Table 11, all study intersections would operate at less than significant Project traffic impact levels.

MITIGATION COST SHARING

The mitigation costs of a direct impact caused by a specific project should be borne by that project. However, in this case, the mitigation cost would be shared by both the Meredith International Center and the Project. Both projects should share in the cost of implementing operational and physical mitigation measures. Intersection improvement costs based on the CMP are shown in Table 12. The unit costs do not include acquisition of right-of-way.

Table 13 shows the recommended improvements and preliminary costs for the two impacted intersections. The Intersection #6 improvement cost is estimated to be $250,000 and the Intersection #11 improvement cost is estimated to be $200,000.

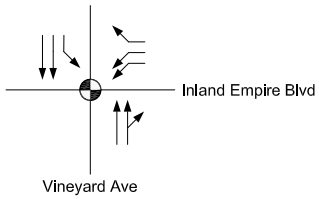
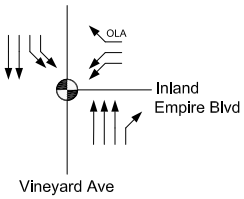
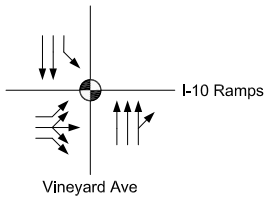
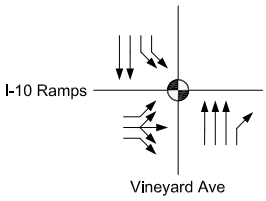
A common way to allocate improvement costs is to proportion the costs based on the number of afternoon peak hour trips (typically the period with the highest number of trips) generated by a project. The proportion of projected future traffic costs are listed in Table 14.

The afternoon peak hour trips generated at Intersection #6 by the Project represent approximately 1% of the total future traffic growth at the intersection. The Project fair-share contribution for Intersection #6 is approximately $2,500.

The afternoon peak hour trips generated by the Project at Intersection #11 represent approximately 0.6% of the total future traffic growth at the intersection. The Project fair-share contribution for Intersection #11 is approximately $1,200.

LEGEND

Signalized Intersection

	EXISTING CONDITIONS (YEAR 2018)	FUTURE CONDITIONS (YEAR 2040)
6. N Vineyard Avenue & Inland Empire Boulevard		
11. N Vineyard Avenue & I-10 Eastbound Ramps		

FUTURE RECOMMENDED IMPROVEMENTS

FIGURE 14

TABLE 11
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2040)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future Without Project Conditions			Future with Project Conditions					Future with Project Mitigations Conditions				
			Delay	V/C	LOS	Delay	V/C	LOS	Change in Delay	Significant Impact*	Delay	V/C	LOS	Change in Delay	Significant Impact*
1.	Archibald Avenue &	AM	16.4	0.592	B	16.4	0.592	B	0.0	NO	16.4	0.592	B	0.0	NO
	Sixth Street	PM	22.8	0.820	C	22.8	0.822	C	0.0	NO	22.8	0.822	C	0.0	NO
		SAT	15	0.421	B	14.9	0.426	B	-0.1	NO	14.9	0.426	B	-0.1	NO
2.	N Vineyard Avenue &	AM	30.6	0.825	C	30.6	0.825	C	0.0	NO	30.6	0.825	C	0.0	NO
	Fourth Street	PM	57.8	1.048	E	59.8	1.057	E	2.0	NO	59.8	1.057	E	2.0	NO
		SAT	23.7	0.563	C	24.3	0.579	C	0.6	NO	24.3	0.579	C	0.6	NO
3.	Archibald Avenue &	AM	26.1	0.689	C	26.2	0.690	C	0.1	NO	26.2	0.690	C	0.1	NO
	Fourth Street	PM	30.4	0.768	C	31.1	0.784	C	0.7	NO	31.1	0.784	C	0.7	NO
		SAT	24.2	0.410	C	25	0.436	C	0.8	NO	25.0	0.436	C	0.8	NO
4.	Turner Avenue &	AM	19.9	0.394	B	19.9	0.395	B	0.0	NO	19.9	0.395	B	0.0	NO
	Fourth Street	PM	19	0.459	B	19	0.475	B	0.0	NO	19.0	0.475	B	0.0	NO
		SAT	17.1	0.241	B	16.9	0.267	B	-0.2	NO	16.9	0.267	B	-0.2	NO
5.	Haven Avenue &	AM	15.8	0.649	B	15.8	0.649	B	0.0	NO	15.8	0.649	B	0.0	NO
	Fourth Street	PM	21.2	0.840	C	21.6	0.848	C	0.4	NO	21.6	0.848	C	0.4	NO
		SAT	15.9	0.438	B	16.6	0.451	B	0.7	NO	16.6	0.451	B	0.7	NO
6.	N Vineyard Avenue &	AM	91.9	2.201	F	91.8	2.201	F	-0.1	**YES**	9.5	0.731	A	-82.4	NO
[a]	Inland Empire Boulevard	PM	320.5	4.058	F	325.8	4.121	F	5.3	**YES**	36.7	1.043	D	-283.8	NO
		SAT	19	0.943	B	19.4	0.955	B	0.4	NO	14.4	0.585	B	-4.6	NO
7.	N Archibald Avenue &	AM	35.1	0.874	D	35.1	0.874	D	0.0	NO	35.1	0.874	D	0.0	NO
	Inland Empire Boulevard	PM	64.7	1.102	E	66.5	1.110	E	1.8	NO	66.5	1.110	E	1.8	NO
		SAT	29.6	0.619	C	30.2	0.632	C	0.6	NO	30.2	0.632	C	0.6	NO
8.	Turner Avenue &	AM	22.2	0.297	C	22.1	0.297	C	-0.1	NO	22.1	0.297	C	-0.1	NO
	Inland Empire Boulevard	PM	21	0.408	C	21.1	0.413	C	0.1	NO	21.1	0.413	C	0.1	NO
		SAT	19.3	0.207	B	19.6	0.226	B	0.3	NO	19.6	0.226	B	0.3	NO
9.	N Haven Avenue &	AM	15.6	0.632	B	15.6	0.632	B	0.0	NO	15.6	0.632	B	0.0	NO
	Inland Empire Boulevard	PM	27.5	0.884	C	27.8	0.891	C	0.3	NO	27.8	0.891	C	0.3	NO
		SAT	19.5	0.461	B	19.5	0.474	B	0.0	NO	19.5	0.474	B	0.0	NO
10.	N Vineyard Avenue &	AM	20.4	0.771	C	20.4	0.771	C	0.0	NO	20.4	0.771	C	0.0	NO
	I-10 WB Ramps	PM	22.8	0.874	C	22.9	0.877	C	0.1	NO	25.4	0.941	C	2.6	NO
		SAT	14.7	0.467	B	14.6	0.472	B	-0.1	NO	13.2	0.533	B	-1.5	NO
11.	N Vineyard Avenue &	AM	109.7	1.953	F	110	1.954	F	0.3	**YES**	50.8	1.434	D	-58.9	NO
[b]	I-10 EB Ramps	PM	136.6	2.321	F	137.6	2.324	F	1.0	**YES**	21.0	1.094	C	-115.6	NO
		SAT	10.3	0.660	B	10.5	0.667	B	0.2	NO	10.6	0.704	B	0.3	NO
12.	N Archibald Avenue &	AM	24.4	0.670	C	24.5	0.675	C	0.1	NO	24.5	0.675	C	0.1	NO
	I-10 EB & WB Ramps	PM	28.7	0.709	C	29.1	0.722	C	0.4	NO	29.1	0.722	C	0.4	NO
		SAT	25.8	0.375	C	25	0.402	C	-0.8	NO	25.0	0.402	C	-0.8	NO

Notes

* Based on the City of Ontario, City of Rancho Cucamonga, County of San Bernardino, and Caltrans criteria, an impact is considered significant if the following criteria are met:

City of Ontario
- The intersection operates at a LOS F.

City of Rancho Cucamonga
- The intersection operates at a LOS E or F.

County of San Bernardino
- The intersection operates at a LOS E or F.

Caltrans
- The intersection operates at a LOS E or F.

[a] Project enhancements consist of the realignment of Vineyard Avenue with three NBT lanes and an exclusive right-turn lane, three SBT lanes and two exclusive left-turn lanes. The WB approach consists of two left-turn lanes and an exclusive right-turn lane with overlap phasing. Figure 14 provides a graphical representation of the intersection improvements.

[b] Project enhancements consist of the realignment of Vineyard Avenue with three NBT lanes and two exclusive right-turn lanes, two SBT lanes and two exclusive left-turn lanes. Figures 14 provides a graphical representation of the intersection improvements.

TABLE 12
INTERSECTION IMPROVEMENT COSTS [a]

Intersection Improvement	Unit Cost
Signalization of Intersection (with roadwork)	$250,000.00
Through-Lane Construction	$130,000.00
Ramp Improvements	$350,000.00
Signal Modification	$75,000.00
Left-Turn Lane Construction	$50,000.00
Right-Turn Lane Construction	$50,000.00
Median Modification and Striping	$30,000.00
Lane Restriping	$25,000.00

Notes
[a] Source: Appendix G of the San Bernardino County CMP, 2009 Update. Unit costs do not include acquisition of right-of-way.

TABLE 13
RECOMMENDED IMPROVEMENTS AND PRELIMINARY COSTS
FUTURE YEAR 2040 CONDITIONS

Intersection	Jurisdiction	Improvement Description	Unit Improvement Cost [a]	Total Estimated Improvement Cost
Intersection #6: N Vineyard Ave & Inland Empire Blvd	City of Ontario	- Signalization of Intersection (with roadwork)	$250,000.00	$250,000.00
Intersection #11: N Vineyard Ave & I-10 EB Ramps	City of Ontario / Caltrans	- Construct an exclusive SB left-turn lane	$50,000.00	$200,000.00
		- Construct an exclusive NB right-turn lane	$75,000.00	
		- Signal Modification	$75,000.00	

Notes
[a] Unit costs do not include acquisition of right-of-way.

TABLE 14
PROPORTION OF PROJECTED FUTURE TRAFFIC COSTS
FUTURE YEAR 2040 CONDITIONS

Intersection	Peak Hour	Vehicles per Hour (VPH)					Proportion of Project-Related Traffic Growth	Estimated Improvement Cost [a]	Project Fair-Share Contribution [a]
		Existing	Related Projects	Ambient Growth	Project	Total Growth			
Intersection #6: N Vineyard Ave & Inland Empire Blvd	AM Peak Hour	2,577	1,427	567	4	1,998	0.20%	-	-
	PM Peak Hour	3,157	1,990	695	28	2,713	**1.00%**	**$250,000.00**	**$2,500.00**
	SAT Peak Hour	-	-	-	-	-	-	-	-
Intersection #11: N Vineyard Ave & I-10 EB Ramps	AM Peak Hour	2,865	685	630	3	1,318	0.20%	-	-
	PM Peak Hour	3,191	682	702	9	1,393	**0.60%**	**$200,000.00**	**$1,200.00**
	SAT Peak Hour	-	-	-	-	-	-	-	-

Notes
[a] Improvement costs and project fair-share contribution do not include acquisition of right-of-way.

Chapter 9

Congestion Management Program and Caltrans Analysis

This chapter presents an analysis of the regional transportation facilities in the vicinity of the Project Site, in accordance with Caltrans guidelines and the procedures outlined in the CMP.

TRAFFIC IMPACT ANALYSIS GUIDELINES

The CMP and Caltrans guidelines require that traffic impact analyses be performed on mainline freeway segments, as shown in Table 15.

MAINLINE FREEWAY SEGMENT ANALYSIS

The CMP requires that a traffic impact analysis be performed for all CMP mainline freeway segments where a project would add 100 or more trips (in either direction) during the weekday morning or afternoon peak hours. A detailed analysis is not required if the project adds fewer than 100 trips to a mainline freeway monitoring location (in either direction) during either the weekday morning or afternoon peak hour. As shown in Table 16, none of the four mainline freeway segments would add 100 or more trips (in either direction) during the morning or afternoon peak hours. Therefore, a detailed CMP analysis is not required. Nevertheless, a Caltrans freeway mainline segment analysis has also been conducted at these four freeway mainline segments on I-10 to provide a conservative assessment of the proposed Project's potential traffic impacts.

This chapter also presents an analysis of Caltrans freeway mainline segments to provide further information to the decision makers. Under *State of California Senate Bill 743* (Steinberg, 2013), the focus of transportation analysis will shift from driver delay to reduction of greenhouse gases, creation of multimodal networks and promotion mixed-use developments. To better align with the

State's multimodal transportation and environmental action goals, Caltrans is pursuing vehicle miles traveled as a metric of Project impacts, as outlined in *Local Development – Intergovernmental Review Program Interim Guide* (Caltrans, Approved September 2016) (Caltrans Interim Guide). This interim guidance will remain in effect until superseded by new Caltrans transportation impact study guidelines, which are currently under development.

The Caltrans Interim Guide suggests the approach with which Caltrans can recommend improvements to enhance pedestrian safety and increase pedestrian accessibility to help meet the goals and targets of the *Caltrans Strategic Management Plan 2015-2020* (Caltrans, March 2015) and *California Transportation Plan 2040* (Caltrans, June 2016).

ANALYZED FACILITIES

As shown in Table 15, four freeway mainline segments on I-10 were analyzed using HCM methodology to determine density, speed, and LOS. A free-flow speed of 50 mph was assumed in the analysis. The LOS definitions for freeway mainline segments based on HCM are presented in Table 17.

Appendix F contains the LOS worksheets for the freeway mainline analysis.

IMPACT THRESHOLDS

The Caltrans TIS Guide states that Caltrans' target LOS is "at the transition between LOS C and LOS D," which is generally interpreted to mean in the lower half of the range of LOS D (where the LOS is determined based on the freeway mainline density or the intersection delay). When that threshold has already been exceeded, the existing condition (or projected future condition) should be maintained with the addition of Project traffic.

However, the Caltrans TIS Guide does not identify specific incremental criteria by which to measure the significance of impacts to freeway mainline segments or intersections with ramp termini and, therefore, it is not possible to identify whether a specific facility would be significantly

impacted under Caltrans criteria. Similarly, the lack of a definitive threshold to determine whether there is a significant impact results in the inability to precisely identify mitigation measures that have a direct nexus to the potential impacts of a project.

Moreover, improvements to Caltrans freeway facilities tend to be beyond the feasibility of any individual project to implement; therefore, Appendix B of the Caltrans TIS Guide provides a methodology to identify a project's proportionate share of the future traffic growth on the Caltrans freeways facilities. The fair share, although not technically or legally tied to either a project impact or mitigation measure per se, is calculated by Caltrans as a percentage of the total projected traffic growth on a freeway mainline segment up to year 2040. In accordance with Caltrans' desire to review the long-range planning horizon year of 2040, the cumulative analysis of freeway facilities herein includes projections of Year 2040 conditions without and with Project traffic was also conducted.

FREEWAY MAINLINE SEGMENTS

Year 2018 Conditions

Existing freeway volume data was collected from recent Caltrans published volume data (*2017 Traffic Volumes on the California State Highways* (Caltrans, 2017). An ambient growth rate of 1% per year was applied to reflect Existing (Year 2018) Conditions. Table 18 summarizes the results of the HCM analysis for Existing Conditions and Existing with Project Conditions.

Year 2020 Conditions

Traffic volumes were projected for Year 2020 to reflect the Project buildout year. The existing traffic volumes were increased by both ambient growth (assumed to be 1% per year) and Related Project traffic, in the same manner as Future without Project traffic volumes were developed for Year 2020 in Chapter 3. Table 19 summarizes the results of the HCM analysis for Future without Project Conditions and Future with Project (Year 2020) Conditions.

Year 2040 Conditions

Traffic volumes were projected for Year 2040 to reflect a 22-year horizon. The existing traffic volumes were increased by both ambient growth (assumed to be 2% per year) and Related Project traffic, in the same manner as Future without Project traffic volumes were developed for year 2040 in Chapter 3. Table 20 summarizes the results of the HCM analysis for Future without Project Conditions and Future with Project (Year 2040) Conditions.

TABLE 15
ANALYZED CALTRANS FACILITIES

ID	Location
Freeway Mainline Segments	
FS-1.	I-10 between 4th Street & Vineyard Avenue
FS-2.	I-10 between Vineyard Avenue & Archibald Avenue
FS-3.	I-10 between Archibald Avenue & Haven Avenue
FS-4.	I-10 between Haven Avenue & Milliken Avenue

TABLE 16
CMP FREEWAY MAINLINE SEGMENT PROJECT TRAFFIC VOLUMES

No	Freeway Mainline Segment	Peak Hour	Direction	Vehicles per Hour (VPH)	
				Project Freeway Volume	Threshold Exceeded? [a]
FS-1	I-10 between 4th Street & Vineyard Avenue	AM Peak Hour	Two-Way	10	NO
		PM Peak Hour	Two-Way	56	NO
FS-2	I-10 between Vineyard Avenue & Archibald Avenue	AM Peak Hour	Two-Way	6	NO
		PM Peak Hour	Two-Way	27	NO
FS-3	I-10 between Archibald Avenue & Haven Avenue	AM Peak Hour	Two-Way	6	NO
		PM Peak Hour	Two-Way	27	NO
FS-4	I-10 between Haven Avenue & Milliken Avenue	AM Peak Hour	Two-Way	7	NO
		PM Peak Hour	Two-Way	37	NO

Notes
[a] Trip threshold is 100 trips (two-way) from recent Caltrans guidelines (*Guide for the Preparation of Traffic Impact Studies,* Caltrans, 2002).

TABLE 17
FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS - DENSITY

Level of Service	Description	Density [a]
A	Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	≤ 11
B	Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.	> 11 and ≤ 18
C	Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.	> 18 and ≤ 26
D	Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.	> 26 and ≤ 35
E	Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.	> 35 and ≤ 45
F	Represents a breakdown in flow and oversaturated conditions.	> 45

Notes

Source: *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) and Caltrans.

[a] Density is defined in vehicles per mile per lane and describes the proximity to other vehicles and is related to the freedom to maneuver within the traffic stream (*Highway Capacity Manual 6th Edition,* Transportation Research Board, 2016).

TABLE 18
EXISTING OPERATING CONDITIONS
FREEWAY SEGMENT LEVEL OF SERVICE EVALUATION

ID	Freeway Segment	Peak Hour	Direction	Existing Conditions			Existing with Project Conditions		
				Speed [a][b]	**Density** [b][c]	**LOS**	**Speed** [a][b]	**Density** [b][c]	**LOS**
FS-1.	I-10 between 4th Street & Vineyard Avenue	AM	NB	50	39	E	50	39	E
			SB	50	41	E	50	41	E
		PM	NB	50	39	E	50	39	E
			SB	50	41	E	50	41	E
FS-2.	I-10 between Vineyard Avenue & Archibald Avenue	AM	NB	50	39	E	50	39	E
			SB	50	41	E	50	41	E
		PM	NB	50	41	E	50	41	E
			SB	50	43	E	49	44	E
FS-3.	I-10 between Archibald Avenue & Haven Avenue	AM	NB	50	40	E	50	40	E
			SB	50	37	E	50	37	E
		PM	NB	50	40	E	50	40	E
			SB	50	36	E	50	36	E
FS-4.	I-10 between Haven Avenue & Milliken Avenue	AM	NB	50	40	E	50	40	E
			SB	50	36	E	50	36	E
		PM	NB	50	42	E	50	42	E
			SB	50	38	E	50	38	E

Notes

OVERFLOW: Traffic demand exceeds the available capacity of the freeway mainline segment .

[a] Mean speed measured in miles per hour (mph).

[b] Methodology from *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).

[c] Measured in vehicles per mile per lane (v/m/l) for freeways with a free-flow speed of 50 mph. Free-flow speed, as defined in HCM 6th Edition is the theoretical speed when the density and flow rate of the freeway mainline segment are both zero.

TABLE 19
FUTURE OPERATING CONDITIONS (YEAR 2020)
FREEWAY SEGMENT LEVEL OF SERVICE EVALUATION

ID	Freeway Segment	Peak Hour	Direction	Future without Project Conditions			Future with Project Conditions		
				Speed [a][b]	**Density** [b][c]	**LOS**	**Speed** [a][b]	**Density** [b][c]	**LOS**
FS-1.	I-10 between 4th Street & Vineyard Avenue	AM	NB	50	41	E	50	41	E
			SB	49	44	E	49	44	E
		PM	NB	50	40	E	50	40	E
			SB	50	43	E	50	43	E
FS-2.	I-10 between Vineyard Avenue & Archibald Avenue	AM	NB	50	40	E	50	40	E
			SB	50	43	E	50	43	E
		PM	NB	50	43	E	50	43	E
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
FS-3.	I-10 between Archibald Avenue & Haven Avenue	AM	NB	50	42	E	50	42	E
			SB	50	38	E	50	38	E
		PM	NB	50	42	E	50	42	E
			SB	50	38	E	50	38	E
FS-3.	I-10 between Haven Avenue & Milliken Avenue	AM	NB	50	41	E	50	41	E
			SB	50	37	E	50	37	E
		PM	NB	49	44	E	49	44	E
			SB	50	40	E	50	40	E

Notes

OVERFLOW: Traffic demand exceeds the available capacity of the freeway mainline segment .

[a] Mean speed measured in miles per hour (mph).

[b] Methodology from *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).

[c] Measured in vehicles per mile per lane (v/m/l) for freeways with a free-flow speed of 50 mph. Free-flow speed, as defined in HCM 6th Edition is the theoretical speed when the density and flow rate of the freeway mainline segment are both zero.

TABLE 20
FUTURE OPERATING CONDITIONS (YEAR 2040)
FREEWAY SEGMENT LEVEL OF SERVICE EVALUATION

ID	Freeway Segment	Peak Hour	Direction	Future without Project Conditions			Future with Project Conditions		
				Speed [a][b]	**Density** [b][c]	**LOS**	**Speed** [a][b]	**Density** [b][c]	**LOS**
FS-1.	I-10 between 4th Street & Vineyard Avenue	AM	NB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
		PM	NB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
FS-2.	I-10 between Vineyard Avenue & Archibald Avenue	AM	NB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
		PM	NB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
FS-3.	I-10 between Archibald Avenue & Haven Avenue	AM	NB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
		PM	NB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
FS-4.	I-10 between Haven Avenue & Milliken Avenue	AM	NB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
			SB	49	45	E	49	45	E
		PM	NB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F

Notes

OVERFLOW: Traffic demand exceeds the available capacity of the freeway mainline segment .

[a] Mean speed measured in miles per hour (mph).

[b] Methodology from *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).

[c] Measured in vehicles per mile per lane (v/m/l) for freeways with a free-flow speed of 50 mph. Free-flow speed, as defined in HCM 6th Edition is the theoretical speed when the density and flow rate of the freeway mainline segment are both zero.

Chapter 10
Site Access and Circulation

This chapter presents a summary of how vehicles and pedestrians would access and circulate throughout the Project.

VEHICULAR ACCESS AND CIRCULATION

Access to the Project parking garage would be provided via three full-access driveways, two on N. Archibald Avenue and one on 4th Street, to the east and north of the Project, respectively. Any driveway modifications would be designed to City of Ontario standards under the review of City of Ontario staff. Projected arriving traffic volumes are low enough that entering vehicles would not queue onto the public street, even if surface parking lot access is controlled for security.

PEDESTRIAN ACCESS AND CIRCULATION

Pedestrian access would be provided on N. Archibald Avenue and 4th Street near the east edge of the Project Site. It would be completely separated from any vehicular access point and, therefore, no pedestrian impacts would occur.

References

2017 Traffic Volumes on the California State Highways, California Department of Transportation, 2017.

Caltrans Strategic Management Plan 2015-2020 (Caltrans, March 2015) and *California Transportation Plan 2040* (Caltrans, June 2016).

City of Ontario Development Code, City of Ontario, Adopted December 1, 2015.

City of Ontario Master Plan of Streets and Highways, City of Ontario, August 2014.

City of Rancho Cucamonga General Plan, City of Rancho Cucamonga, 2010.

Guide for the Preparation of Traffic Impact Studies, California Department of Transportation, December 2002.

Highway Capacity Manual, 6th Edition, Transportation Research Board, 2016.

Local Development – Intergovernmental Review Program Interim Guide (California Department of Transportation, Approved September 2016.

Master Plan of Streets and Highways, City of Ontario, 2014.

Multipurpose Trails & Bikeway Corridor, M2-1 of the City of Ontario General Plan: Mobility Element, City of Ontario, 2011.

The Ontario Plan, City of Ontario, January 2010.

State of California Senate Bill 743, Steinberg, 2013.

Traffic Impact Analysis, Meredith International Centre Specific Plan Amendment, Linscott, Law & Greenspan, January 22, 2015

Transportation Impact Study Report for North Central Roseville Specific Plan – Parcel 49, Fehr & Peers, October 27, 2014.

Trip Generation, 10th Edition, Institute of Transportation Engineers, 2017.

Appendix A

Memorandum of Understanding

MEMORANDUM

TO: Alfred Fraijo, Sheppard Mullin Richter & Hampton LLP

FROM: Richard Gibson, LEED Green Associate
Janet Ye, EIT

DATE: November 13, 2018

RE: Traffic Impact Study Scope of Work for the
Topgolf Ontario Project
Ontario, California **Ref:** J1655

Gibson Transportation Consulting, Inc. (GTC) is pleased to submit this Traffic Impact Study Scope of Work for the Topgolf Ontario Project for your review and approval. The Traffic Impact Study will be prepared according to City of Rancho Cucamonga and City of Ontario analysis and significance criteria and in consideration of the traffic requirements of the most current Congestion Management Program (CMP) for San Bernardino County.

PROJECT DESCRIPTION

Topgolf (Applicant) proposes to develop a golf entertainment complex consisting of an approximately 53,000 square foot (sf) main building and a five acre outdoor driving range (Project) on undeveloped land at the southeast corner of North Archibald Avenue & 4th Street in Ontario, California. The Project's main building would include a total of 102 golf hitting bays and associated amenities, including office space, lounge areas, event/banquet space, terraces, patios, and storage space in three levels.

The Project would provide 524 vehicular parking spaces in a surface parking lot in front of the main building. Vehicular access to the Project would be provided via one full-access driveway on 4th Street and one full-access driveway on N. Archibald Avenue.

The Project site plan is shown in Figure 1. The Project is expected to be completed in Year 2020.

The Project site is bound by 4th Street to the north, Archibald Avenue to the west, and a flood basin and regional park to the east and south. The project site is 0.5 miles north of the Ontario International Airport and 0.3 miles north of the San Bernardino Freeway (I-10).

STUDY SCOPE

The scope of intersection analysis for this study was developed in consultation with County of San Bernardino (County) staff. The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) identified as part of the study approach are outlined below.

As shown in Figure 2, 12 intersections in the vicinity of the Project site were selected for detailed traffic analysis:

1. Archibald Avenue & 6th Street
2. N. Vineyard Avenue & 4th Street
3. N. Archibald Avenue & 4th Street
4. Turner Avenue & 4th Street
5. Haven Avenue & 4th Street
6. N. Vineyard Avenue & Inland Empire Boulevard
7. N. Archibald Avenue & Inland Empire Boulevard
8. Turner Avenue & Inland Empire Boulevard
9. N. Haven Avenue & Inland Empire Boulevard
10. N. Vineyard Avenue & I-10 Westbound Ramps
11. N. Vineyard Avenue & I-10 Eastbound Ramps
12. N. Archibald Avenue & I-10 Eastbound & Westbound Ramps

Intersection turning movement counts were collected at each of the study intersections during the weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. Due to the substantial amount of long-term construction-related traffic management measures (e.g., lane closures) currently implemented within the study area, the County required the use of the most recent pre-construction peak hour traffic volume data at any study intersection temporarily operating at reduced capacity due to construction related activity in order to accurately represent the Existing (Year 2018) peak hour traffic volumes at each of the affected study intersections.

Traffic counts conducted in 2014 for all 12 study intersections were found in *Traffic Impact Analysis, Meredith International Centre Specific Plan Amendment* (Linscott, Law & Greenspan, January 22, 2015) and applied to the Project. In order to be conservative, the pre-construction peak hour traffic volumes from 2014 were increased at a rate of 1% per year in order to represent the Existing (Year 2018) traffic volumes. Thus, the existing volumes utilized in this analysis (i.e., traffic volume figures, LOS calculations, etc.) reflect Existing (Year 2018) Conditions.

Weekday and Saturday peak period roadway segment counts were collected at a handful of study roadway segments not affected by construction in October 2018. Weekday counts were factored down by approximately 48%, a rate calculated by comparing weekday counts to Saturday counts, to reflect 2018 Saturday conditions for all 12 study intersections.

The study intersections were analyzed under the following scenarios:

1. Existing (Year 2018) Conditions
2. Existing with Project (Year 2018) Conditions

3. Future without Project (Year 2020) Conditions
4. Future with Project (Year 2020) Conditions
5. Future without Project (Year 2040) Conditions
6. Future with Project (Year 2040) Conditions

FUTURE TRAFFIC CONDITIONS

The existing traffic volumes were factored by an annual ambient growth rate of 1% per year to approximate regional growth and development for Year 2020 conditions and 2% per year for Year 2040 conditions. In addition to the ambient growth, for purposes of providing a conservative analysis of potential cumulative traffic impacts, the traffic generated by related projects determined at the time of the Notice of Preparation and based on related project lists from the cities of Ontario and Rancho Cucamonga was also added to estimate the future conditions. Based on our research, there is one related project, The Meredith International Center in Ontario, that will be included as part of the future background conditions.

Signalized Intersection Analysis Methodology

Consistent with City of Ontario, City of Rancho Cucamonga, County CMP and California Department of Transportation (Caltrans) requirements, signalized intersection capacity was analyzed using the methodologies defined in *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016), which reports level of service on a scale from A (the best) to F (the worst), representing driver comfort and convenience.

The significance of the potential impacts of Project-generated traffic at the signalized study intersections was determined using City of Ontario, City of Rancho Cucamonga, and County CMP significant impact definitions.

PROJECT TRAFFIC

Trip generation estimates for the Project were calculated based on a previous Topgolf transportation study done in Roseville, California completed in 2014. It is important to note that both the Topgolf Roseville and Topgolf Ontario developments will have the same number of hitting bays for patron use and, therefore, should have similar trip generation characteristics. As shown in Table 1, the Project is expected to generate 32 weekday morning peak hour trips (28 inbound trips and four outbound trips), 183 weekday afternoon peak hour trips (91 inbound trips and 92 outbound trips), and 312 Saturday peak hour trips (161 inbound trips and 151 outbound trips).

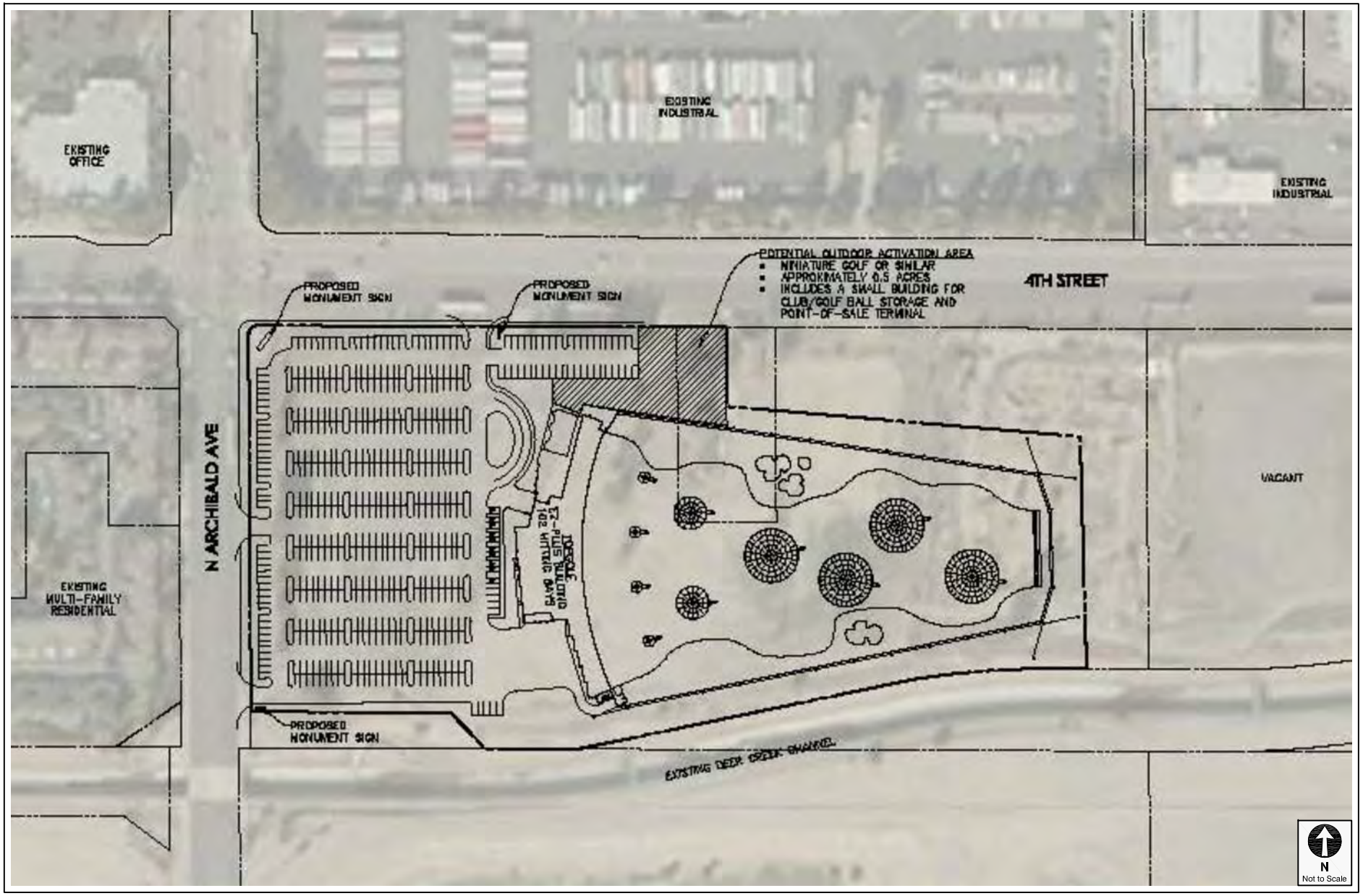
Project trips were assigned to the street system according to the general pattern as follows:

- 25% to/from the north (Archibald Avenue, Vineyard Avenue, Haven Avenue)
- 10% to/from the south (Archibald Avenue, Vineyard Avenue, Haven Avenue)
- 35% to/from the east (I-10, 4th Street, Inland Empire Boulevard)
- 30% to/from the west (I-10, 4th Street, Inland Empire Boulevard)

The trip distribution pattern for the Project is shown in Figure 3. Figures 4-5 illustrate the Project-only traffic volumes at the study intersections during typical weekday morning and afternoon peak hours and on Saturday peak hours, respectively.

CALTRANS FACILITY ANALYSIS

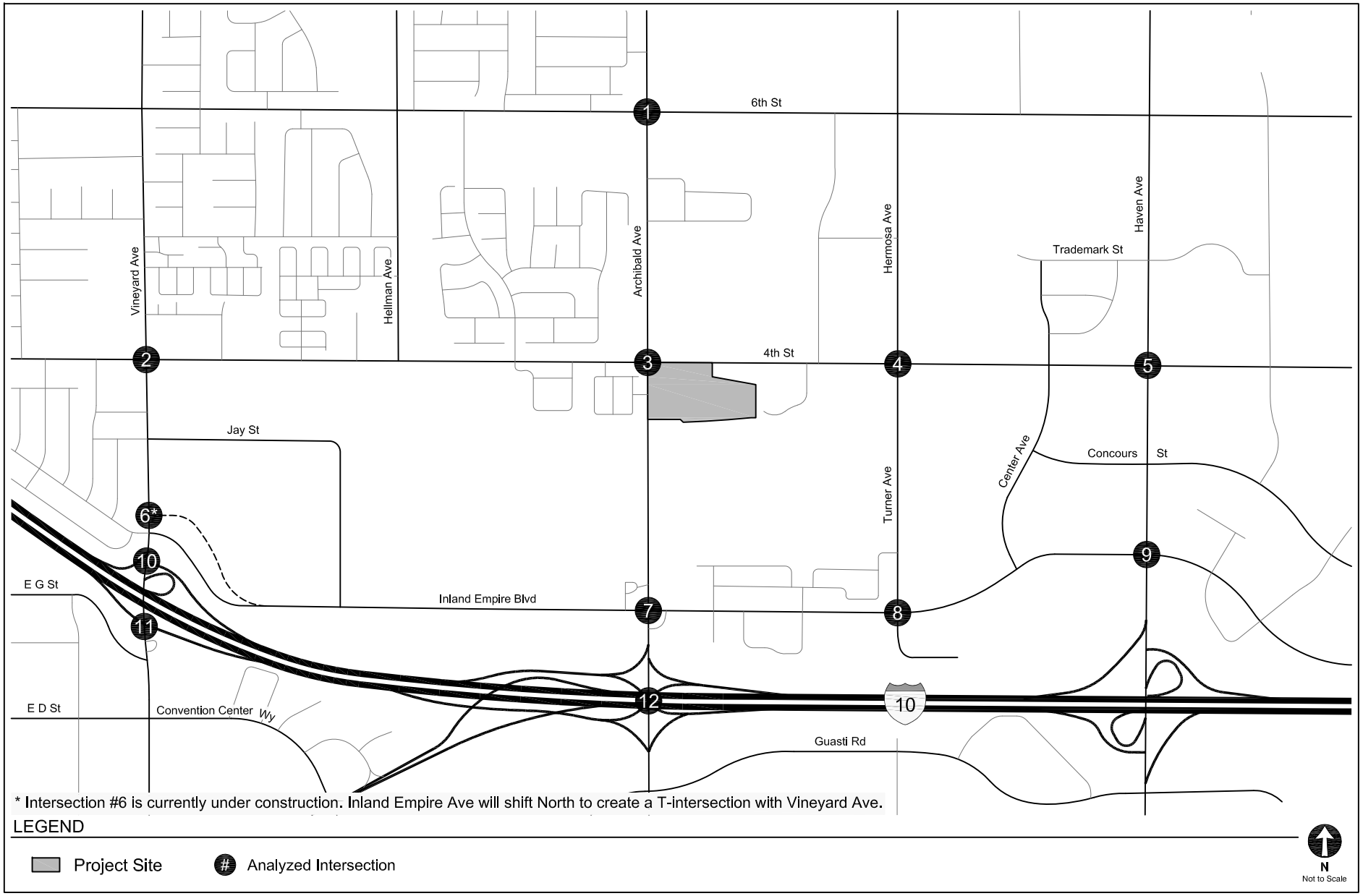
The Project is not likely to add 150 or more peak hour trips to any Caltrans facilities. Nevertheless, based on the Project site location and proximity to I-10, existing and future year analyses will be prepared for two I-10 mainline segments as well as the Vineland Avenue and Archibald Avenue ramp intersections and off-ramp queuing in order to address any potential concerns Caltrans may have.



PROJECT SITE PLAN

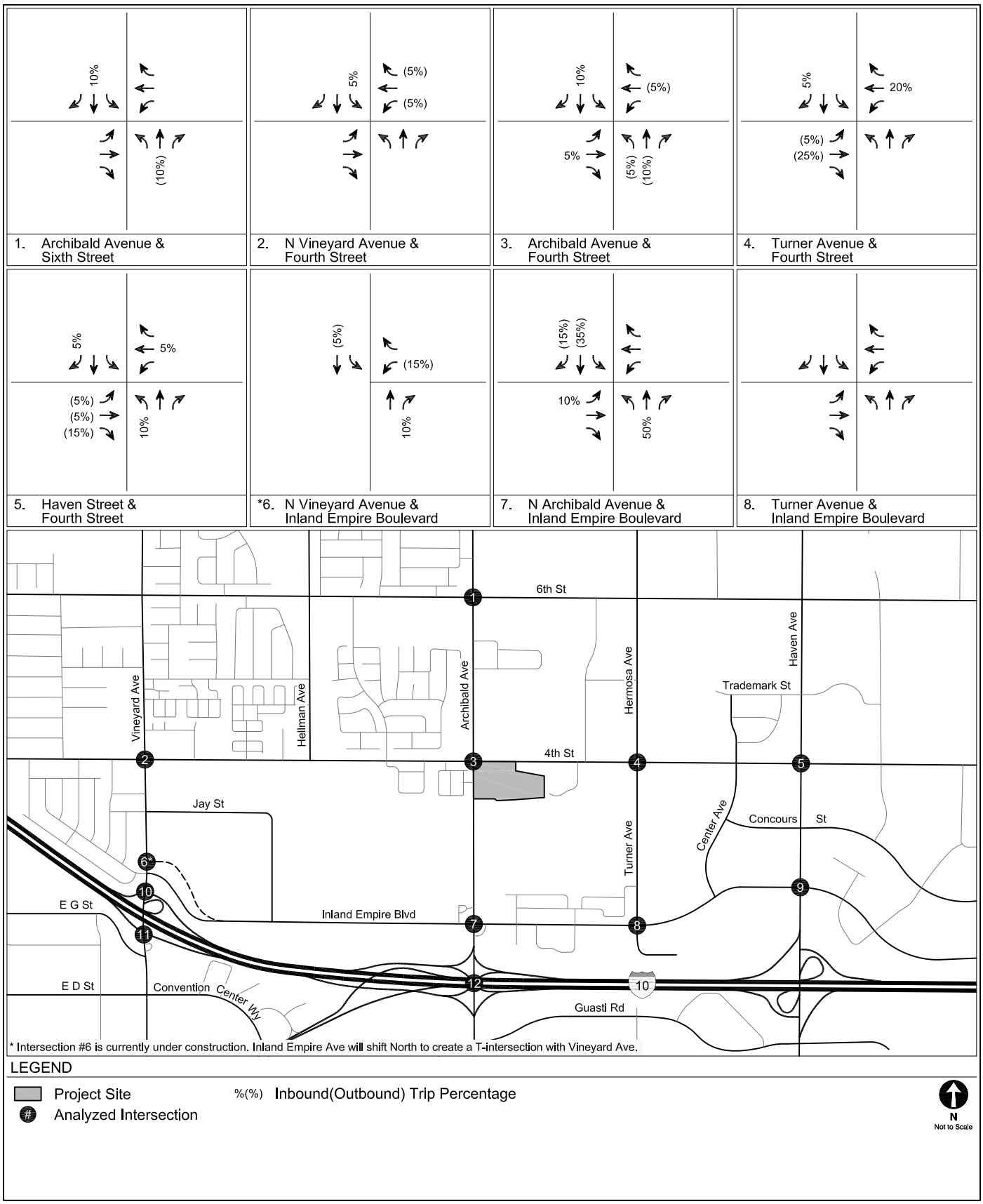
FIGURE 1

Gibson transportation consulting, inc.



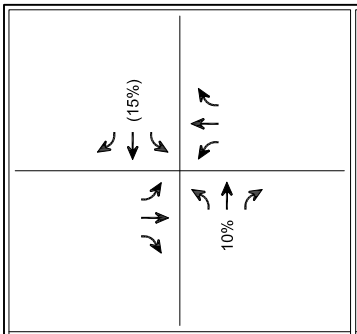
STUDY AREA

FIGURE 2

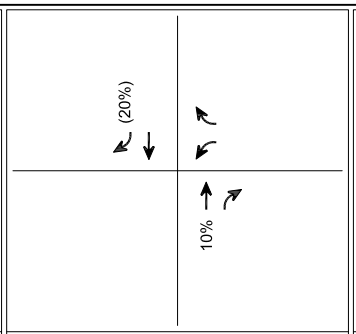


PROJECT TRIP DISTRIBUTION

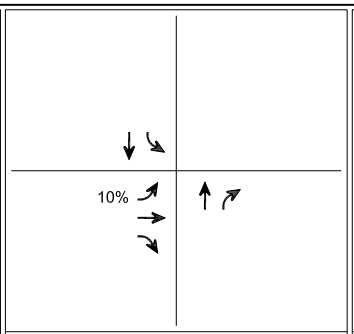
FIGURE 3



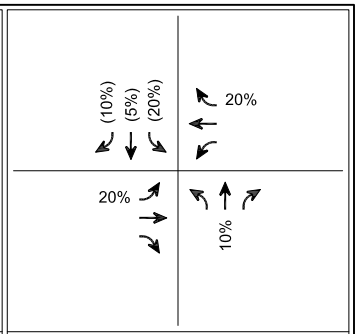
9. N Haven Avenue & Inland Empire Boulevard



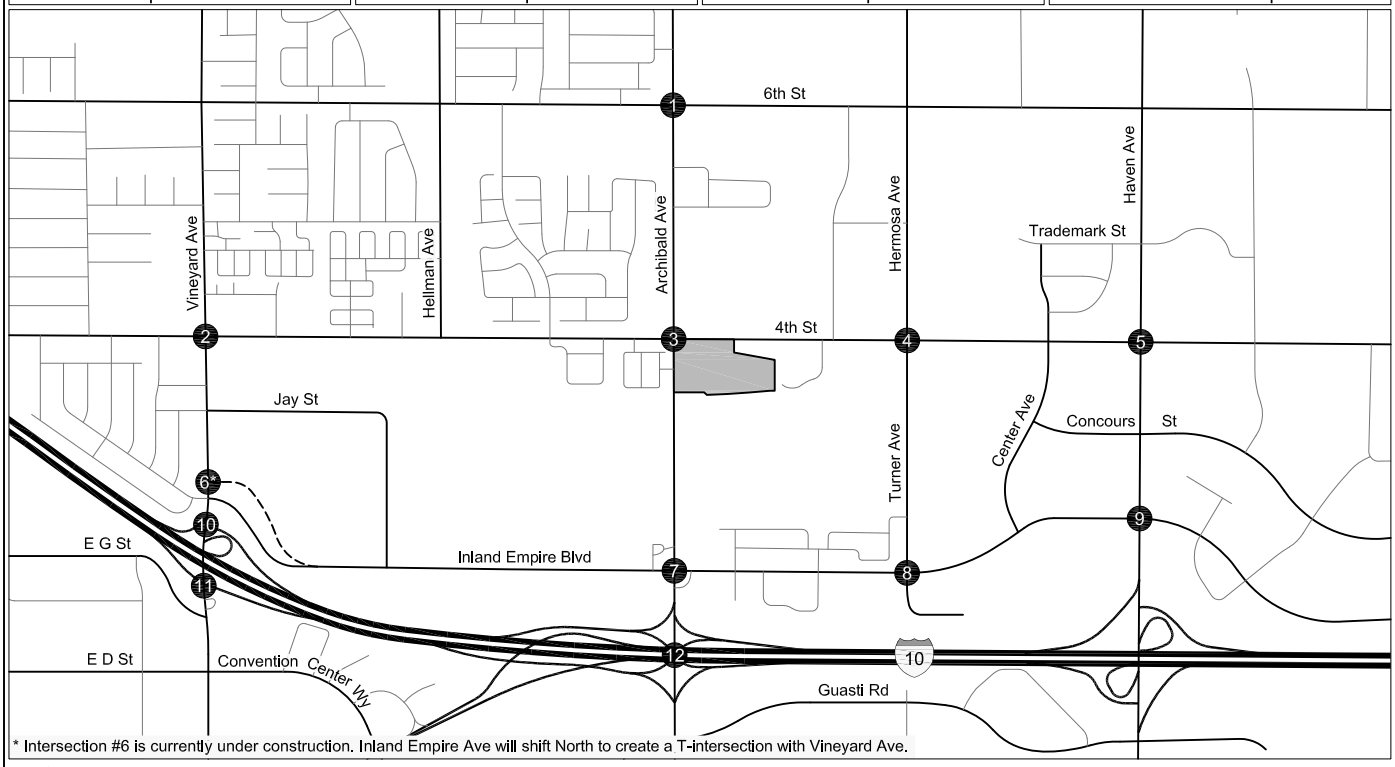
10. N Vineyard Avenue & I-10 WB Ramps



11. N Vineyard Avenue & I-10 EB Ramps



12. N Archibald Avenue & I-10 EB & WB Ramps



LEGEND

Project Site

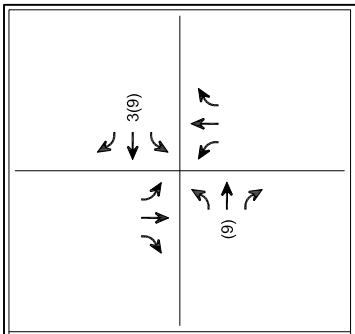
Analyzed Intersection

%(%) Inbound(Outbound) Trip Percentage

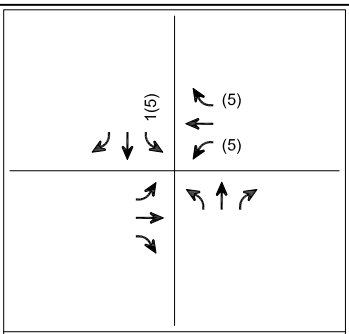
N
Not to Scale

PROJECT TRIP DISTRIBUTION

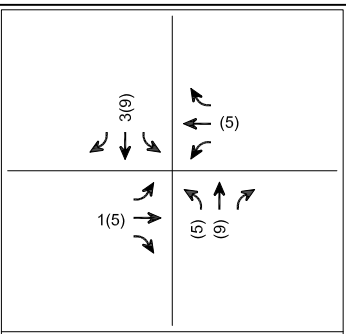
FIGURE 3 (CONT.)



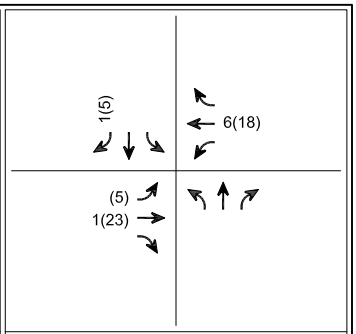
1. Archibald Avenue & Sixth Street



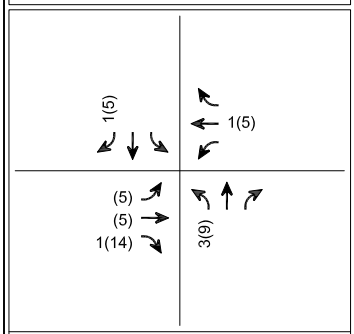
2. N Vineyard Avenue & Fourth Street



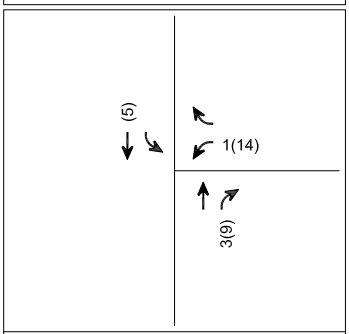
3. Archibald Avenue & Fourth Street



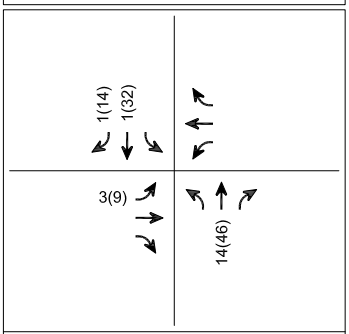
4. Turner Avenue & Fourth Street



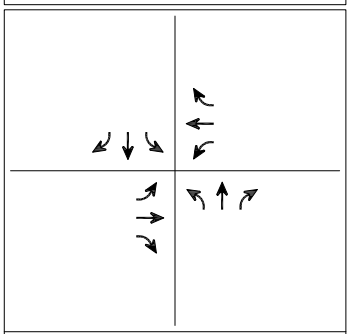
5. Haven Street & Fourth Street



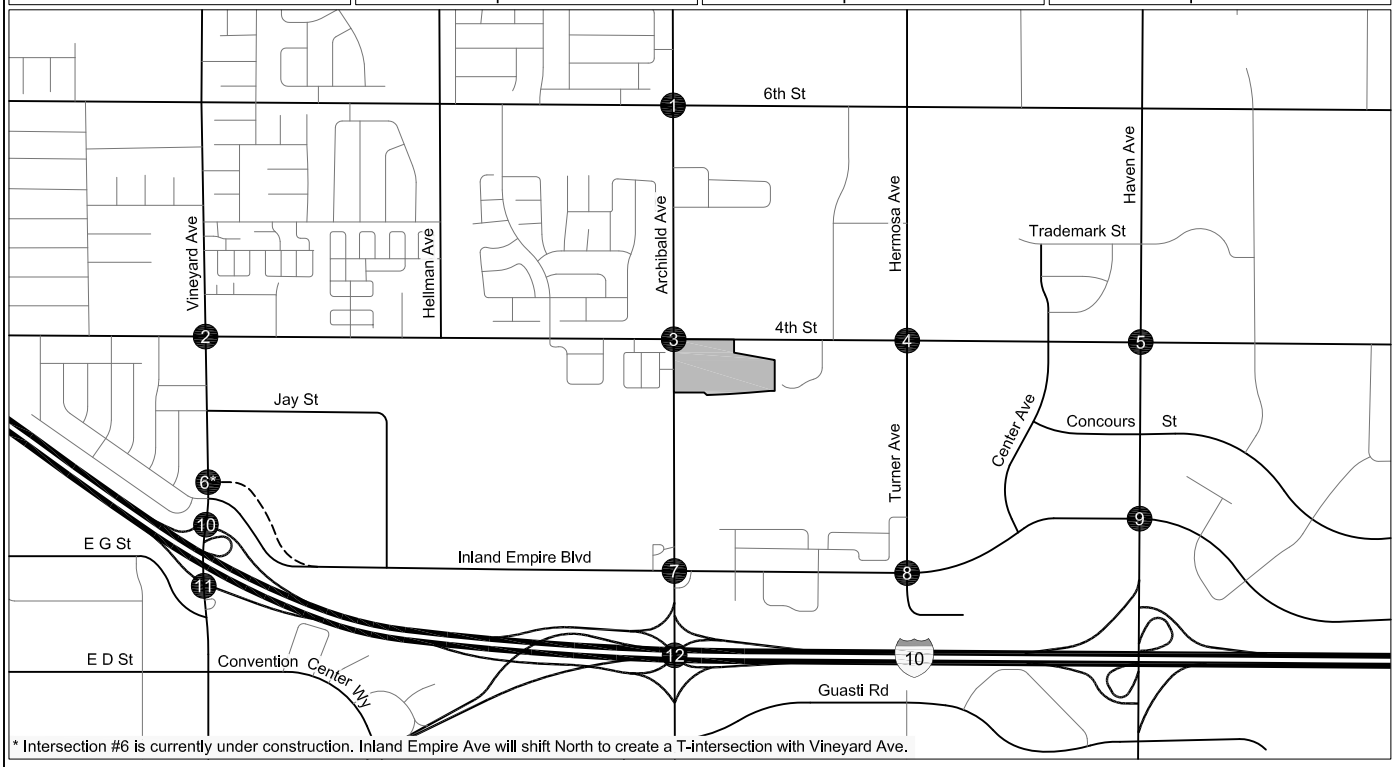
*6. N Vineyard Avenue & Inland Empire Boulevard



7. N Archibald Avenue & Inland Empire Boulevard



8. Turner Avenue & Inland Empire Boulevard



* Intersection #6 is currently under construction. Inland Empire Ave will shift North to create a T-intersection with Vineyard Ave.

LEGEND

Project Site

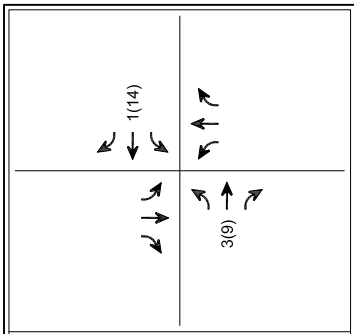
Analyzed Intersection

#(#) AM(PM) Peak Hour Traffic Volumes

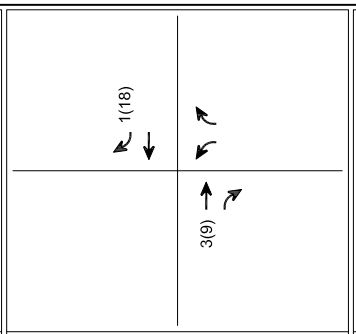
N
Not to Scale

PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

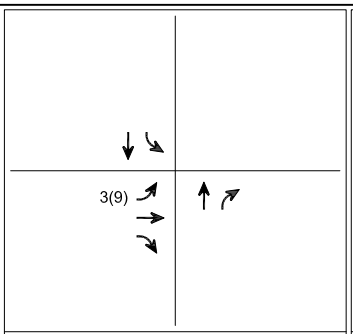
FIGURE
4



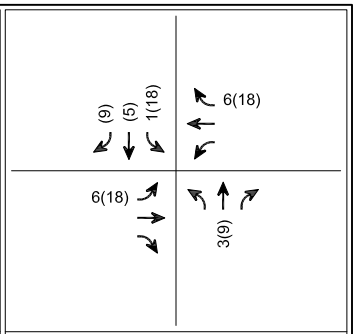
9. N Haven Avenue & Inland Empire Boulevard



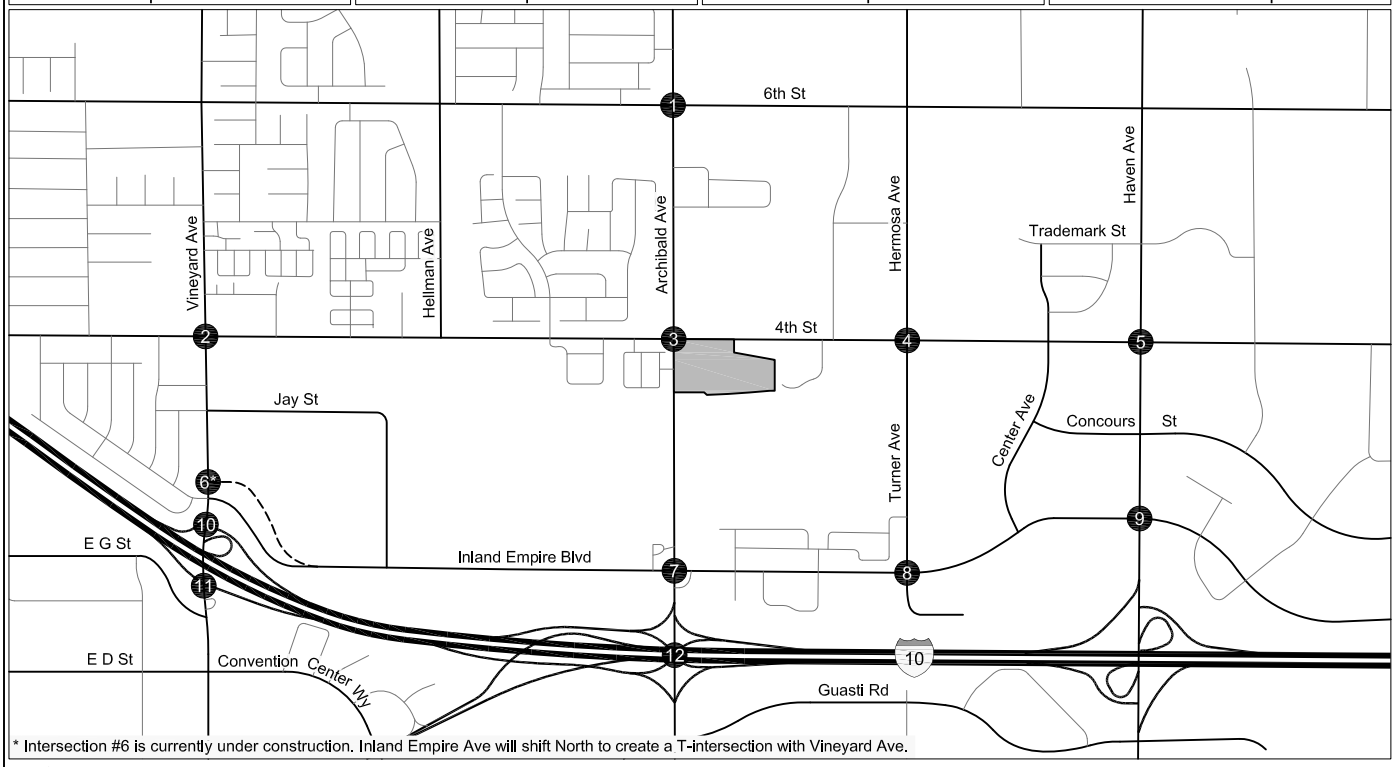
10. N Vineyard Avenue & I-10 WB Ramps



11. N Vineyard Avenue & I-10 EB Ramps



12. N Archibald Avenue & I-10 EB & WB Ramps



LEGEND

Project Site

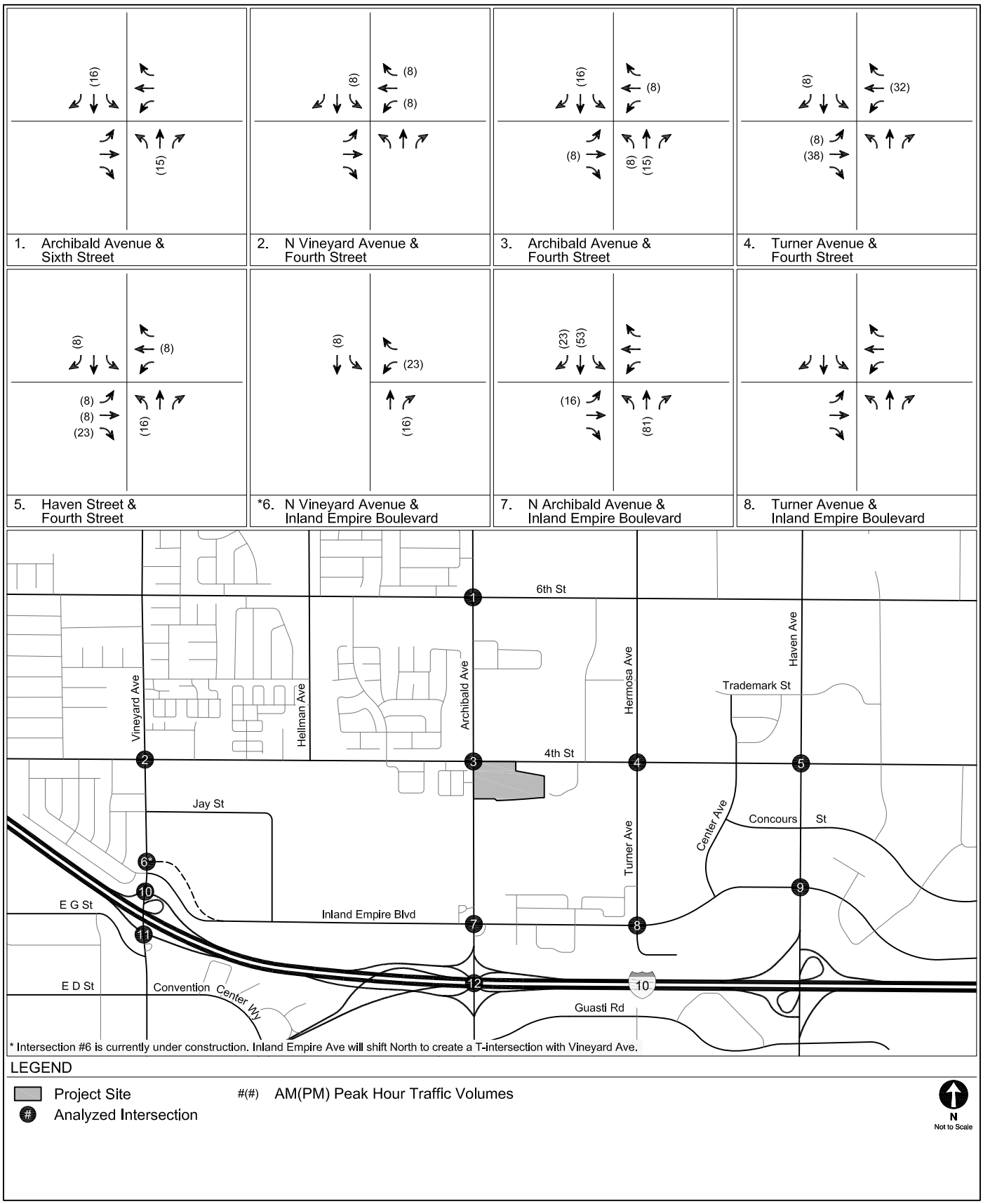
Analyzed Intersection

#(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

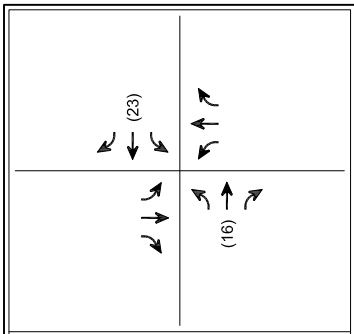
PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
4 (CONT.)

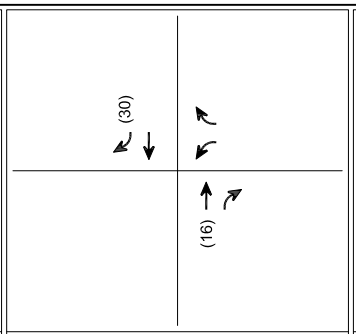


PROJECT-ONLY (SATURDAY)
PEAK HOUR TRAFFIC VOLUMES

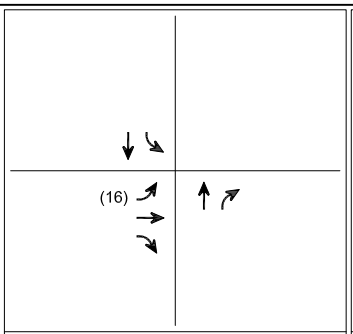
FIGURE
5



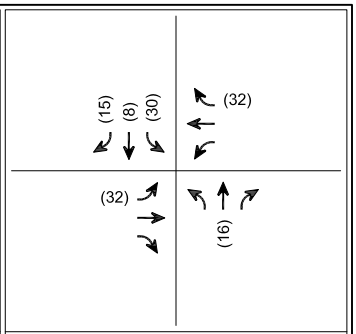
9. N Haven Avenue & Inland Empire Boulevard



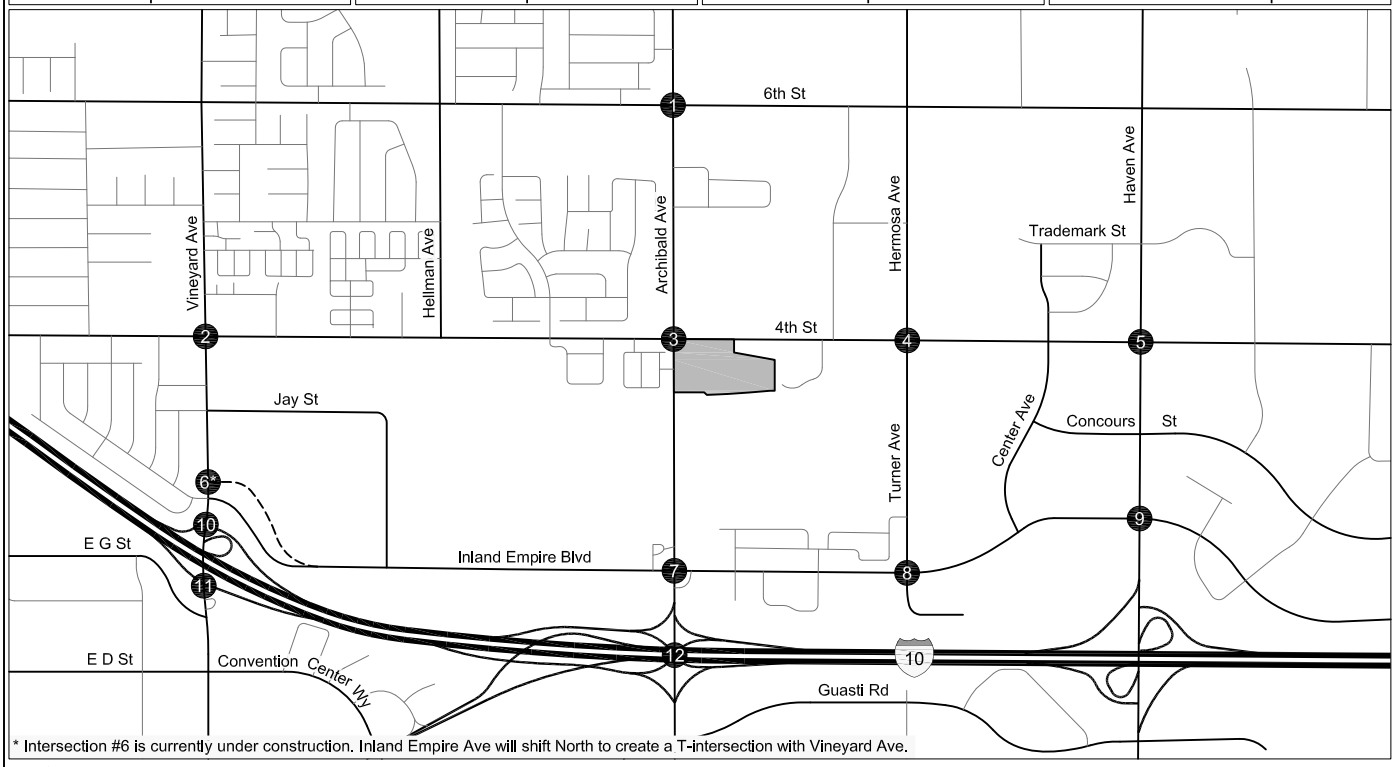
10. N Vineyard Avenue & I-10 WB Ramps



11. N Vineyard Avenue & I-10 EB Ramps



12. N Archibald Avenue & I-10 EB & WB Ramps



* Intersection #6 is currently under construction. Inland Empire Ave will shift North to create a T-intersection with Vineyard Ave.

LEGEND

Project Site

Analyzed Intersection

#(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

PROJECT-ONLY (SATURDAY)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
5 (CONT.)

TABLE 1
PROJECT TRIP GENERATION ESTIMATES

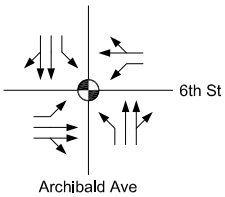
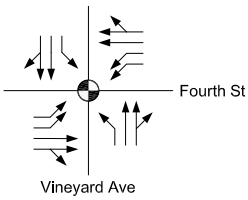
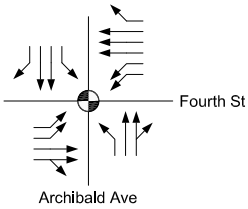
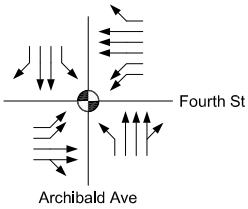
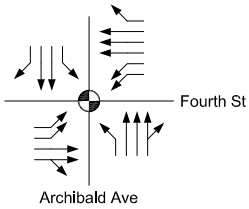
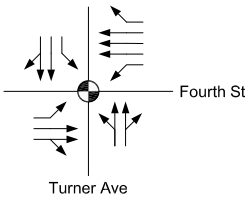
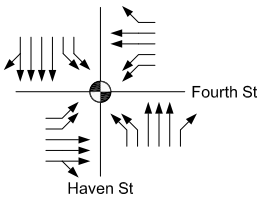
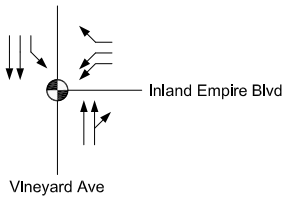
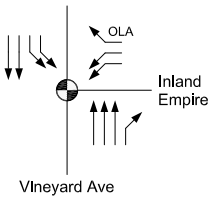
TRIP GENERATION EMPIRICAL ESTIMATES										
Land Use	**Size**	**Weekday** [a]						**Saturday [a]**		
		AM Peak Hour			**PM Peak Hour**			**PM Peak Hour**		
		In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Topgolf Ontario Project	per bay	28	4	32	91	92	183	161	151	312

TRIP GENERATION ESTIMATES											
Land Use	**Size**		**AM Peak Hour**			**PM Peak Hour**			**After Service**		
			In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Proposed Uses											
Topgolf Ontario Project	102	bays	28	4	32	91	92	183	161	151	312
NET TOTAL - PROPOSED PROJECT			**28**	**4**	**32**	**91**	**92**	**183**	**161**	**151**	**312**

Notes:
ksf = 1,000 square feet, du = dwelling unit
[a] Source: *Transportation Impact Study Report for North Central Roseville Specific Plan – Parcel 49* , October 27, 2014.

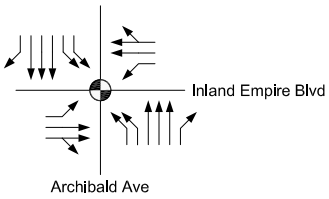
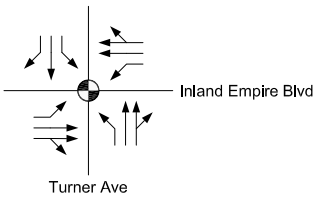
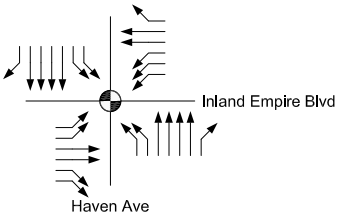
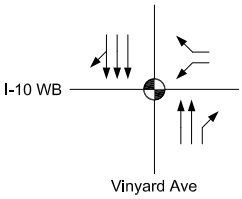
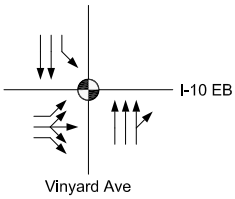
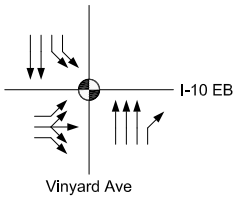
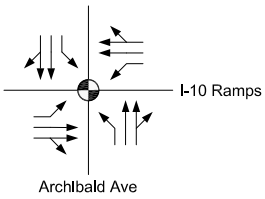
Appendix B

Intersection Lane Configurations

	EXISTING CONDITIONS (YEAR 2018)	FUTURE CONDITIONS (YEAR 2020)	FUTURE WITH MITIGATION CONDITIONS (YEAR 2040)
1. Archibald Avenue & Sixth Street		Same as Existing Conditions	Same as Existing Conditions
2. Vineyard Avenue & Fourth Street		Same as Existing Conditions	Same as Existing Conditions
3. Archibald Avenue & Fourth Street			
4. Turner Ave / Hermosa Ave & Fourth Street		Same as Existing Conditions	Same as Existing Conditions
5. Haven Avenue & Fourth Street		Same as Existing Conditions	Same as Existing Conditions
6. Vineyard Avenue & Inland Empire Boulevard		Same as Existing Conditions	

INTERSECTION LANE CONFIGURATIONS

APPENDIX B

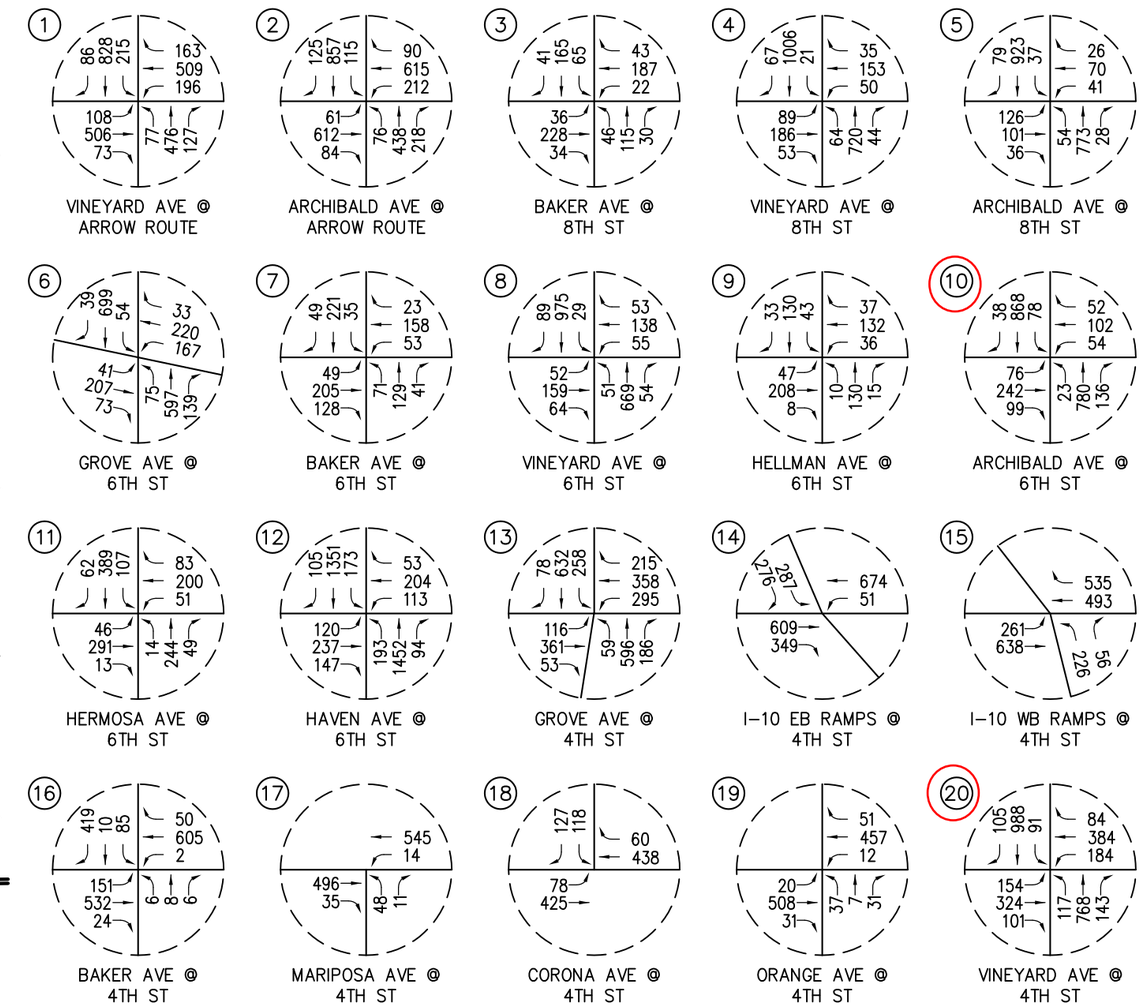
	EXISTING CONDITIONS (YEAR 2018)	FUTURE CONDITIONS (YEAR 2020)	FUTURE WITH MITIGATION CONDITIONS (YEAR 2040)
7. Archibald Avenue & Inland Empire Boulevard		Same as Existing Conditions	Same as Existing Conditions
8. Turner Avenue & Inland Empire Boulevard		Same as Existing Conditions	Same as Existing Conditions
9. Haven Avenue & Inland Empire Boulevard		Same as Existing Conditions	Same as Existing Conditions
10. Vineyard Avenue & I-10 WB Ramps		Same as Existing Conditions	Same as Existing Conditions
11. Vineyard Avenue & I-10 EB Ramps		Same as Existing Conditions	
12. Archibald Avenue & I-10 EB & WB Ramps		Same as Existing Conditions	Same as Existing Conditions

INTERSECTION LANE CONFIGURATIONS

APPENDIX B

Appendix C

Traffic Counts



n:\3300\2123334-2 – meredith international project, ontario\dwg\3334f3-5a.dwg LDP 10:52:60 09-02-2014 aguilar

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

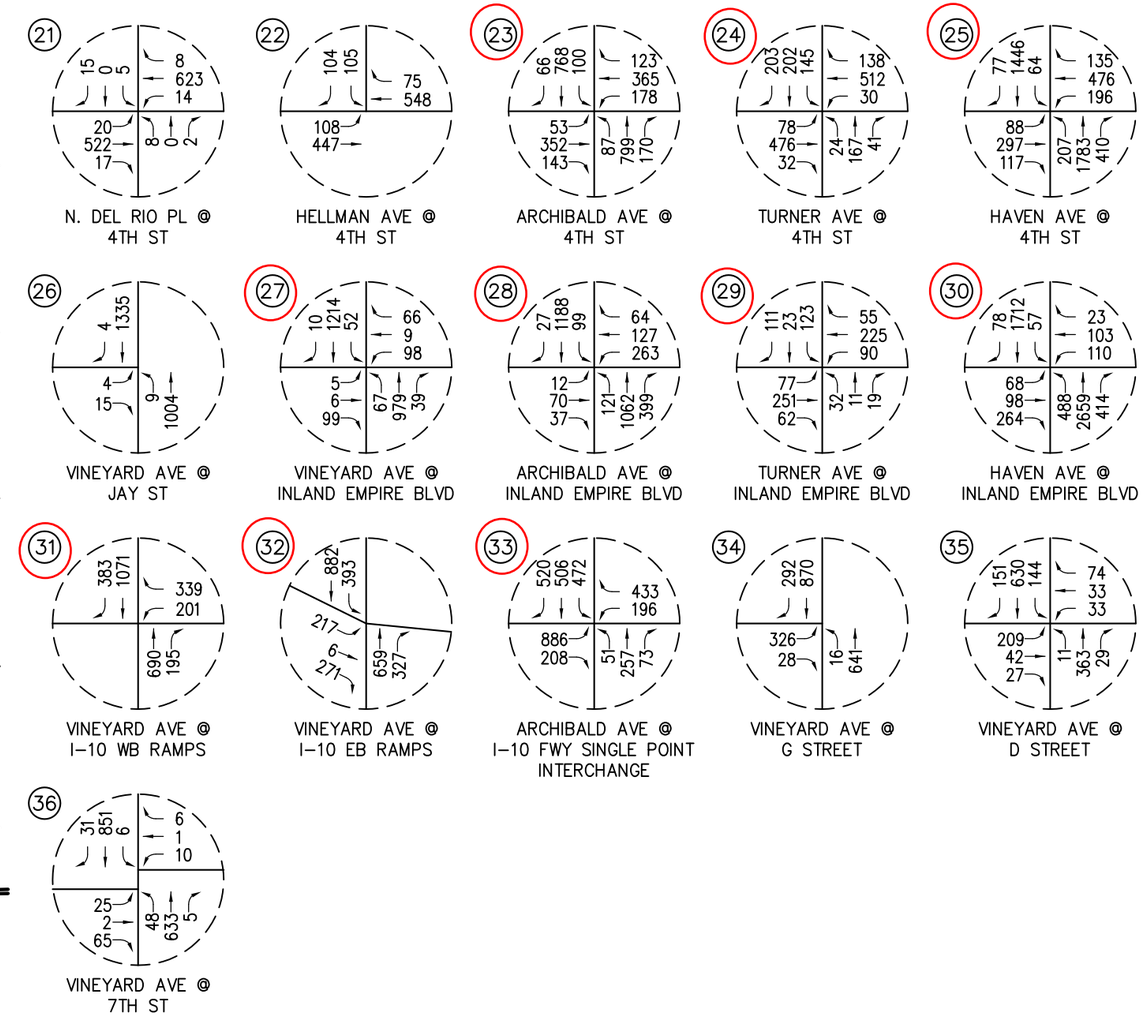
KEY

(#) = STUDY INTERSECTION
= PA-1
= PA-2
= PA-3
= PA-4
= PA-5

FIGURE 3-5A

EXISTING AM PEAK HOUR TRAFFIC VOLUMES

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT, ONTARIO



n:\3300\2123334-2 – meredith international project, ontario\dwg\3334f3-5b.dwg LDP 08:19:60 10-31-2014 besa

LINSCOTT LAW & GREENSPAN engineers

NO SCALE

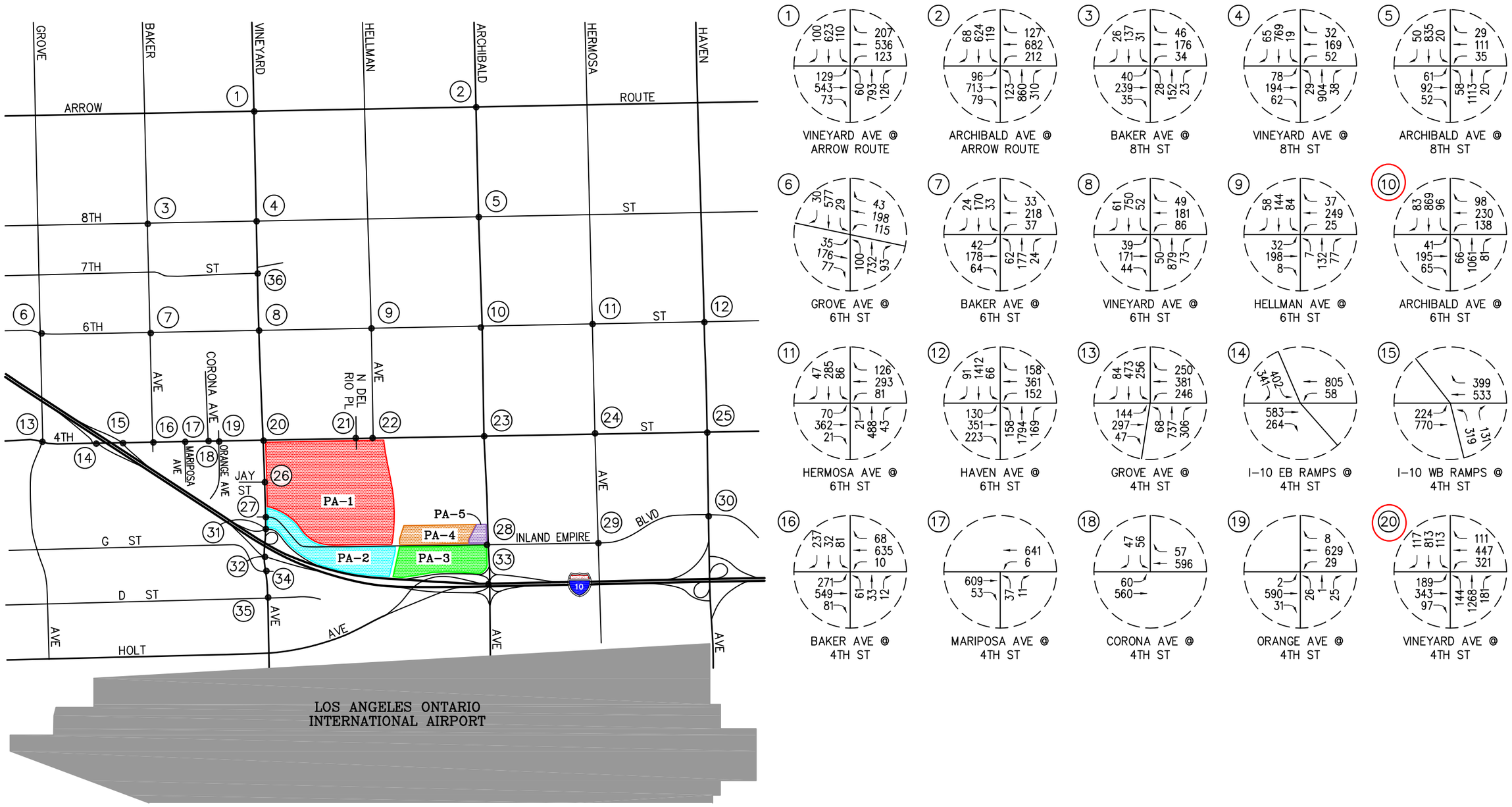
KEY

(#) = STUDY INTERSECTION
= PA-1
= PA-2
= PA-3
= PA-4
= PA-5

FIGURE 3-5B

EXISTING AM PEAK HOUR TRAFFIC VOLUMES

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT, ONTARIO



n:\3300\2123334-2 – meredith international project, ontario\dwg\3334f3-6a.dwg LDP 10:56:40 09-02-2014 aguilar

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

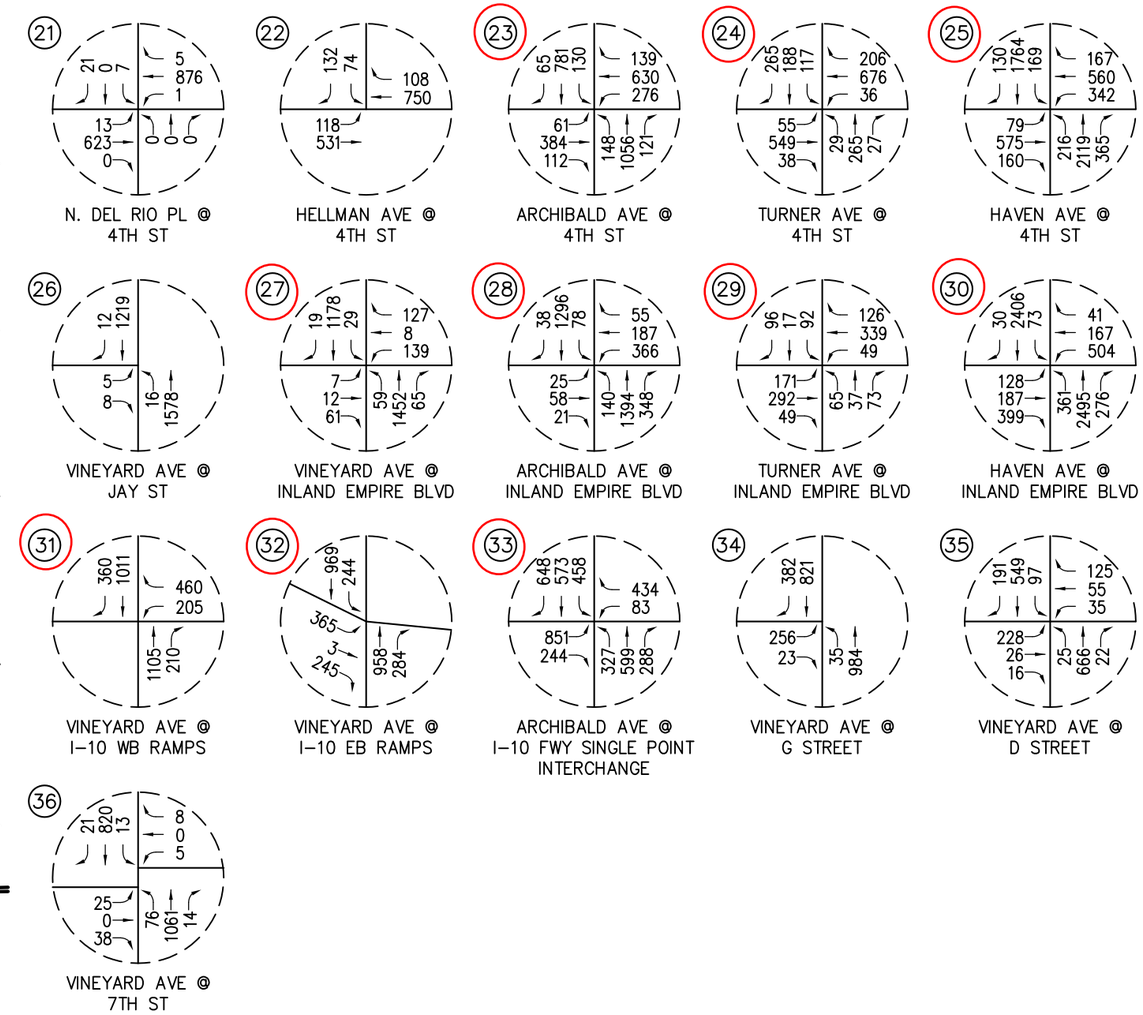
KEY

(#) = STUDY INTERSECTION
= PA-1
= PA-2
= PA-3
= PA-4
= PA-5

FIGURE 3-6A

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT, ONTARIO



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LINSCOTT LAW & GREENSPAN engineers

NO SCALE

KEY

- (#) = STUDY INTERSECTION
- = PA-1
- = PA-2
- = PA-3
- = PA-4
- = PA-5

FIGURE 3-6B

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

MEREDITH INTERNATIONAL CENTRE SPECIFIC PLAN AMENDMENT, ONTARIO

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Fourth St b/t Archibald & Turner

Day: Thursday, October 18, 2018 **City:** Ontario, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	7057	8875	15932

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			16		18		34		12:00			115		136		251	
00:15			8		23		31		12:15			116		137		253	
00:30			10		20		30		12:30			134		142		276	
00:45			1	35	15	76	16	111	12:45			118	483	133	548	251	1031
01:00			6		14		20		13:00			132		130		262	
01:15			7		6		13		13:15			111		112		223	
01:30			8		24		32		13:30			105		125		230	
01:45			10	31	16	60	26	91	13:45			140	488	170	537	310	1025
02:00			11		14		25		14:00			100		148		248	
02:15			3		8		11		14:15			99		129		228	
02:30			14		18		32		14:30			122		170		292	
02:45			6	34	10	50	16	84	14:45			143	464	152	599	295	1063
03:00			13		16		29		15:00			170		165		335	
03:15			5		14		19		15:15			156		168		324	
03:30			2		11		13		15:30			157		194		351	
03:45			10	30	13	54	23	84	15:45			155	638	159	686	314	1324
04:00			3		15		18		16:00			164		223		387	
04:15			11		14		25		16:15			148		146		294	
04:30			7		19		26		16:30			162		249		411	
04:45			14	35	33	81	47	116	16:45			180	654	227	845	407	1499
05:00			6		27		33		17:00			165		317		482	
05:15			16		41		57		17:15			174		278		452	
05:30			19		65		84		17:30			189		202		391	
05:45			20	61	47	180	67	241	17:45			176	704	174	971	350	1675
06:00			17		61		78		18:00			162		158		320	
06:15			31		52		83		18:15			131		131		262	
06:30			22		72		94		18:30			139		128		267	
06:45			63	133	91	276	154	409	18:45			124	556	100	517	224	1073
07:00			37		101		138		19:00			131		110		241	
07:15			55		108		163		19:15			104		98		202	
07:30			78		154		232		19:30			63		98		161	
07:45			127	297	137	500	264	797	19:45			83	381	67	373	150	754
08:00			66		114		180		20:00			54		67		121	
08:15			72		88		160		20:15			62		82		144	
08:30			72		103		175		20:30			43		69		112	
08:45			98	308	99	404	197	712	20:45			45	204	52	270	97	474
09:00			84		102		186		21:00			48		90		138	
09:15			98		116		214		21:15			32		64		96	
09:30			96		110		206		21:30			38		63		101	
09:45			89	367	95	423	184	790	21:45			35	153	60	277	95	430
10:00			72		105		177		22:00			39		50		89	
10:15			91		95		186		22:15			25		43		68	
10:30			83		103		186		22:30			35		41		76	
10:45			109	355	108	411	217	766	22:45			36	135	39	173	75	308
11:00			112		125		237		23:00			23		40		63	
11:15			108		98		206		23:15			11		20		31	
11:30			112		109		221		23:30			14		23		37	
11:45			119	451	112	444	231	895	23:45			12	60	37	120	49	180
Totals				2137		2959	5096		Totals				4920		5916	10836	
Split %				41.9%		58.1%	32.0%		Split %				45.4%		54.6%	68.0%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	7057	8875	15932

AM Peak Hour	11:00	07:15	11:00	PM Peak Hour	16:45	16:30	16:30
AM Peak Hr Volume	451	513	895	PM Peak Hr Volume	708	1071	1752
AM Pk Hr Factor	0.947	0.833	0.944	PM Pk Hr Factor	0.937	0.845	0.909

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Fourth St b/t Archibald & Turner

Day: Saturday, October 20, 2018 **City:** Ontario, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	5111	6382	11493

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			23		35		58		12:00			114		103		217	
00:15			11		53		64		12:15			102		125		227	
00:30			14		38		52		12:30			95		111		206	
00:45			21	69	42	168	63	237	12:45			110	421	102	441	212	862
01:00			19		26		45		13:00			107		117		224	
01:15			16		23		39		13:15			92		129		221	
01:30			8		25		33		13:30			105		117		222	
01:45			8	51	14	88	22	139	13:45			86	390	116	479	202	869
02:00			5		17		22		14:00			87		133		220	
02:15			4		14		18		14:15			120		131		251	
02:30			2		14		16		14:30			86		130		216	
02:45			10	21	17	62	27	83	14:45			113	406	112	506	225	912
03:00			6		9		15		15:00			90		126		216	
03:15			9		10		19		15:15			111		113		224	
03:30			7		9		16		15:30			108		102		210	
03:45			10	32	16	44	26	76	15:45			94	403	113	454	207	857
04:00			4		8		12		16:00			107		104		211	
04:15			11		8		19		16:15			96		113		209	
04:30			8		14		22		16:30			96		118		214	
04:45			9	32	16	46	25	78	16:45			92	391	107	442	199	833
05:00			12		11		23		17:00			112		119		231	
05:15			9		11		20		17:15			93		111		204	
05:30			7		28		35		17:30			91		84		175	
05:45			8	36	28	78	36	114	17:45			90	386	117	431	207	817
06:00			13		25		38		18:00			74		120		194	
06:15			10		26		36		18:15			85		93		178	
06:30			13		23		36		18:30			94		97		191	
06:45			15	51	37	111	52	162	18:45			82	335	98	408	180	743
07:00			7		45		52		19:00			72		87		159	
07:15			19		34		53		19:15			71		71		142	
07:30			34		61		95		19:30			57		73		130	
07:45			32	92	50	190	82	282	19:45			51	251	84	315	135	566
08:00			33		62		95		20:00			50		63		113	
08:15			30		57		87		20:15			38		63		101	
08:30			41		54		95		20:30			55		65		120	
08:45			71	175	65	238	136	413	20:45			44	187	66	257	110	444
09:00			67		56		123		21:00			49		75		124	
09:15			63		81		144		21:15			43		74		117	
09:30			89		60		149		21:30			45		73		118	
09:45			79	298	64	261	143	559	21:45			41	178	63	285	104	463
10:00			74		82		156		22:00			32		65		97	
10:15			69		79		148		22:15			30		44		74	
10:30			91		79		170		22:30			28		43		71	
10:45			87	321	80	320	167	641	22:45			24	114	40	192	64	306
11:00			80		93		173		23:00			28		43		71	
11:15			104		97		201		23:15			25		46		71	
11:30			95		88		183		23:30			23		55		78	
11:45			106	385	115	393	221	778	23:45			10	86	29	173	39	259
Totals				1563		1999	3562		Totals				3548		4383	7931	
Split %				43.9%		56.1%	31.0%		Split %				44.7%		55.3%	69.0%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	5111	6382	11493

AM Peak Hour	11:00	11:00	11:00	PM Peak Hour	14:45	13:45	14:00
AM Peak Hr Volume	385	393	778	PM Peak Hr Volume	422	510	912
AM Pk Hr Factor	0.908	0.854	0.880	PM Pk Hr Factor	0.934	0.959	0.908

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Haven b/t Fourth & Inland Empire

Day: Saturday, October 20, 2018 **City:** Ontario, CA

Daily Totals	NB	SB	EB	WB	Total
	15378	12519	0	0	27897

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	73		64						137		12:00	299		255						554	
00:15	62		41						103		12:15	290		226						516	
00:30	74		50						124		12:30	301		260						561	
00:45	53	262	28	183					81	445	12:45	270	1160	223	964					493	2124
01:00	42		30						72		13:00	246		220						466	
01:15	38		28						66		13:15	253		206						459	
01:30	32		25						57		13:30	295		230						525	
01:45	36	148	28	111					64	259	13:45	287	1081	193	849					480	1930
02:00	32		27						59		14:00	276		228						504	
02:15	38		16						54		14:15	286		228						514	
02:30	26		8						34		14:30	261		222						483	
02:45	28	124	7	58					35	182	14:45	250	1073	237	915					487	1988
03:00	25		26						51		15:00	268		256						524	
03:15	23		19						42		15:15	248		241						489	
03:30	23		18						41		15:30	256		221						477	
03:45	20	91	15	78					35	169	15:45	268	1040	215	933					483	1973
04:00	11		24						35		16:00	263		245						508	
04:15	15		22						37		16:15	292		223						515	
04:30	44		24						68		16:30	257		202						459	
04:45	68	138	25	95					93	233	16:45	310	1122	209	879					519	2001
05:00	50		28						78		17:00	247		192						439	
05:15	44		28						72		17:15	254		174						428	
05:30	57		29						86		17:30	278		203						481	
05:45	96	247	25	110					121	357	17:45	301	1080	198	767					499	1847
06:00	63		46						109		18:00	199		179						378	
06:15	51		47						98		18:15	207		205						412	
06:30	68		61						129		18:30	221		180						401	
06:45	103	285	34	188					137	473	18:45	193	820	216	780					409	1600
07:00	118		50						168		19:00	160		159						319	
07:15	107		57						164		19:15	185		173						358	
07:30	157		115						272		19:30	169		171						340	
07:45	227	609	133	355					360	964	19:45	170	684	143	646					313	1330
08:00	116		133						249		20:00	159		125						284	
08:15	158		131						289		20:15	146		127						273	
08:30	180		154						334		20:30	126		144						270	
08:45	263	717	133	551					396	1268	20:45	146	577	133	529					279	1106
09:00	227		157						384		21:00	135		126						261	
09:15	157		173						330		21:15	131		125						256	
09:30	211		174						385		21:30	132		132						264	
09:45	263	858	164	668					427	1526	21:45	124	522	100	483					224	1005
10:00	198		215						413		22:00	116		114						230	
10:15	208		149						357		22:15	121		101						222	
10:30	226		234						460		22:30	99		102						201	
10:45	238	870	211	809					449	1679	22:45	85	421	86	403					171	824
11:00	238		238						476		23:00	92		81						173	
11:15	231		227						458		23:15	106		100						206	
11:30	241		217						458		23:30	168		59						227	
11:45	291	1001	197	879					488	1880	23:45	82	448	46	286					128	734
Totals		5350		4085					9435		Totals		10028		8434					18462	
Split %		56.7%		43.3%					33.8%		Split %		54.3%		45.7%					66.2%	

Daily Totals	NB	SB	EB	WB	Total
	15378	12519	0	0	27897

AM Peak Hour	11:00	10:30	11:00	PM Peak Hour	12:00	12:00	12:00
AM Peak Volume	1001	910	1880	PM Peak Volume	1160	964	2124
AM Pk Hr Factor	0.860	0.956	0.963	PM Pk Hr Factor	0.963	0.927	0.947

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Haven b/t Fourth & Inland Empire

Day: Thursday, October 18, 2018 **City:** Ontario, CA

Daily Totals	NB	SB	EB	WB	Total
	26079	21654	0	0	47733

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	77		49						126		12:00	418		304						722	
00:15	72		53						125		12:15	346		320						666	
00:30	47		42						89		12:30	387		362						749	
00:45	53	249	18	162					71	411	12:45	396	1547	338	1324					734	2871
01:00	56		32						88		13:00	332		348						680	
01:15	45		25						70		13:15	391		288						679	
01:30	46		36						82		13:30	341		387						728	
01:45	61	208	27	120					88	328	13:45	360	1424	310	1333					670	2757
02:00	38		35						73		14:00	390		381						771	
02:15	60		25						85		14:15	329		353						682	
02:30	58		27						85		14:30	439		431						870	
02:45	40	196	37	124					77	320	14:45	365	1523	300	1465					665	2988
03:00	25		41						66		15:00	380		408						788	
03:15	38		36						74		15:15	408		340						748	
03:30	74		54						128		15:30	432		434						866	
03:45	71	208	51	182					122	390	15:45	419	1639	382	1564					801	3203
04:00	50		65						115		16:00	484		478						962	
04:15	81		70						151		16:15	478		347						825	
04:30	100		110						210		16:30	481		513						994	
04:45	134	365	103	348					237	713	16:45	454	1897	470	1808					924	3705
05:00	102		112						214		17:00	573		514						1087	
05:15	136		140						276		17:15	548		423						971	
05:30	234		179						413		17:30	545		378						923	
05:45	294	766	154	585					448	1351	17:45	469	2135	361	1676					830	3811
06:00	200		158						358		18:00	421		390						811	
06:15	245		237						482		18:15	438		273						711	
06:30	302		272						574		18:30	350		281						631	
06:45	443	1190	286	953					729	2143	18:45	344	1553	208	1152					552	2705
07:00	315		336						651		19:00	265		257						522	
07:15	359		309						668		19:15	265		171						436	
07:30	490		431						921		19:30	252		195						447	
07:45	559	1723	332	1408					891	3131	19:45	204	986	169	792					373	1778
08:00	489		290						779		20:00	201		152						353	
08:15	433		323						756		20:15	196		147						343	
08:30	448		319						767		20:30	190		162						352	
08:45	442	1812	296	1228					738	3040	20:45	198	785	187	648					385	1433
09:00	376		252						628		21:00	247		156						403	
09:15	375		241						616		21:15	202		138						340	
09:30	394		261						655		21:30	177		135						312	
09:45	352	1497	253	1007					605	2504	21:45	139	765	124	553					263	1318
10:00	277		286						563		22:00	159		120						279	
10:15	332		246						578		22:15	163		168						331	
10:30	305		259						564		22:30	141		128						269	
10:45	325	1239	295	1086					620	2325	22:45	114	577	81	497					195	1074
11:00	331		273						604		23:00	101		69						170	
11:15	342		351						693		23:15	102		73						175	
11:30	355		416						771		23:30	86		70						156	
11:45	390	1418	321	1361					711	2779	23:45	88	377	66	278					154	655
Totals		10871		8564					19435		Totals		15208		13090					28298	
Split %		55.9%		44.1%					40.7%		Split %		53.7%		46.3%					59.3%	

Daily Totals	NB	SB	EB	WB	Total
	26079	21654	0	0	47733

AM Peak Hour	07:30	07:00	07:30	PM Peak Hour	17:00	16:30	16:30
AM Peak Volume	1971	1408	3347	PM Peak Volume	2135	1920	3976
AM Pk Hr Factor	0.881	0.817	0.909	PM Pk Hr Factor	0.932	0.934	0.914

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Turner b/t Fourth & Inland Empire

Day: Saturday, October 20, 2018 **City:** Ontario, CA

Daily Totals	NB	SB	EB	WB	Total
	2093	2275	0	0	4368

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	18		7						25		12:00	56		34						90	
00:15	12		11						23		12:15	36		41						77	
00:30	17		6						23		12:30	31		50						81	
00:45	12	59	6	30					18	89	12:45	37	160	41	166					78	326
01:00	11		2						13		13:00	33		36						69	
01:15	7		7						14		13:15	35		39						74	
01:30	12		14						26		13:30	36		46						82	
01:45	13	43	4	27					17	70	13:45	38	142	27	148					65	290
02:00	8		2						10		14:00	37		34						71	
02:15	7		4						11		14:15	39		26						65	
02:30	9		6						15		14:30	46		35						81	
02:45	6	30	4	16					10	46	14:45	39	161	38	133					77	294
03:00	5		3						8		15:00	37		34						71	
03:15	2		3						5		15:15	28		45						73	
03:30	6		6						12		15:30	38		38						76	
03:45	9	22	1	13					10	35	15:45	40	143	20	137					60	280
04:00	3		7						10		16:00	31		32						63	
04:15	3		11						14		16:15	37		44						81	
04:30	4		8						12		16:30	35		40						75	
04:45	10	20	7	33					17	53	16:45	33	136	48	164					81	300
05:00	1		12						13		17:00	32		42						74	
05:15	4		8						12		17:15	36		32						68	
05:30	3		17						20		17:30	33		34						67	
05:45	10	18	19	56					29	74	17:45	30	131	32	140					62	271
06:00	5		20						25		18:00	27		27						54	
06:15	6		11						17		18:15	30		28						58	
06:30	8		18						26		18:30	39		27						66	
06:45	7	26	27	76					34	102	18:45	26	122	33	115					59	237
07:00	10		23						33		19:00	31		23						54	
07:15	10		13						23		19:15	33		24						57	
07:30	12		31						43		19:30	25		26						51	
07:45	13	45	32	99					45	144	19:45	20	109	24	97					44	206
08:00	14		35						49		20:00	19		19						38	
08:15	13		27						40		20:15	27		15						42	
08:30	21		36						57		20:30	16		28						44	
08:45	24	72	33	131					57	203	20:45	16	78	22	84					38	162
09:00	26		37						63		21:00	34		24						58	
09:15	21		35						56		21:15	27		17						44	
09:30	18		28						46		21:30	26		16						42	
09:45	21	86	39	139					60	225	21:45	12	99	8	65					20	164
10:00	30		40						70		22:00	27		16						43	
10:15	27		45						72		22:15	19		12						31	
10:30	22		33						55		22:30	25		15						40	
10:45	26	105	41	159					67	264	22:45	18	89	12	55					30	144
11:00	31		37						68		23:00	17		8						25	
11:15	20		43						63		23:15	20		15						35	
11:30	36		31						67		23:30	20		11						31	
11:45	38	125	38	149					76	274	23:45	15	72	9	43					24	115
Totals		651		928					1579		Totals		1442		1347					2789	
Split %		41.2%		58.8%					36.1%		Split %		51.7%		48.3%					63.9%	

Daily Totals	NB	SB	EB	WB	Total
	2093	2275	0	0	4368

AM Peak Hour	11:00	10:00	11:00	PM Peak Hour	14:15	16:15	12:00
AM Peak Volume	125	159	274	PM Peak Volume	161	174	326
AM Pk Hr Factor	0.822	0.883	0.901	PM Pk Hr Factor	0.875	0.906	0.906

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Turner b/t Fourth & Inland Empire

Day: Thursday, October 18, 2018 **City:** Ontario, CA

Daily Totals	NB	SB	EB	WB	Total
	3747	3553	0	0	7300

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	7		2						9		12:00	57		51						108	
00:15	9		4						13		12:15	45		51						96	
00:30	10		9						19		12:30	47		52						99	
00:45	5	31	3	18					8	49	12:45	41	190	53	207					94	397
01:00	6		2						8		13:00	36		54						90	
01:15	8		4						12		13:15	55		56						111	
01:30	10		5						15		13:30	59		44						103	
01:45	6	30	2	13					8	43	13:45	75	225	49	203					124	428
02:00	2		3						5		14:00	59		55						114	
02:15	4		4						8		14:15	71		56						127	
02:30	5		7						12		14:30	67		74						141	
02:45	6	17	4	18					10	35	14:45	79	276	64	249					143	525
03:00	4		2						6		15:00	82		66						148	
03:15	4		6						10		15:15	92		58						150	
03:30	10		10						20		15:30	79		66						145	
03:45	8	26	8	26					16	52	15:45	84	337	49	239					133	576
04:00	1		10						11		16:00	103		59						162	
04:15	2		13						15		16:15	103		37						140	
04:30	8		27						35		16:30	123		67						190	
04:45	9	20	25	75					34	95	16:45	93	422	54	217					147	639
05:00	4		26						30		17:00	123		65						188	
05:15	6		32						38		17:15	123		58						181	
05:30	10		38						48		17:30	125		50						175	
05:45	13	33	34	130					47	163	17:45	91	462	56	229					147	691
06:00	10		46						56		18:00	93		49						142	
06:15	29		52						81		18:15	69		54						123	
06:30	14		55						69		18:30	71		36						107	
06:45	29	82	72	225					101	307	18:45	55	288	33	172					88	460
07:00	24		73						97		19:00	52		16						68	
07:15	29		104						133		19:15	42		26						68	
07:30	47		97						144		19:30	46		23						69	
07:45	72	172	105	379					177	551	19:45	44	184	24	89					68	273
08:00	49		83						132		20:00	49		17						66	
08:15	41		77						118		20:15	34		28						62	
08:30	31		72						103		20:30	37		31						68	
08:45	40	161	70	302					110	463	20:45	23	143	20	96					43	239
09:00	31		42						73		21:00	37		26						63	
09:15	39		41						80		21:15	18		17						35	
09:30	28		42						70		21:30	30		19						49	
09:45	35	133	46	171					81	304	21:45	22	107	23	85					45	192
10:00	37		47						84		22:00	25		16						41	
10:15	38		42						80		22:15	21		5						26	
10:30	24		43						67		22:30	19		14						33	
10:45	29	128	37	169					66	297	22:45	18	83	10	45					28	128
11:00	28		44						72		23:00	9		9						18	
11:15	30		49						79		23:15	17		4						21	
11:30	40		40						80		23:30	11		0						11	
11:45	51	149	45	178					96	327	23:45	11	48	5	18					16	66
Totals		982		1704					2686		Totals		2765		1849					4614	
Split %		36.6%		63.4%					36.8%		Split %		59.9%		40.1%					63.2%	

Daily Totals	NB	SB	EB	WB	Total
	3747	3553	0	0	7300

AM Peak Hour	07:30	07:15	07:15	PM Peak Hour	16:45	14:30	16:30
AM Peak Volume	209	389	586	PM Peak Volume	464	262	706
AM Pk Hr Factor	0.726	0.926	0.828	PM Pk Hr Factor	0.928	0.885	0.929

Appendix D

Level of Service Worksheets

Scenario Report

Scenario:	Ex AM
Command:	Ex AM
Volume:	Ex AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	B	14.7	0.417	B	14.7	0.417	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	C	24.3	0.571	C	24.3	0.571	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	23.5	0.546	C	23.5	0.546	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	19.3	0.309	B	19.3	0.309	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	B	14.2	0.521	B	14.2	0.521	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	A	3.8	0.395	A	3.8	0.395	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	B	18.6	0.471	B	18.6	0.471	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	C	22.1	0.237	C	22.1	0.237	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	B	14.1	0.518	B	14.1	0.518	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	B	16.0	0.433	B	16.0	0.433	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	B	14.7	0.969	B	14.7	0.969	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	21.4	0.460	C	21.4	0.460	+ 0.000 D/V

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	0	Average Delay (sec/veh):	14.7
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	24	811	141	81	903	40	79	252	103	56	106	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:	24	811	141	81	903	40	79	252	103	56	106	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	811	141	81	903	40	79	252	103	56	106	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	811	141	81	903	40	79	252	103	56	106	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:	24	811	141	81	903	40	79	252	103	56	106	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.44	0.91	0.91	0.36	0.95	0.95
Lanes:	1.00	1.70	0.30	1.00	1.92	0.08	1.00	1.42	0.58	1.00	0.66	0.34
Final Sat.:	1805	3008	523	1805	3436	152	838	2452	1002	690	1195	609
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.04	0.26	0.26	0.09	0.10	0.10	0.08	0.09	0.09
Crit Moves:		****		****				****				
Green/Cycle:	0.04	0.65	0.65	0.11	0.72	0.72	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.37	0.42	0.42	0.42	0.37	0.37	0.38	0.42	0.42	0.33	0.36	0.36
Uniform Del:	47.1	8.6	8.6	41.7	5.4	5.4	31.4	31.7	31.7	30.9	31.2	31.2
IncremntDel:	3.5	0.1	0.1	1.5	0.1	0.1	1.2	0.3	0.3	1.1	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.5	8.7	8.7	43.1	5.5	5.5	32.5	32.0	32.0	32.1	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	8.7	8.7	43.1	5.5	5.5	32.5	32.0	32.0	32.1	31.7	31.7
LOS by Move:	D	A	A	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	7	7	3	6	6	2	5	5	2	4	4

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	0	Average Delay (sec/veh):	24.3
Optimal Cycle:	53	Level Of Service:	C

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	122	799	149	95	1028	109	160	337	105	191	399	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:	122	799	149	95	1028	109	160	337	105	191	399	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	799	149	95	1028	109	160	337	105	191	399	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	799	149	95	1028	109	160	337	105	191	399	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	799	149	95	1028	109	160	337	105	191	399	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.69	0.31	1.00	1.81	0.19	2.00	1.52	0.48	2.00	1.64	0.36
Final Sat.:	1805	2970	554	1805	3218	341	3502	2653	827	3502	2884	629
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.05	0.32	0.32	0.05	0.13	0.13	0.05	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.57	0.57	0.11	0.56	0.56	0.08	0.23	0.23	0.10	0.24	0.24
Volume/Cap:	0.57	0.47	0.47	0.47	0.57	0.57	0.57	0.56	0.56	0.56	0.57	0.57
Uniform Del:	41.7	12.8	12.8	41.7	14.3	14.3	44.3	34.4	34.4	43.1	33.3	33.3
IncremntDel:	3.7	0.2	0.2	1.8	0.4	0.4	2.8	0.9	0.9	2.2	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.4	13.0	13.0	43.5	14.7	14.7	47.2	35.3	35.3	45.3	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:	45.4	13.0	13.0	43.5	14.7	14.7	47.2	35.3	35.3	45.3	34.3	34.3
LOS by Move:	D	B	B	D	B	B	D	D	D	D	C	C
HCM2kAvgQ:	4	9	9	3	12	12	3	7	7	4	8	8

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	0	Average Delay (sec/veh):	23.5
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	2 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	90	831	177	104	799	69	55	366	149	185	380	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	831	177	104	799	69	55	366	149	185	380	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	831	177	104	799	69	55	366	149	185	380	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	831	177	104	799	69	55	366	149	185	380	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:	90	831	177	104	799	69	55	366	149	185	380	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.85	0.92	0.91	0.91	0.92	0.91	0.85
Lanes:	1.00	1.65	0.35	1.00	2.00	1.00	2.00	1.42	0.58	2.00	3.00	1.00
Final Sat.:	1805	2899	617	1805	3610	1615	3502	2455	1000	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.06	0.22	0.04	0.02	0.15	0.15	0.05	0.07	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.52	0.52	0.11	0.51	0.51	0.06	0.27	0.27	0.10	0.31	0.31
Volume/Cap:	0.43	0.55	0.55	0.55	0.43	0.08	0.26	0.55	0.55	0.55	0.24	0.26
Uniform Del:	41.1	15.8	15.8	42.5	15.1	12.3	44.8	31.1	31.1	43.1	25.8	26.0
IncremntDel:	1.4	0.3	0.3	3.3	0.2	0.0	0.6	0.7	0.7	1.9	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.6	16.2	16.2	45.7	15.3	12.4	45.4	31.7	31.7	44.9	25.9	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:	42.6	16.2	16.2	45.7	15.3	12.4	45.4	31.7	31.7	44.9	25.9	26.2
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	3	11	11	4	8	1	1	8	8	4	3	3

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.309
Loss Time (sec):	0	Average Delay (sec/veh):	19.3
Optimal Cycle:	27	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	25	174	43	151	210	211	81	495	33	31	532	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:	25	174	43	151	210	211	81	495	33	31	532	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	174	43	151	210	211	81	495	33	31	532	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	174	43	151	210	211	81	495	33	31	532	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	174	43	151	210	211	81	495	33	31	532	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.55	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.21	1.44	0.35	1.00	1.00	1.00	1.00	1.88	0.12	1.00	3.00	1.00
Final Sat.:	333	2316	572	1049	1900	1615	1805	3354	224	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.14	0.11	0.13	0.04	0.15	0.15	0.02	0.10	0.09
Crit Moves:				****				****		****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.16	0.48	0.48	0.06	0.37	0.37
Volume/Cap:	0.16	0.16	0.16	0.31	0.24	0.28	0.28	0.31	0.31	0.31	0.28	0.24
Uniform Del:	15.4	15.4	15.4	16.6	16.0	16.4	36.7	16.0	16.0	45.4	22.0	21.7
IncremntDel:	0.1	0.1	0.1	0.4	0.1	0.2	0.5	0.1	0.1	1.8	0.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.4	15.4	15.4	17.0	16.1	16.6	37.2	16.1	16.1	47.1	22.1	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:	15.4	15.4	15.4	17.0	16.1	16.6	37.2	16.1	16.1	47.1	22.1	21.9
LOS by Move:	B	B	B	B	B	B	D	B	B	D	C	C
HCM2kAvgQ:	2	2	2	3	4	4	2	5	5	1	4	3

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	0	Average Delay (sec/veh):	14.2
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	215	1854	426	67	1504	80	92	309	122	204	495	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:	215	1854	426	67	1504	80	92	309	122	204	495	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	1854	426	67	1504	80	92	309	122	204	495	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1854	426	67	1504	80	92	309	122	204	495	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	1854	426	67	1504	80	92	309	122	204	495	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.91	0.85	0.26	0.90	0.90	0.92	0.87	0.87	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.80	0.20	2.00	2.15	0.85	2.00	2.00	1.00
Final Sat.:	785	5187	1615	969	6514	346	3502	3563	1407	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.27	0.36	0.26	0.07	0.23	0.23	0.03	0.09	0.09	0.06	0.14	0.09
Crit Moves:		****					****				****	
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.05	0.19	0.19	0.13	0.26	0.26
Volume/Cap:	0.40	0.52	0.38	0.10	0.34	0.34	0.52	0.46	0.46	0.46	0.52	0.33
Uniform Del:	6.8	7.7	6.7	5.3	6.4	6.4	46.3	36.1	36.1	40.6	31.5	29.7
IncremntDel:	0.5	0.1	0.2	0.1	0.0	0.0	2.8	0.4	0.4	0.8	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	7.3	7.8	6.9	5.4	6.4	6.4	49.1	36.5	36.5	41.3	32.0	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	7.8	6.9	5.4	6.4	6.4	49.1	36.5	36.5	41.3	32.0	30.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	C	C
HCM2kAvgQ:	2	10	6	0	5	5	2	5	5	4	7	4

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	0	Average Delay (sec/veh):	3.8
Optimal Cycle:	31	Level Of Service:	A

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	1023	47	54	1273	0	0	0	0	111	0	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1023	47	54	1273	0	0	0	0	111	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1023	47	54	1273	0	0	0	0	111	0	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1023	47	54	1273	0	0	0	0	111	0	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:	0	1023	47	54	1273	0	0	0	0	111	0	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.25	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3427	157	481	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.11	0.35	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:					****							****
Green/Cycle:	0.00	0.89	0.89	0.89	0.89	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Volume/Cap:	0.00	0.33	0.33	0.13	0.40	0.00	0.00	0.00	0.00	0.28	0.00	0.40
Uniform Del:	0.0	0.8	0.8	0.7	0.9	0.0	0.0	0.0	0.0	41.0	0.0	41.6
IncremntDel:	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.4	0.0	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	0.9	0.9	0.8	1.0	0.0	0.0	0.0	0.0	41.4	0.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.9	0.9	0.8	1.0	0.0	0.0	0.0	0.0	41.4	0.0	43.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	3	3	0	4	0	0	0	0	2	0	2

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	0	Average Delay (sec/veh):	18.6
Optimal Cycle:	43	Level Of Service:	B

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	126	1104	415	103	1236	28	12	73	38	274	132	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:	126	1104	415	103	1236	28	12	73	38	274	132	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1104	415	103	1236	28	12	73	38	274	132	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1104	415	103	1236	28	12	73	38	274	132	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	1104	415	103	1236	28	12	73	38	274	132	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.32	0.68	1.00	1.33	0.67
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	2253	1173	1805	2272	1153
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.26	0.03	0.24	0.02	0.01	0.03	0.03	0.15	0.06	0.06
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.55	0.55	0.06	0.53	0.53	0.04	0.07	0.07	0.32	0.35	0.35
Volume/Cap:	0.45	0.39	0.47	0.47	0.45	0.03	0.17	0.47	0.47	0.47	0.17	0.17
Uniform Del:	43.9	13.1	13.9	45.3	14.6	11.3	46.4	44.8	44.8	27.1	22.3	22.3
IncremntDel:	1.2	0.1	0.4	1.6	0.1	0.0	1.1	1.5	1.5	0.6	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.1	13.2	14.3	46.9	14.7	11.3	47.4	46.3	46.3	27.7	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:	45.1	13.2	14.3	46.9	14.7	11.3	47.4	46.3	46.3	27.7	22.4	22.4
LOS by Move:	D	B	B	D	B	B	D	D	D	C	C	C
HCM2kAvgQ:	2	7	8	2	9	0	1	2	2	7	2	2

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.237
Loss Time (sec):	0	Average Delay (sec/veh):	22.1
Optimal Cycle:	24	Level Of Service:	C

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	33	11	20	128	24	115	80	261	64	94	234	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:	33	11	20	128	24	115	80	261	64	94	234	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	11	20	128	24	115	80	261	64	94	234	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	11	20	128	24	115	80	261	64	94	234	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:	33	11	20	128	24	115	80	261	64	94	234	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.86	0.86	0.73	1.00	0.85	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.61	0.39	1.00	1.61	0.39
Final Sat.:	1389	1630	1630	1393	1900	1615	1805	2812	690	1805	2819	687
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.09	0.01	0.07	0.04	0.09	0.09	0.05	0.08	0.08
Crit Moves:				****				****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.21	0.39	0.39	0.22	0.40	0.40
Volume/Cap:	0.06	0.02	0.03	0.24	0.03	0.18	0.21	0.24	0.24	0.24	0.21	0.21
Uniform Del:	19.2	18.8	19.0	20.6	19.0	20.2	32.4	20.4	20.4	32.1	19.7	19.7
IncremntDel:	0.0	0.0	0.0	0.2	0.0	0.1	0.3	0.1	0.1	0.3	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.2	18.9	19.0	20.8	19.0	20.3	32.7	20.5	20.5	32.4	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	18.9	19.0	20.8	19.0	20.3	32.7	20.5	20.5	32.4	19.8	19.8
LOS by Move:	B	B	B	C	B	C	C	C	C	C	B	B
HCM2kAvgQ:	1	0	0	3	0	2	2	3	3	2	3	3

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	0	Average Delay (sec/veh):	14.1
Optimal Cycle:	47	Level Of Service:	B

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	508	2765	431	59	1780	81	71	102	275	24	107	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	508	2765	431	59	1780	81	71	102	275	24	107	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	508	2765	431	59	1780	81	71	102	275	24	107	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	508	2765	431	59	1780	81	71	102	275	24	107	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:	508	2765	431	59	1780	81	71	102	275	24	107	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.40	0.27	0.02	0.26	0.05	0.02	0.03	0.10	0.00	0.03	0.07
Crit Moves:		****		****					****	****		
Green/Cycle:	0.29	0.77	0.77	0.03	0.51	0.51	0.04	0.19	0.19	0.01	0.15	0.15
Volume/Cap:	0.50	0.52	0.35	0.52	0.50	0.10	0.46	0.15	0.52	0.52	0.20	0.46
Uniform Del:	29.5	4.3	3.5	47.6	15.9	12.4	46.7	34.0	36.6	49.3	37.1	38.7
IncremntDel:	0.4	0.1	0.2	4.1	0.1	0.1	2.2	0.1	0.9	9.9	0.2	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.9	4.4	3.7	51.7	16.0	12.5	48.9	34.1	37.5	59.3	37.2	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:	29.9	4.4	3.7	51.7	16.0	12.5	48.9	34.1	37.5	59.3	37.2	40.1
LOS by Move:	C	A	A	D	B	B	D	C	D	E	D	D
HCM2kAvgQ:	7	9	4	2	10	1	2	1	5	1	2	4

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	0	Average Delay (sec/veh):	16.0
Optimal Cycle:	25	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	718	203	0	1114	40	0	0	0	209	0	353
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	718	203	0	1114	40	0	0	0	209	0	353
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	718	0	0	1114	0	0	0	0	209	0	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	718	0	0	1114	0	0	0	0	209	0	353
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	718	0	0	1114	0	0	0	0	209	0	353
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.78	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1480	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.14	0.00	0.22
Crit Moves:					****							****
Green/Cycle:	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Volume/Cap:	0.00	0.40	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.28	0.00	0.43
Uniform Del:	0.0	15.9	0.0	0.0	16.2	0.0	0.0	0.0	0.0	14.3	0.0	15.7
IncremntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.0	0.0	0.0	16.3	0.0	0.0	0.0	0.0	14.5	0.0	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	16.0	0.0	0.0	16.3	0.0	0.0	0.0	0.0	14.5	0.0	16.1
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	7	0	0	8	0	0	0	0	4	0	7

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.969
Loss Time (sec):	0	Average Delay (sec/veh):	14.7
Optimal Cycle:	180	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	2	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	685	340	409	917	0	226	6	282	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	685	340	409	917	0	226	6	282	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	685	340	409	917	0	226	6	282	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	685	340	409	917	0	226	6	282	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	685	340	409	917	0	226	6	282	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.27	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.43	0.02	1.55	0.00	0.00	0.00
Final Sat.:	0	3293	1635	505	3610	0	2337	38	2513	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.81	0.25	0.00	0.10	0.16	0.11	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.84	0.84	0.84	0.84	0.00	0.16	0.16	0.16	0.00	0.00	0.00
Volume/Cap:	0.00	0.25	0.25	0.97	0.30	0.00	0.59	0.97	0.68	0.00	0.00	0.00
Uniform Del:	0.0	1.7	1.7	7.1	1.8	0.0	38.6	41.5	39.3	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	35.6	0.1	0.0	1.0	31.1	2.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.7	1.7	42.7	1.9	0.0	39.7	72.6	41.9	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	1.7	1.7	42.7	1.9	0.0	39.7	72.6	41.9	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	D	E	D	A	A	A
HCM2kAvgQ:	0	3	3	16	3	0	5	12	7	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	0	Average Delay (sec/veh):	21.4
Optimal Cycle:	42	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	53	267	76	491	526	541	921	0	216	204	0	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:	53	267	76	491	526	541	921	0	216	204	0	450
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	267	0	491	526	0	921	0	216	204	0	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	267	0	491	526	0	921	0	216	204	0	450
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	267	0	491	526	0	921	0	216	204	0	450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.00	0.14	0.10	0.00	0.26	0.00	0.08	0.06	0.00	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.08	0.00	0.30	0.34	0.00	0.57	0.00	0.36	0.30	0.00	0.60
Volume/Cap:	0.30	0.46	0.00	0.46	0.30	0.00	0.46	0.00	0.21	0.19	0.00	0.26
Uniform Del:	45.8	43.6	0.0	28.1	24.4	0.0	12.4	0.0	22.0	26.1	0.0	9.3
IncremntDel:	1.0	0.6	0.0	0.3	0.1	0.0	0.2	0.0	0.1	0.1	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	46.7	44.2	0.0	28.4	24.5	0.0	12.6	0.0	22.1	26.2	0.0	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	44.2	0.0	28.4	24.5	0.0	12.6	0.0	22.1	26.2	0.0	9.4
LOS by Move:	D	D	A	C	C	A	B	A	C	C	A	A
HCM2kAvgQ:	1	3	0	7	4	0	9	0	3	2	0	4

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

Scenario Report

Scenario:	Ex PM
Command:	Ex PM
Volume:	Ex PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 #1 Archibald Ave & Sixth St	B	18.4	0.576	B	18.4	0.576	+ 0.000
# 2 #2 N Vineyard Ave & Fourth St	C	27.6	0.717	C	27.6	0.717	+ 0.000
# 3 #3 Archibald Ave& Fourth St	C	26.3	0.649	C	26.3	0.649	+ 0.000
# 4 #4 Turner Ave & Fourth St	B	18.4	0.362	B	18.4	0.362	+ 0.000
# 5 #5 Haven Ave & Fourth St	B	17.8	0.679	B	17.8	0.679	+ 0.000
# 6 #6 N Vineyard Ave & Inland Em	A	9.0	0.677	A	9.0	0.677	+ 0.000
# 7 #7 N Archibald Ave & Inland Em	C	20.4	0.537	C	20.4	0.537	+ 0.000
# 8 #8 Turner Ave & Inland Empire	C	21.1	0.321	C	21.1	0.321	+ 0.000
# 9 #9 N Haven Ave & Inland Empire	C	22.3	0.715	C	22.3	0.715	+ 0.000
# 10 #10 N Vineyard Ave & I-10 WB R	B	16.9	0.614	B	16.9	0.614	+ 0.000
# 11 #11 N Vineyard Ave & I-10 EB R	B	12.4	0.886	B	12.4	0.886	+ 0.000
# 12 #12 N Archibald Ave & I-10 EB	C	26.7	0.501	C	26.7	0.501	+ 0.000

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	0	Average Delay (sec/veh):	18.4
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	69	1103	84	100	904	86	43	203	68	144	239	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:	69	1103	84	100	904	86	43	203	68	144	239	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1103	84	100	904	86	43	203	68	144	239	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1103	84	100	904	86	43	203	68	144	239	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:	69	1103	84	100	904	86	43	203	68	144	239	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.26	0.91	0.91	0.49	0.96	0.96
Lanes:	1.00	1.86	0.14	1.00	1.83	0.17	1.00	1.50	0.50	1.00	0.70	0.30
Final Sat.:	1805	3318	253	1805	3254	310	502	2601	871	927	1272	543
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.06	0.28	0.28	0.09	0.08	0.08	0.16	0.19	0.19
Crit Moves:		****		****							****	
Green/Cycle:	0.08	0.58	0.58	0.10	0.59	0.59	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.47	0.58	0.58	0.58	0.47	0.47	0.26	0.24	0.24	0.48	0.58	0.58
Uniform Del:	43.9	13.4	13.4	43.2	11.5	11.5	24.8	24.6	24.6	26.9	27.9	27.9
IncremntDel:	2.4	0.4	0.4	4.7	0.2	0.2	0.9	0.1	0.1	1.2	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.2	13.8	13.8	47.9	11.7	11.7	25.7	24.7	24.7	28.0	29.3	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:	46.2	13.8	13.8	47.9	11.7	11.7	25.7	24.7	24.7	28.0	29.3	29.3
LOS by Move:	D	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	12	12	4	9	9	1	3	3	4	9	9

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	0	Average Delay (sec/veh):	27.6
Optimal Cycle:	81	Level Of Service:	C

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	150	1319	188	118	846	122	197	357	101	334	465	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1319	188	118	846	122	197	357	101	334	465	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1319	188	118	846	122	197	357	101	334	465	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1319	188	118	846	122	197	357	101	334	465	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:	150	1319	188	118	846	122	197	357	101	334	465	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.75	0.25	1.00	1.75	0.25	2.00	1.56	0.44	2.00	1.60	0.40
Final Sat.:	1805	3100	442	1805	3095	446	3502	2721	770	3502	2807	694
Capacity Analysis Module:												
Vol/Sat:	0.08	0.43	0.43	0.07	0.27	0.27	0.06	0.13	0.13	0.10	0.17	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.59	0.59	0.09	0.52	0.52	0.08	0.18	0.18	0.13	0.24	0.24
Volume/Cap:	0.52	0.72	0.72	0.72	0.52	0.52	0.70	0.72	0.72	0.72	0.70	0.70
Uniform Del:	38.5	14.4	14.4	44.2	15.5	15.5	44.8	38.4	38.4	41.6	35.0	35.0
IncremntDel:	1.7	1.2	1.2	14.1	0.3	0.3	7.8	3.9	3.9	5.3	2.7	2.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.2	15.6	15.6	58.3	15.8	15.8	52.6	42.3	42.3	46.9	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:	40.2	15.6	15.6	58.3	15.8	15.8	52.6	42.3	42.3	46.9	37.7	37.7
LOS by Move:	D	B	B	E	B	B	D	D	D	D	D	D
HCM2kAvgQ:	5	18	18	5	10	10	5	8	8	7	10	10

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0	Average Delay (sec/veh):	26.3
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	2 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	154	1098	126	135	812	68	63	399	116	287	655	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	1098	126	135	812	68	63	399	116	287	655	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	1098	126	135	812	68	63	399	116	287	655	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	1098	126	135	812	68	63	399	116	287	655	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:	154	1098	126	135	812	68	63	399	116	287	655	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.85	0.92	0.92	0.92	0.92	0.91	0.85
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	2.00	1.55	0.45	2.00	3.00	1.00
Final Sat.:	1805	3190	366	1805	3610	1615	3502	2702	785	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.34	0.07	0.22	0.04	0.02	0.15	0.15	0.08	0.13	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.53	0.53	0.12	0.47	0.47	0.04	0.23	0.23	0.13	0.31	0.31
Volume/Cap:	0.48	0.65	0.65	0.65	0.48	0.09	0.41	0.65	0.65	0.65	0.41	0.29
Uniform Del:	37.0	16.8	16.8	42.3	18.2	14.8	46.5	35.0	35.0	41.6	27.3	26.2
IncremntDel:	1.1	0.8	0.8	7.0	0.2	0.1	1.8	1.9	1.9	3.4	0.2	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.1	17.6	17.6	49.3	18.5	14.8	48.3	36.9	36.9	44.9	27.4	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:	38.1	17.6	17.6	49.3	18.5	14.8	48.3	36.9	36.9	44.9	27.4	26.5
LOS by Move:	D	B	B	D	B	B	D	D	D	D	C	C
HCM2kAvgQ:	5	15	15	5	9	1	2	9	9	6	6	3

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	0	Average Delay (sec/veh):	18.4
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	30	276	28	122	196	276	57	571	40	37	703	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	276	28	122	196	276	57	571	40	37	703	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	276	28	122	196	276	57	571	40	37	703	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	276	28	122	196	276	57	571	40	37	703	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	276	28	122	196	276	57	571	40	37	703	214
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.49	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.18	1.65	0.17	1.00	1.00	1.00	1.00	1.87	0.13	1.00	3.00	1.00
Final Sat.:	294	2706	275	935	1900	1615	1805	3340	234	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.13	0.10	0.17	0.03	0.17	0.17	0.02	0.14	0.13
Crit Moves:						****		****		****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.10	0.47	0.47	0.06	0.43	0.43
Volume/Cap:	0.22	0.22	0.22	0.28	0.22	0.36	0.32	0.36	0.36	0.36	0.32	0.31
Uniform Del:	15.5	15.5	15.5	16.1	15.6	16.8	41.8	16.8	16.8	45.4	18.9	18.8
IncremntDel:	0.1	0.1	0.1	0.3	0.1	0.3	1.0	0.1	0.1	2.2	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.6	15.6	15.6	16.4	15.7	17.1	42.8	17.0	17.0	47.6	19.0	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:	15.6	15.6	15.6	16.4	15.7	17.1	42.8	17.0	17.0	47.6	19.0	19.1
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	3	3	3	2	3	5	2	6	6	2	5	4

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	0	Average Delay (sec/veh):	17.8
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	225	2204	380	176	1835	135	82	598	166	356	582	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	2204	380	176	1835	135	82	598	166	356	582	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	2204	380	176	1835	135	82	598	166	356	582	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	2204	380	176	1835	135	82	598	166	356	582	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:	225	2204	380	176	1835	135	82	598	166	356	582	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.91	0.85	0.35	0.90	0.90	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.73	0.27	2.00	2.35	0.65	2.00	2.00	1.00
Final Sat.:	1073	5187	1615	1338	6378	469	3502	3926	1090	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.21	0.42	0.24	0.13	0.29	0.29	0.02	0.15	0.15	0.10	0.16	0.11
Crit Moves:		****						****		****		
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.05	0.22	0.22	0.15	0.33	0.33
Volume/Cap:	0.34	0.68	0.38	0.21	0.46	0.46	0.49	0.68	0.68	0.68	0.49	0.33
Uniform Del:	8.9	12.2	9.2	8.1	9.8	9.8	46.5	35.5	35.5	40.2	27.0	25.4
IncremntDel:	0.3	0.6	0.2	0.1	0.1	0.1	2.3	1.7	1.7	3.6	0.3	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	9.2	12.8	9.4	8.2	9.9	9.9	48.8	37.2	37.2	43.8	27.4	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:	9.2	12.8	9.4	8.2	9.9	9.9	48.8	37.2	37.2	43.8	27.4	25.8
LOS by Move:	A	B	A	A	A	A	D	D	D	D	C	C
HCM2kAvgQ:	2	17	6	1	9	9	2	9	9	7	8	4

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	0	Average Delay (sec/veh):	9.0
Optimal Cycle:	58	Level Of Service:	A

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	1 0	0	0 1!	0 0	1	1 0	0 1
Volume Module:												
Base Vol:	61	1510	68	30	1225	20	7	12	63	145	8	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:	61	1510	68	30	1225	20	7	12	63	145	8	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	1510	68	30	1225	20	7	12	63	145	8	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1510	68	30	1225	20	7	12	63	145	8	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1510	68	30	1225	20	7	12	63	145	8	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.12	0.95	0.95	0.89	0.89	0.89	0.96	0.96	0.85
Lanes:	0.07	1.85	0.08	1.00	1.97	0.03	0.08	0.15	0.77	1.90	0.10	1.00
Final Sat.:	112	2760	124	224	3545	58	145	248	1303	3439	190	1615
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.13	0.35	0.35	0.05	0.05	0.05	0.04	0.04	0.08
Crit Moves:		****					****					****
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.07	0.07	0.07	0.12	0.12	0.12
Volume/Cap:	0.68	0.68	0.68	0.17	0.43	0.43	0.68	0.68	0.68	0.35	0.35	0.68
Uniform Del:	4.1	4.1	4.1	2.1	2.8	2.8	45.3	45.3	45.3	40.4	40.4	42.1
IncremntDel:	0.8	0.8	0.8	0.4	0.1	0.1	14.3	14.3	14.3	0.5	0.5	9.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	4.9	4.9	4.9	2.6	2.9	2.9	59.6	59.6	59.6	40.8	40.8	51.3
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:	4.9	4.9	4.9	2.6	2.9	2.9	59.6	59.6	59.6	40.8	40.8	51.3
LOS by Move:	A	A	A	A	A	A	E	E	E	D	D	D
HCM2kAvgQ:	12	12	12	0	6	6	4	4	4	2	2	5

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	0	Average Delay (sec/veh):	20.4
Optimal Cycle:	49	Level Of Service:	C

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	146	1450	362	81	1348	40	26	60	22	381	194	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:	146	1450	362	81	1348	40	26	60	22	381	194	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	1450	362	81	1348	40	26	60	22	381	194	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1450	362	81	1348	40	26	60	22	381	194	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:	146	1450	362	81	1348	40	26	60	22	381	194	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.91	0.95	0.92	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.46	0.54	1.00	1.55	0.45
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	2536	930	1805	2695	792
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.22	0.02	0.26	0.02	0.01	0.02	0.02	0.21	0.07	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.52	0.52	0.04	0.49	0.49	0.07	0.04	0.04	0.39	0.36	0.36
Volume/Cap:	0.54	0.54	0.43	0.54	0.54	0.05	0.20	0.54	0.54	0.54	0.20	0.20
Uniform Del:	44.4	16.0	14.8	46.9	17.9	13.6	43.6	46.8	46.8	23.4	21.8	21.8
IncremntDel:	2.1	0.2	0.4	3.8	0.2	0.0	0.7	3.8	3.8	0.8	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.5	16.2	15.2	50.7	18.1	13.6	44.4	50.6	50.6	24.2	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:	46.5	16.2	15.2	50.7	18.1	13.6	44.4	50.6	50.6	24.2	21.9	21.9
LOS by Move:	D	B	B	D	B	B	D	D	D	C	C	C
HCM2kAvgQ:	3	11	7	2	11	1	1	2	2	9	3	3

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.321
Loss Time (sec):	0	Average Delay (sec/veh):	21.1
Optimal Cycle:	27	Level Of Service:	C

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	68	38	76	96	18	100	178	304	51	51	353	131
Growth Adj:	1.00	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	38	76	96	18	100	178	304	51	51	353	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	38	76	96	18	100	178	304	51	51	353	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	38	76	96	18	100	178	304	51	51	353	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:	68	38	76	96	18	100	178	304	51	51	353	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.86	0.86	0.62	1.00	0.85	0.95	0.93	0.93	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.71	0.29	1.00	1.46	0.54
Final Sat.:	1387	1625	1625	1169	1900	1615	1805	3023	507	1805	2525	937
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.05	0.08	0.01	0.06	0.10	0.10	0.10	0.03	0.14	0.14
Crit Moves:				****			****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.31	0.58	0.58	0.16	0.44	0.44
Volume/Cap:	0.19	0.09	0.18	0.32	0.04	0.24	0.32	0.17	0.17	0.17	0.32	0.32
Uniform Del:	29.1	28.3	29.0	30.1	27.9	29.5	26.6	9.8	9.8	36.0	18.5	18.5
IncremntDel:	0.3	0.0	0.1	0.6	0.0	0.3	0.3	0.0	0.0	0.3	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.3	28.4	29.2	30.8	28.0	29.8	26.9	9.8	9.8	36.3	18.6	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:	29.3	28.4	29.2	30.8	28.0	29.8	26.9	9.8	9.8	36.3	18.6	18.6
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	2	1	2	3	0	3	4	3	3	1	5	5

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	0	Average Delay (sec/veh):	22.3
Optimal Cycle:	80	Level Of Service:	C

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	375	2595	287	76	2502	31	133	194	415	524	174	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	375	2595	287	76	2502	31	133	194	415	524	174	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	375	2595	287	76	2502	31	133	194	415	524	174	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	375	2595	287	76	2502	31	133	194	415	524	174	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	375	2595	287	76	2502	31	133	194	415	524	174	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.18	0.02	0.36	0.02	0.04	0.05	0.15	0.10	0.05	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.62	0.62	0.04	0.51	0.51	0.15	0.20	0.20	0.14	0.19	0.19
Volume/Cap:	0.71	0.60	0.29	0.60	0.71	0.04	0.25	0.26	0.71	0.71	0.25	0.14
Uniform Del:	40.5	11.5	8.8	47.5	19.1	12.4	37.4	33.5	37.1	41.1	34.3	33.5
IncremntDel:	4.6	0.2	0.2	8.1	0.7	0.0	0.2	0.2	4.2	3.4	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.1	11.8	8.9	55.6	19.8	12.4	37.7	33.6	41.3	44.5	34.5	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:	45.1	11.8	8.9	55.6	19.8	12.4	37.7	33.6	41.3	44.5	34.5	33.7
LOS by Move:	D	B	A	E	B	B	D	C	D	D	C	C
HCM2kAvgQ:	7	14	4	2	17	0	2	3	8	7	2	1

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	0	Average Delay (sec/veh):	16.9
Optimal Cycle:	37	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1149	218	0	1051	374	0	0	0	213	0	478
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1149	218	0	1051	374	0	0	0	213	0	478
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1149	0	0	1051	0	0	0	0	213	0	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1149	0	0	1051	0	0	0	0	213	0	478
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1149	0	0	1051	0	0	0	0	213	0	478
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.78	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1478	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.14	0.00	0.30
Crit Moves:		****										****
Green/Cycle:	0.00	0.52	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.48	0.00	0.48
Volume/Cap:	0.00	0.61	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.30	0.00	0.61
Uniform Del:	0.0	17.0	0.0	0.0	14.6	0.0	0.0	0.0	0.0	15.7	0.0	19.1
IncremntDel:	0.0	0.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	17.6	0.0	0.0	14.7	0.0	0.0	0.0	0.0	15.9	0.0	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.6	0.0	0.0	14.7	0.0	0.0	0.0	0.0	15.9	0.0	20.5
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	13	0	0	7	0	0	0	0	4	0	11

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	0	Average Delay (sec/veh):	12.4
Optimal Cycle:	126	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1	0	1 0	2	0 0	1 0	1!	0 1	0 0	0 0 0
Volume Module:												
Base Vol:	0	996	295	254	1008	0	380	3	255	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	996	295	254	1008	0	380	3	255	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	996	295	254	1008	0	380	3	255	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	996	295	254	1008	0	380	3	255	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	996	295	254	1008	0	380	3	255	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	0.19	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.31	0.69	1.00	2.00	0.00	1.59	0.01	1.40	0.00	0.00	0.00
Final Sat.:	0	3866	1145	369	3610	0	2592	15	2274	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.69	0.28	0.00	0.15	0.20	0.11	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.78	0.78	0.78	0.78	0.00	0.22	0.22	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.33	0.33	0.89	0.36	0.00	0.66	0.89	0.50	0.00	0.00	0.00
Uniform Del:	0.0	3.3	3.3	7.9	3.4	0.0	35.4	37.7	34.1	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.1	26.4	0.1	0.0	1.7	12.7	0.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.4	3.4	34.3	3.5	0.0	37.1	50.4	34.4	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	3.4	3.4	34.3	3.5	0.0	37.1	50.4	34.4	0.0	0.0	0.0
LOS by Move:	A	A	A	C	A	A	D	D	C	A	A	A
HCM2kAvgQ:	0	4	4	9	5	0	8	13	5	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	0	Average Delay (sec/veh):	26.7
Optimal Cycle:	46	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	340	623	300	476	596	674	885	0	254	86	0	451
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	623	300	476	596	674	885	0	254	86	0	451
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	623	0	476	596	0	885	0	254	86	0	451
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	623	0	476	596	0	885	0	254	86	0	451
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	340	623	0	476	596	0	885	0	254	86	0	451
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.00	0.14	0.11	0.00	0.25	0.00	0.09	0.02	0.00	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.21	0.18	0.00	0.27	0.24	0.00	0.50	0.00	0.71	0.55	0.00	0.32
Volume/Cap:	0.47	0.50	0.00	0.50	0.47	0.00	0.50	0.00	0.13	0.04	0.00	0.50
Uniform Del:	34.9	37.0	0.0	30.7	32.3	0.0	16.5	0.0	4.6	10.4	0.0	27.8
IncremntDel:	0.5	0.3	0.0	0.4	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	35.4	37.3	0.0	31.2	32.5	0.0	16.7	0.0	4.6	10.4	0.0	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:	35.4	37.3	0.0	31.2	32.5	0.0	16.7	0.0	4.6	10.4	0.0	28.2
LOS by Move:	D	D	A	C	C	A	B	A	A	B	A	C
HCM2kAvgQ:	5	5	0	7	6	0	9	0	1	1	0	7

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

Scenario Report

Scenario:	Ex Sat
Command:	Ex Sat
Volume:	Ex Sat
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	B	15.7	0.299	B	15.7	0.299	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	C	22.6	0.373	C	22.6	0.373	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	23.0	0.337	C	23.0	0.337	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	17.1	0.189	B	17.1	0.189	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	B	15.1	0.353	B	15.1	0.353	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	A	4.8	0.274	A	4.8	0.274	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	B	17.8	0.279	B	17.8	0.279	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	B	20.0	0.163	B	20.0	0.163	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	B	18.4	0.372	B	18.4	0.372	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	B	14.1	0.320	B	14.1	0.320	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	B	10.3	0.296	B	10.3	0.296	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	24.6	0.261	C	24.6	0.261	+ 0.000 D/V

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.299
Loss Time (sec):	0	Average Delay (sec/veh):	15.7
Optimal Cycle:	27	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	36	574	44	52	470	45	22	106	35	75	124	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:	36	574	44	52	470	45	22	106	35	75	124	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	574	44	52	470	45	22	106	35	75	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	574	44	52	470	45	22	106	35	75	124	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	574	44	52	470	45	22	106	35	75	124	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.48	0.91	0.91	0.61	0.96	0.96
Lanes:	1.00	1.86	0.14	1.00	1.83	0.17	1.00	1.50	0.50	1.00	0.70	0.30
Final Sat.:	1805	3316	254	1805	3252	311	916	2613	863	1151	1271	543
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.03	0.14	0.14	0.02	0.04	0.04	0.07	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.08	0.58	0.58	0.10	0.59	0.59	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.24	0.30	0.30	0.30	0.24	0.24	0.07	0.12	0.12	0.20	0.30	0.30
Uniform Del:	43.0	10.8	10.8	42.1	9.7	9.7	23.3	23.7	23.7	24.3	25.2	25.2
IncremntDel:	0.9	0.1	0.1	1.0	0.1	0.1	0.1	0.0	0.0	0.3	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.9	10.8	10.8	43.0	9.8	9.8	23.4	23.7	23.7	24.6	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:	43.9	10.8	10.8	43.0	9.8	9.8	23.4	23.7	23.7	24.6	25.5	25.5
LOS by Move:	D	B	B	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	5	5	2	4	4	1	2	2	2	4	4

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.373
Loss Time (sec):	0	Average Delay (sec/veh):	22.6
Optimal Cycle:	36	Level Of Service:	C

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	78	686	98	61	440	63	102	186	53	174	242	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:	78	686	98	61	440	63	102	186	53	174	242	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	686	98	61	440	63	102	186	53	174	242	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	686	98	61	440	63	102	186	53	174	242	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:	78	686	98	61	440	63	102	186	53	174	242	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.75	0.25	1.00	1.75	0.25	2.00	1.56	0.44	2.00	1.60	0.40
Final Sat.:	1805	3099	443	1805	3098	444	3502	2717	774	3502	2806	696
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.03	0.14	0.14	0.03	0.07	0.07	0.05	0.09	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.59	0.59	0.09	0.52	0.52	0.08	0.18	0.18	0.13	0.24	0.24
Volume/Cap:	0.27	0.37	0.37	0.37	0.27	0.27	0.36	0.37	0.37	0.37	0.36	0.36
Uniform Del:	36.9	10.6	10.6	42.8	13.2	13.2	43.6	35.8	35.8	39.5	31.9	31.9
IncremntDel:	0.5	0.1	0.1	1.4	0.1	0.1	0.8	0.4	0.4	0.5	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.4	10.8	10.8	44.2	13.3	13.3	44.4	36.2	36.2	40.0	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:	37.4	10.8	10.8	44.2	13.3	13.3	44.4	36.2	36.2	40.0	32.2	32.2
LOS by Move:	D	B	B	D	B	B	D	D	D	D	C	C
HCM2kAvgQ:	2	7	7	2	4	4	2	4	4	3	4	4

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.337
Loss Time (sec):	0	Average Delay (sec/veh):	23.0
Optimal Cycle:	34	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	2 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	80	571	66	70	422	35	33	207	60	149	341	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:	80	571	66	70	422	35	33	207	60	149	341	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	571	66	70	422	35	33	207	60	149	341	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	571	66	70	422	35	33	207	60	149	341	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:	80	571	66	70	422	35	33	207	60	149	341	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.85	0.92	0.92	0.92	0.92	0.91	0.85
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	2.00	1.55	0.45	2.00	3.00	1.00
Final Sat.:	1805	3184	368	1805	3610	1615	3502	2704	784	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.04	0.12	0.02	0.01	0.08	0.08	0.04	0.07	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.53	0.53	0.12	0.47	0.47	0.04	0.23	0.23	0.13	0.31	0.31
Volume/Cap:	0.25	0.34	0.34	0.34	0.25	0.05	0.21	0.34	0.34	0.34	0.21	0.15
Uniform Del:	35.4	13.4	13.4	40.7	16.0	14.4	46.1	32.3	32.3	39.9	25.6	25.0
IncremntDel:	0.4	0.1	0.1	1.0	0.1	0.0	0.7	0.3	0.3	0.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.8	13.5	13.5	41.7	16.0	14.4	46.8	32.6	32.6	40.3	25.6	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:	35.8	13.5	13.5	41.7	16.0	14.4	46.8	32.6	32.6	40.3	25.6	25.2
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	2	6	6	2	4	1	1	4	4	2	3	2

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.189
Loss Time (sec):	0	Average Delay (sec/veh):	17.1
Optimal Cycle:	23	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	16	144	15	63	102	144	30	297	21	19	366	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:	16	144	15	63	102	144	30	297	21	19	366	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	144	15	63	102	144	30	297	21	19	366	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	144	15	63	102	144	30	297	21	19	366	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	144	15	63	102	144	30	297	21	19	366	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.60	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.18	1.65	0.17	1.00	1.00	1.00	1.00	1.87	0.13	1.00	3.00	1.00
Final Sat.:	304	2738	285	1148	1900	1615	1805	3338	236	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.05	0.05	0.09	0.02	0.09	0.09	0.01	0.07	0.07
Crit Moves:						****		****		****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.10	0.47	0.47	0.06	0.43	0.43
Volume/Cap:	0.11	0.11	0.11	0.12	0.11	0.19	0.17	0.19	0.19	0.19	0.17	0.16
Uniform Del:	14.7	14.7	14.7	14.7	14.7	15.3	41.1	15.3	15.3	45.1	17.7	17.6
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.4	0.1	0.1	0.9	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	14.7	14.7	14.7	14.8	14.8	15.4	41.6	15.4	15.4	46.0	17.7	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:	14.7	14.7	14.7	14.8	14.8	15.4	41.6	15.4	15.4	46.0	17.7	17.7
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	2	2	2	1	2	3	1	3	3	1	2	2

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.353
Loss Time (sec):	0	Average Delay (sec/veh):	15.1
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	117	1146	198	92	954	70	43	311	86	185	303	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1146	198	92	954	70	43	311	86	185	303	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1146	198	92	954	70	43	311	86	185	303	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1146	198	92	954	70	43	311	86	185	303	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1146	198	92	954	70	43	311	86	185	303	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.91	0.85	0.18	0.90	0.90	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.73	0.27	2.00	2.35	0.65	2.00	2.00	1.00
Final Sat.:	619	5187	1615	689	6379	468	3502	3929	1087	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.22	0.12	0.13	0.15	0.15	0.01	0.08	0.08	0.05	0.08	0.06
Crit Moves:		****						****		****		
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.05	0.22	0.22	0.15	0.33	0.33
Volume/Cap:	0.30	0.35	0.20	0.21	0.24	0.24	0.26	0.35	0.35	0.35	0.26	0.17
Uniform Del:	8.6	9.0	8.0	8.1	8.2	8.2	45.9	32.7	32.7	38.2	24.8	24.0
IncremntDel:	0.4	0.1	0.1	0.2	0.0	0.0	0.8	0.2	0.2	0.4	0.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	9.1	9.0	8.1	8.3	8.3	8.3	46.7	32.9	32.9	38.6	24.9	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:	9.1	9.0	8.1	8.3	8.3	8.3	46.7	32.9	32.9	38.6	24.9	24.2
LOS by Move:	A	A	A	A	A	A	D	C	C	D	C	C
HCM2kAvgQ:	1	6	3	1	4	4	1	4	4	3	4	2

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.274
Loss Time (sec):	0	Average Delay (sec/veh):	4.8
Optimal Cycle:	26	Level Of Service:	A

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	789	41	16	647	0	0	0	0	79	0	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	789	41	16	647	0	0	0	0	79	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	789	41	16	647	0	0	0	0	79	0	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	789	41	16	647	0	0	0	0	79	0	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:	0	789	41	16	647	0	0	0	0	79	0	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.32	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.90	0.10	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3408	177	599	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.03	0.18	0.00	0.00	0.00	0.00	0.02	0.00	0.04
Crit Moves:		****										****
Green/Cycle:	0.00	0.84	0.84	0.84	0.84	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Volume/Cap:	0.00	0.27	0.27	0.03	0.21	0.00	0.00	0.00	0.00	0.14	0.00	0.27
Uniform Del:	0.0	1.6	1.6	1.2	1.5	0.0	0.0	0.0	0.0	36.4	0.0	37.2
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	1.6	1.6	1.3	1.5	0.0	0.0	0.0	0.0	36.5	0.0	37.8
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	1.6	1.6	1.3	1.5	0.0	0.0	0.0	0.0	36.5	0.0	37.8
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	3	3	0	2	0	0	0	0	1	0	2

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.279
Loss Time (sec):	0	Average Delay (sec/veh):	17.8
Optimal Cycle:	32	Level Of Service:	B

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	76	754	188	42	701	21	14	31	11	198	101	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:	76	754	188	42	701	21	14	31	11	198	101	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	754	188	42	701	21	14	31	11	198	101	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	754	188	42	701	21	14	31	11	198	101	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	754	188	42	701	21	14	31	11	198	101	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.91	0.95	0.92	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.48	0.52	1.00	1.54	0.46
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	2561	909	1805	2689	799
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.12	0.01	0.14	0.01	0.01	0.01	0.01	0.11	0.04	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.52	0.52	0.04	0.48	0.48	0.07	0.04	0.04	0.39	0.36	0.36
Volume/Cap:	0.28	0.28	0.22	0.28	0.28	0.03	0.10	0.28	0.28	0.28	0.10	0.10
Uniform Del:	43.5	13.5	13.0	46.4	15.3	13.4	43.1	46.3	46.3	20.6	21.1	21.1
IncremntDel:	0.6	0.1	0.1	1.0	0.1	0.0	0.3	1.0	1.0	0.2	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.0	13.5	13.2	47.4	15.4	13.4	43.5	47.3	47.3	20.9	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	13.5	13.2	47.4	15.4	13.4	43.5	47.3	47.3	20.9	21.2	21.2
LOS by Move:	D	B	B	D	B	B	D	D	D	C	C	C
HCM2kAvgQ:	1	5	3	1	5	0	0	1	1	4	1	1

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.163
Loss Time (sec):	0	Average Delay (sec/veh):	20.0
Optimal Cycle:	22	Level Of Service:	B

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	35	20	40	50	9	52	93	158	27	27	184	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:	35	20	40	50	9	52	93	158	27	27	184	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	20	40	50	9	52	93	158	27	27	184	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	20	40	50	9	52	93	158	27	27	184	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:	35	20	40	50	9	52	93	158	27	27	184	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.86	0.86	0.68	1.00	0.85	0.95	0.93	0.93	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.71	0.29	1.00	1.46	0.54
Final Sat.:	1421	1625	1625	1292	1900	1615	1805	3015	515	1805	2530	935
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.02	0.04	0.00	0.03	0.05	0.05	0.05	0.01	0.07	0.07
Crit Moves:				****			****				****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.32	0.59	0.59	0.17	0.45	0.45
Volume/Cap:	0.10	0.05	0.10	0.16	0.02	0.14	0.16	0.09	0.09	0.09	0.16	0.16
Uniform Del:	29.8	29.4	29.8	30.2	29.2	30.0	24.6	8.7	8.7	35.0	16.5	16.5
IncremntDel:	0.1	0.0	0.1	0.3	0.0	0.2	0.1	0.0	0.0	0.1	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.9	29.5	29.9	30.5	29.2	30.2	24.8	8.8	8.8	35.2	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:	29.9	29.5	29.9	30.5	29.2	30.2	24.8	8.8	8.8	35.2	16.6	16.6
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	1	1	1	1	0	1	2	1	1	1	2	2

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	0	Average Delay (sec/veh):	18.4
Optimal Cycle:	36	Level Of Service:	B

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	195	1349	149	40	1301	16	69	101	216	272	90	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:	195	1349	149	40	1301	16	69	101	216	272	90	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	1349	149	40	1301	16	69	101	216	272	90	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1349	149	40	1301	16	69	101	216	272	90	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	1349	149	40	1301	16	69	101	216	272	90	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.09	0.01	0.19	0.01	0.02	0.03	0.08	0.05	0.02	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.62	0.62	0.04	0.51	0.51	0.15	0.20	0.20	0.14	0.19	0.19
Volume/Cap:	0.37	0.31	0.15	0.31	0.37	0.02	0.13	0.14	0.37	0.37	0.13	0.07
Uniform Del:	38.3	9.0	8.0	47.0	15.0	12.3	36.7	32.6	34.2	39.1	33.5	33.1
IncremntDel:	0.4	0.0	0.1	1.4	0.1	0.0	0.1	0.1	0.4	0.3	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.7	9.0	8.0	48.4	15.1	12.3	36.8	32.6	34.6	39.4	33.6	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:	38.7	9.0	8.0	48.4	15.1	12.3	36.8	32.6	34.6	39.4	33.6	33.2
LOS by Move:	D	A	A	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	3	5	2	1	7	0	1	1	4	3	1	1

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.320
Loss Time (sec):	0	Average Delay (sec/veh):	14.1
Optimal Cycle:	21	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	597	113	0	547	194	0	0	0	111	0	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	597	113	0	547	194	0	0	0	111	0	249
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	597	0	0	547	0	0	0	0	111	0	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	597	0	0	547	0	0	0	0	111	0	249
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	597	0	0	547	0	0	0	0	111	0	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.80	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1518	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:		****										****
Green/Cycle:	0.00	0.52	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.48	0.00	0.48
Volume/Cap:	0.00	0.32	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.15	0.00	0.32
Uniform Del:	0.0	13.9	0.0	0.0	13.0	0.0	0.0	0.0	0.0	14.4	0.0	15.8
IncremntDel:	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	14.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	14.5	0.0	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	14.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	14.5	0.0	16.1
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	6	0	0	3	0	0	0	0	2	0	5

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.296
Loss Time (sec):	0	Average Delay (sec/veh):	10.3
Optimal Cycle:	20	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	2	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	518	153	132	524	0	198	2	133	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	518	153	132	524	0	198	2	133	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	518	153	132	524	0	198	2	133	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	518	153	132	524	0	198	2	133	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	153	132	524	0	198	2	133	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	0.36	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.32	0.68	1.00	2.00	0.00	1.59	0.01	1.40	0.00	0.00	0.00
Final Sat.:	0	3868	1143	682	3610	0	2589	19	2273	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.19	0.15	0.00	0.08	0.10	0.06	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.65	0.65	0.65	0.65	0.00	0.35	0.35	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	0.21	0.21	0.30	0.22	0.00	0.22	0.30	0.17	0.00	0.00	0.00
Uniform Del:	0.0	7.0	7.0	7.5	7.1	0.0	23.1	23.7	22.6	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	0.4	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.0	7.0	7.9	7.1	0.0	23.1	23.9	22.7	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	7.0	7.0	7.9	7.1	0.0	23.1	23.9	22.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	3	3	2	3	0	3	4	2	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.261
Loss Time (sec):	0	Average Delay (sec/veh):	24.6
Optimal Cycle:	31	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	177	324	156	248	310	350	460	0	132	45	0	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	324	156	248	310	350	460	0	132	45	0	235
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	324	0	248	310	0	460	0	132	45	0	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	324	0	248	310	0	460	0	132	45	0	235
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	324	0	248	310	0	460	0	132	45	0	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.00	0.07	0.06	0.00	0.13	0.00	0.05	0.01	0.00	0.08
Crit Moves:		****		****			****					****
Green/Cycle:	0.21	0.18	0.00	0.27	0.24	0.00	0.50	0.00	0.71	0.55	0.00	0.32
Volume/Cap:	0.24	0.26	0.00	0.26	0.24	0.00	0.26	0.00	0.07	0.02	0.00	0.26
Uniform Del:	33.1	35.3	0.0	28.6	30.4	0.0	14.2	0.0	4.4	10.3	0.0	25.4
IncremntDel:	0.2	0.1	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	33.3	35.4	0.0	28.7	30.5	0.0	14.3	0.0	4.4	10.3	0.0	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:	33.3	35.4	0.0	28.7	30.5	0.0	14.3	0.0	4.4	10.3	0.0	25.6
LOS by Move:	C	D	A	C	C	A	B	A	A	B	A	C
HCM2kAvgQ:	2	2	0	3	3	0	4	0	1	0	0	3

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

Scenario Report

Scenario:	ExP AM
Command:	ExP AM
Volume:	ExP AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	B	14.7	0.417	B	14.7	0.417	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	C	24.4	0.571	C	24.4	0.571	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	23.5	0.546	C	23.5	0.546	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	19.3	0.309	B	19.3	0.309	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	B	14.2	0.521	B	14.2	0.521	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	A	3.8	0.395	A	3.8	0.395	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	B	18.7	0.471	B	18.7	0.471	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	C	22.1	0.237	C	22.1	0.237	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	B	14.0	0.518	B	14.0	0.518	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	B	16.0	0.433	B	16.0	0.433	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	B	14.8	0.970	B	14.8	0.970	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	21.5	0.464	C	21.5	0.464	+ 0.000 D/V

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	0	Average Delay (sec/veh):	14.7
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	24	811	141	81	906	40	79	252	103	56	106	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:	24	811	141	81	906	40	79	252	103	56	106	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	811	141	81	906	40	79	252	103	56	106	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	811	141	81	906	40	79	252	103	56	106	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:	24	811	141	81	906	40	79	252	103	56	106	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.44	0.91	0.91	0.36	0.95	0.95
Lanes:	1.00	1.70	0.30	1.00	1.92	0.08	1.00	1.42	0.58	1.00	0.66	0.34
Final Sat.:	1805	3008	523	1805	3437	152	838	2452	1002	690	1195	609
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.04	0.26	0.26	0.09	0.10	0.10	0.08	0.09	0.09
Crit Moves:		****		****				****				
Green/Cycle:	0.04	0.65	0.65	0.11	0.72	0.72	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.37	0.42	0.42	0.42	0.37	0.37	0.38	0.42	0.42	0.33	0.36	0.36
Uniform Del:	47.1	8.6	8.6	41.7	5.4	5.4	31.4	31.7	31.7	30.9	31.2	31.2
IncremntDel:	3.5	0.1	0.1	1.5	0.1	0.1	1.2	0.3	0.3	1.1	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.6	8.7	8.7	43.1	5.5	5.5	32.5	32.0	32.0	32.1	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	8.7	8.7	43.1	5.5	5.5	32.5	32.0	32.0	32.1	31.7	31.7
LOS by Move:	D	A	A	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	7	7	3	6	6	2	5	5	2	4	4

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	0	Average Delay (sec/veh):	24.4
Optimal Cycle:	53	Level Of Service:	C

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	122	799	149	96	1028	109	160	337	105	191	399	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:	122	799	149	96	1028	109	160	337	105	191	399	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	799	149	96	1028	109	160	337	105	191	399	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	799	149	96	1028	109	160	337	105	191	399	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	799	149	96	1028	109	160	337	105	191	399	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.69	0.31	1.00	1.81	0.19	2.00	1.52	0.48	2.00	1.64	0.36
Final Sat.:	1805	2970	554	1805	3218	341	3502	2653	827	3502	2884	629
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.05	0.32	0.32	0.05	0.13	0.13	0.05	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.57	0.57	0.11	0.56	0.56	0.08	0.23	0.23	0.10	0.24	0.24
Volume/Cap:	0.57	0.48	0.48	0.48	0.57	0.57	0.57	0.56	0.56	0.56	0.57	0.57
Uniform Del:	41.7	12.9	12.9	41.7	14.3	14.3	44.3	34.4	34.4	43.1	33.3	33.3
IncremntDel:	3.7	0.2	0.2	1.8	0.4	0.4	2.8	0.9	0.9	2.2	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.4	13.1	13.1	43.4	14.7	14.7	47.2	35.3	35.3	45.3	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:	45.4	13.1	13.1	43.4	14.7	14.7	47.2	35.3	35.3	45.3	34.3	34.3
LOS by Move:	D	B	B	D	B	B	D	D	D	D	C	C
HCM2kAvgQ:	4	9	9	3	12	12	3	7	7	4	8	8

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	0	Average Delay (sec/veh):	23.5
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	2 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	90	831	177	104	802	69	55	367	149	185	380	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	831	177	104	802	69	55	367	149	185	380	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	831	177	104	802	69	55	367	149	185	380	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	831	177	104	802	69	55	367	149	185	380	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:	90	831	177	104	802	69	55	367	149	185	380	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.85	0.92	0.91	0.91	0.92	0.91	0.85
Lanes:	1.00	1.65	0.35	1.00	2.00	1.00	2.00	1.42	0.58	2.00	3.00	1.00
Final Sat.:	1805	2899	617	1805	3610	1615	3502	2457	998	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.06	0.22	0.04	0.02	0.15	0.15	0.05	0.07	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.52	0.52	0.11	0.51	0.51	0.06	0.27	0.27	0.10	0.31	0.31
Volume/Cap:	0.43	0.55	0.55	0.55	0.43	0.08	0.26	0.55	0.55	0.55	0.24	0.26
Uniform Del:	41.2	15.8	15.8	42.5	15.1	12.3	44.8	31.0	31.0	43.1	25.8	25.9
IncremntDel:	1.4	0.3	0.3	3.3	0.2	0.0	0.6	0.7	0.7	1.9	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.6	16.2	16.2	45.8	15.3	12.4	45.4	31.7	31.7	44.9	25.9	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:	42.6	16.2	16.2	45.8	15.3	12.4	45.4	31.7	31.7	44.9	25.9	26.2
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	3	11	11	4	8	1	1	8	8	4	3	3

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.309
Loss Time (sec):	0	Average Delay (sec/veh):	19.3
Optimal Cycle:	27	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	25	174	43	151	210	212	81	496	33	31	538	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:	25	174	43	151	210	212	81	496	33	31	538	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	174	43	151	210	212	81	496	33	31	538	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	174	43	151	210	212	81	496	33	31	538	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	174	43	151	210	212	81	496	33	31	538	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.55	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.21	1.44	0.35	1.00	1.00	1.00	1.00	1.88	0.12	1.00	3.00	1.00
Final Sat.:	333	2316	572	1049	1900	1615	1805	3354	223	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.14	0.11	0.13	0.04	0.15	0.15	0.02	0.10	0.09
Crit Moves:				****				****		****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.16	0.48	0.48	0.06	0.37	0.37
Volume/Cap:	0.16	0.16	0.16	0.31	0.24	0.28	0.28	0.31	0.31	0.31	0.28	0.24
Uniform Del:	15.4	15.4	15.4	16.7	16.0	16.4	36.8	16.0	16.0	45.4	21.9	21.6
IncremntDel:	0.1	0.1	0.1	0.4	0.1	0.2	0.5	0.1	0.1	1.8	0.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.5	15.5	15.5	17.0	16.2	16.6	37.3	16.1	16.1	47.1	22.0	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:	15.5	15.5	15.5	17.0	16.2	16.6	37.3	16.1	16.1	47.1	22.0	21.8
LOS by Move:	B	B	B	B	B	B	D	B	B	D	C	C
HCM2kAvgQ:	2	2	2	3	4	4	2	5	5	1	4	3

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	0	Average Delay (sec/veh):	14.2
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	218	1854	426	67	1504	81	92	309	123	204	496	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:	218	1854	426	67	1504	81	92	309	123	204	496	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	1854	426	67	1504	81	92	309	123	204	496	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	1854	426	67	1504	81	92	309	123	204	496	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	1854	426	67	1504	81	92	309	123	204	496	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.91	0.85	0.26	0.90	0.90	0.92	0.87	0.87	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.80	0.20	2.00	2.15	0.85	2.00	2.00	1.00
Final Sat.:	785	5187	1615	973	6510	351	3502	3551	1413	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.28	0.36	0.26	0.07	0.23	0.23	0.03	0.09	0.09	0.06	0.14	0.09
Crit Moves:		****					****				****	
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.05	0.19	0.19	0.13	0.26	0.26
Volume/Cap:	0.40	0.52	0.38	0.10	0.34	0.34	0.52	0.46	0.46	0.46	0.52	0.33
Uniform Del:	6.8	7.7	6.7	5.3	6.4	6.4	46.3	36.1	36.1	40.6	31.4	29.7
IncremntDel:	0.5	0.1	0.2	0.1	0.0	0.0	2.8	0.4	0.4	0.8	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	7.3	7.8	6.9	5.4	6.5	6.5	49.1	36.5	36.5	41.3	31.9	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	7.8	6.9	5.4	6.5	6.5	49.1	36.5	36.5	41.3	31.9	30.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	C	C
HCM2kAvgQ:	2	10	6	0	5	5	2	5	5	4	7	4

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	0	Average Delay (sec/veh):	3.8
Optimal Cycle:	31	Level Of Service:	A

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	1023	50	54	1273	0	0	0	0	112	0	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1023	50	54	1273	0	0	0	0	112	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1023	50	54	1273	0	0	0	0	112	0	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1023	50	54	1273	0	0	0	0	112	0	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:	0	1023	50	54	1273	0	0	0	0	112	0	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.25	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3418	167	479	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.11	0.35	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:					****							****
Green/Cycle:	0.00	0.89	0.89	0.89	0.89	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Volume/Cap:	0.00	0.34	0.34	0.13	0.40	0.00	0.00	0.00	0.00	0.29	0.00	0.40
Uniform Del:	0.0	0.8	0.8	0.7	0.9	0.0	0.0	0.0	0.0	41.0	0.0	41.6
IncremntDel:	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.4	0.0	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	0.9	0.9	0.8	1.0	0.0	0.0	0.0	0.0	41.5	0.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.9	0.9	0.8	1.0	0.0	0.0	0.0	0.0	41.5	0.0	43.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	3	3	0	4	0	0	0	0	2	0	2

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	0	Average Delay (sec/veh):	18.7
Optimal Cycle:	43	Level Of Service:	B

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	126	1119	415	103	1237	29	15	73	38	274	132	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:	126	1119	415	103	1237	29	15	73	38	274	132	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1119	415	103	1237	29	15	73	38	274	132	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1119	415	103	1237	29	15	73	38	274	132	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	1119	415	103	1237	29	15	73	38	274	132	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.32	0.68	1.00	1.33	0.67
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	2253	1173	1805	2272	1153
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.26	0.03	0.24	0.02	0.01	0.03	0.03	0.15	0.06	0.06
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.55	0.55	0.06	0.53	0.53	0.05	0.07	0.07	0.32	0.34	0.34
Volume/Cap:	0.45	0.40	0.47	0.47	0.45	0.03	0.17	0.47	0.47	0.47	0.17	0.17
Uniform Del:	43.9	13.1	13.9	45.3	14.6	11.3	45.6	44.8	44.8	27.1	23.0	23.0
IncremntDel:	1.2	0.1	0.4	1.6	0.1	0.0	0.9	1.5	1.5	0.6	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.1	13.2	14.3	46.9	14.7	11.3	46.5	46.3	46.3	27.7	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:	45.1	13.2	14.3	46.9	14.7	11.3	46.5	46.3	46.3	27.7	23.0	23.0
LOS by Move:	D	B	B	D	B	B	D	D	D	C	C	C
HCM2kAvgQ:	2	7	8	2	9	0	1	2	2	7	2	2

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.237
Loss Time (sec):	0	Average Delay (sec/veh):	22.1
Optimal Cycle:	24	Level Of Service:	C

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	33	11	20	128	24	115	80	261	64	94	234	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:	33	11	20	128	24	115	80	261	64	94	234	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	11	20	128	24	115	80	261	64	94	234	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	11	20	128	24	115	80	261	64	94	234	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:	33	11	20	128	24	115	80	261	64	94	234	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.86	0.86	0.73	1.00	0.85	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.61	0.39	1.00	1.61	0.39
Final Sat.:	1389	1630	1630	1393	1900	1615	1805	2812	690	1805	2819	687
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.09	0.01	0.07	0.04	0.09	0.09	0.05	0.08	0.08
Crit Moves:				****				****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.21	0.39	0.39	0.22	0.40	0.40
Volume/Cap:	0.06	0.02	0.03	0.24	0.03	0.18	0.21	0.24	0.24	0.24	0.21	0.21
Uniform Del:	19.2	18.8	19.0	20.6	19.0	20.2	32.4	20.4	20.4	32.1	19.7	19.7
IncremntDel:	0.0	0.0	0.0	0.2	0.0	0.1	0.3	0.1	0.1	0.3	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.2	18.9	19.0	20.8	19.0	20.3	32.7	20.5	20.5	32.4	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	18.9	19.0	20.8	19.0	20.3	32.7	20.5	20.5	32.4	19.8	19.8
LOS by Move:	B	B	B	C	B	C	C	C	C	C	B	B
HCM2kAvgQ:	1	0	0	3	0	2	2	3	3	2	3	3

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	0	Average Delay (sec/veh):	14.0
Optimal Cycle:	47	Level Of Service:	B

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	508	2768	431	59	1781	81	71	102	275	24	107	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	508	2768	431	59	1781	81	71	102	275	24	107	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	508	2768	431	59	1781	81	71	102	275	24	107	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	508	2768	431	59	1781	81	71	102	275	24	107	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:	508	2768	431	59	1781	81	71	102	275	24	107	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.40	0.27	0.02	0.26	0.05	0.02	0.03	0.10	0.00	0.03	0.07
Crit Moves:		****		****					****	****		
Green/Cycle:	0.29	0.77	0.77	0.03	0.51	0.51	0.04	0.19	0.19	0.01	0.15	0.15
Volume/Cap:	0.50	0.52	0.35	0.52	0.50	0.10	0.46	0.15	0.52	0.52	0.20	0.46
Uniform Del:	29.5	4.3	3.5	47.6	15.9	12.4	46.7	34.0	36.6	49.3	37.1	38.7
IncremntDel:	0.4	0.1	0.2	4.2	0.1	0.1	2.2	0.1	0.9	10.0	0.2	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.9	4.4	3.7	51.8	16.0	12.5	48.9	34.1	37.5	59.3	37.2	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:	29.9	4.4	3.7	51.8	16.0	12.5	48.9	34.1	37.5	59.3	37.2	40.1
LOS by Move:	C	A	A	D	B	B	D	C	D	E	D	D
HCM2kAvgQ:	7	9	4	2	10	1	2	1	5	1	2	4

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	0	Average Delay (sec/veh):	16.0
Optimal Cycle:	25	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	721	203	0	1114	41	0	0	0	209	0	353
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	721	203	0	1114	41	0	0	0	209	0	353
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	721	0	0	1114	0	0	0	0	209	0	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	721	0	0	1114	0	0	0	0	209	0	353
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	721	0	0	1114	0	0	0	0	209	0	353
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.78	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1480	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.14	0.00	0.22
Crit Moves:					****							****
Green/Cycle:	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Volume/Cap:	0.00	0.40	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.28	0.00	0.43
Uniform Del:	0.0	15.9	0.0	0.0	16.2	0.0	0.0	0.0	0.0	14.3	0.0	15.7
IncremntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.0	0.0	0.0	16.3	0.0	0.0	0.0	0.0	14.5	0.0	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	16.0	0.0	0.0	16.3	0.0	0.0	0.0	0.0	14.5	0.0	16.1
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	7	0	0	8	0	0	0	0	4	0	7

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.970
Loss Time (sec):	0	Average Delay (sec/veh):	14.8
Optimal Cycle:	180	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	2	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	685	340	409	917	0	229	6	282	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	685	340	409	917	0	229	6	282	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	685	340	409	917	0	229	6	282	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	685	340	409	917	0	229	6	282	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	685	340	409	917	0	229	6	282	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.27	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.44	0.02	1.54	0.00	0.00	0.00
Final Sat.:	0	3293	1635	505	3610	0	2342	37	2507	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.81	0.25	0.00	0.10	0.16	0.11	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.83	0.83	0.83	0.83	0.00	0.17	0.17	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.25	0.25	0.97	0.30	0.00	0.59	0.97	0.68	0.00	0.00	0.00
Uniform Del:	0.0	1.7	1.7	7.2	1.8	0.0	38.6	41.5	39.2	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	35.8	0.1	0.0	1.1	31.3	2.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.8	1.8	43.0	1.9	0.0	39.7	72.7	41.7	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	1.8	1.8	43.0	1.9	0.0	39.7	72.7	41.7	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	D	E	D	A	A	A
HCM2kAvgQ:	0	3	3	16	3	0	5	12	7	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	0	Average Delay (sec/veh):	21.5
Optimal Cycle:	43	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	53	270	76	492	526	541	927	0	216	204	0	456
Growth Adj:	1.00	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	270	76	492	526	541	927	0	216	204	0	456
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	270	0	492	526	0	927	0	216	204	0	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	270	0	492	526	0	927	0	216	204	0	456
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	270	0	492	526	0	927	0	216	204	0	456
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.00	0.14	0.10	0.00	0.26	0.00	0.08	0.06	0.00	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.08	0.00	0.30	0.34	0.00	0.57	0.00	0.36	0.30	0.00	0.60
Volume/Cap:	0.30	0.46	0.00	0.46	0.30	0.00	0.46	0.00	0.21	0.19	0.00	0.27
Uniform Del:	45.8	43.6	0.0	28.3	24.5	0.0	12.6	0.0	21.9	26.0	0.0	9.4
IncremntDel:	1.0	0.6	0.0	0.3	0.1	0.0	0.2	0.0	0.1	0.1	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	46.8	44.2	0.0	28.6	24.6	0.0	12.7	0.0	22.0	26.1	0.0	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:	46.8	44.2	0.0	28.6	24.6	0.0	12.7	0.0	22.0	26.1	0.0	9.5
LOS by Move:	D	D	A	C	C	A	B	A	C	C	A	A
HCM2kAvgQ:	1	3	0	7	4	0	9	0	3	2	0	4

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

Scenario Report

Scenario:	ExP PM
Command:	ExP PM
Volume:	ExP PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 #1 Archibald Ave & Sixth St	B	18.3	0.578	B	18.3	0.578	+ 0.000
# 2 #2 N Vineyard Ave & Fourth St	C	27.8	0.722	C	27.8	0.722	+ 0.000
# 3 #3 Archibald Ave& Fourth St	C	26.4	0.652	C	26.4	0.652	+ 0.000
# 4 #4 Turner Ave & Fourth St	B	18.6	0.372	B	18.6	0.372	+ 0.000
# 5 #5 Haven Ave & Fourth St	B	18.0	0.683	B	18.0	0.683	+ 0.000
# 6 #6 N Vineyard Ave & Inland Em	A	5.6	0.530	A	5.6	0.530	+ 0.000
# 7 #7 N Archibald Ave & Inland Em	C	20.3	0.543	C	20.3	0.543	+ 0.000
# 8 #8 Turner Ave & Inland Empire	C	21.1	0.321	C	21.1	0.321	+ 0.000
# 9 #9 N Haven Ave & Inland Empire	C	22.3	0.717	C	22.3	0.717	+ 0.000
# 10 #10 N Vineyard Ave & I-10 WB R	B	16.9	0.617	B	16.9	0.617	+ 0.000
# 11 #11 N Vineyard Ave & I-10 EB R	B	12.6	0.892	B	12.6	0.892	+ 0.000
# 12 #12 N Archibald Ave & I-10 EB	C	26.8	0.514	C	26.8	0.514	+ 0.000

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	0	Average Delay (sec/veh):	18.3
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	69	1112	84	100	913	86	43	203	68	144	239	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:	69	1112	84	100	913	86	43	203	68	144	239	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1112	84	100	913	86	43	203	68	144	239	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1112	84	100	913	86	43	203	68	144	239	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:	69	1112	84	100	913	86	43	203	68	144	239	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.26	0.91	0.91	0.49	0.96	0.96
Lanes:	1.00	1.86	0.14	1.00	1.83	0.17	1.00	1.50	0.50	1.00	0.70	0.30
Final Sat.:	1805	3323	251	1805	3256	307	500	2601	871	925	1272	543
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.06	0.28	0.28	0.09	0.08	0.08	0.16	0.19	0.19
Crit Moves:		****		****							****	
Green/Cycle:	0.08	0.58	0.58	0.10	0.59	0.59	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.47	0.58	0.58	0.58	0.47	0.47	0.26	0.24	0.24	0.48	0.58	0.58
Uniform Del:	43.9	13.3	13.3	43.3	11.5	11.5	24.9	24.7	24.7	27.0	28.0	28.0
IncremntDel:	2.4	0.4	0.4	4.8	0.2	0.2	0.9	0.1	0.1	1.2	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.3	13.7	13.7	48.1	11.6	11.6	25.8	24.8	24.8	28.2	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:	46.3	13.7	13.7	48.1	11.6	11.6	25.8	24.8	24.8	28.2	29.5	29.5
LOS by Move:	D	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	12	12	4	9	9	1	3	3	4	9	9

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	0	Average Delay (sec/veh):	27.8
Optimal Cycle:	82	Level Of Service:	C

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	150	1319	188	123	846	122	197	357	101	339	465	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:	150	1319	188	123	846	122	197	357	101	339	465	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1319	188	123	846	122	197	357	101	339	465	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1319	188	123	846	122	197	357	101	339	465	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:	150	1319	188	123	846	122	197	357	101	339	465	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.75	0.25	1.00	1.75	0.25	2.00	1.56	0.44	2.00	1.59	0.41
Final Sat.:	1805	3100	442	1805	3095	446	3502	2721	770	3502	2781	718
Capacity Analysis Module:												
Vol/Sat:	0.08	0.43	0.43	0.07	0.27	0.27	0.06	0.13	0.13	0.10	0.17	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.59	0.59	0.09	0.52	0.52	0.08	0.18	0.18	0.13	0.24	0.24
Volume/Cap:	0.52	0.72	0.72	0.72	0.52	0.52	0.71	0.72	0.72	0.72	0.71	0.71
Uniform Del:	38.5	14.7	14.7	44.0	15.6	15.6	44.9	38.5	38.5	41.5	35.0	35.0
IncremntDel:	1.7	1.3	1.3	14.0	0.3	0.3	8.1	4.1	4.1	5.4	2.8	2.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.2	15.9	15.9	58.0	15.8	15.8	53.0	42.6	42.6	46.9	37.8	37.8
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:	40.2	15.9	15.9	58.0	15.8	15.8	53.0	42.6	42.6	46.9	37.8	37.8
LOS by Move:	D	B	B	E	B	B	D	D	D	D	D	D
HCM2kAvgQ:	5	18	18	5	10	10	5	8	8	7	10	10

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 #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	0	Average Delay (sec/veh):	26.4
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	2 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	159	1107	126	135	821	68	63	404	116	287	660	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	1107	126	135	821	68	63	404	116	287	660	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	1107	126	135	821	68	63	404	116	287	660	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1107	126	135	821	68	63	404	116	287	660	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:	159	1107	126	135	821	68	63	404	116	287	660	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.85	0.92	0.92	0.92	0.92	0.91	0.85
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	2.00	1.55	0.45	2.00	3.00	1.00
Final Sat.:	1805	3192	363	1805	3610	1615	3502	2712	779	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.35	0.35	0.07	0.23	0.04	0.02	0.15	0.15	0.08	0.13	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.53	0.53	0.11	0.47	0.47	0.04	0.23	0.23	0.13	0.31	0.31
Volume/Cap:	0.49	0.65	0.65	0.65	0.49	0.09	0.41	0.65	0.65	0.65	0.41	0.29
Uniform Del:	36.8	16.8	16.8	42.4	18.5	14.9	46.5	35.0	35.0	41.6	27.3	26.1
IncremntDel:	1.2	0.8	0.8	7.2	0.2	0.1	1.8	1.9	1.9	3.5	0.2	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.0	17.6	17.6	49.6	18.7	15.0	48.3	36.9	36.9	45.1	27.4	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:	38.0	17.6	17.6	49.6	18.7	15.0	48.3	36.9	36.9	45.1	27.4	26.5
LOS by Move:	D	B	B	D	B	B	D	D	D	D	C	C
HCM2kAvgQ:	5	15	15	5	9	1	2	9	9	6	6	3

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	0	Average Delay (sec/veh):	18.6
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	30	276	28	122	196	281	62	595	40	37	721	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	276	28	122	196	281	62	595	40	37	721	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	276	28	122	196	281	62	595	40	37	721	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	276	28	122	196	281	62	595	40	37	721	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	276	28	122	196	281	62	595	40	37	721	214
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.49	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.18	1.65	0.17	1.00	1.00	1.00	1.00	1.87	0.13	1.00	3.00	1.00
Final Sat.:	294	2706	275	933	1900	1615	1805	3352	225	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.13	0.10	0.17	0.03	0.18	0.18	0.02	0.14	0.13
Crit Moves:						****		****		****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.11	0.48	0.48	0.06	0.43	0.43
Volume/Cap:	0.22	0.22	0.22	0.28	0.22	0.37	0.33	0.37	0.37	0.37	0.33	0.31
Uniform Del:	15.8	15.8	15.8	16.3	15.8	17.1	41.4	16.6	16.6	45.6	19.1	18.9
IncremntDel:	0.1	0.1	0.1	0.4	0.1	0.3	1.0	0.1	0.1	2.3	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.8	15.8	15.8	16.6	15.9	17.5	42.4	16.8	16.8	47.9	19.2	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:	15.8	15.8	15.8	16.6	15.9	17.5	42.4	16.8	16.8	47.9	19.2	19.2
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	3	3	3	2	4	6	2	6	6	2	5	4

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	0	Average Delay (sec/veh):	18.0
Optimal Cycle:	59	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	234	2204	380	176	1835	140	87	603	180	356	587	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	2204	380	176	1835	140	87	603	180	356	587	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	2204	380	176	1835	140	87	603	180	356	587	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	2204	380	176	1835	140	87	603	180	356	587	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:	234	2204	380	176	1835	140	87	603	180	356	587	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.91	0.85	0.36	0.90	0.90	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.72	0.28	2.00	2.31	0.69	2.00	2.00	1.00
Final Sat.:	1084	5187	1615	1349	6355	485	3502	3859	1152	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.22	0.42	0.24	0.13	0.29	0.29	0.02	0.16	0.16	0.10	0.16	0.11
Crit Moves:		****						****		****		
Green/Cycle:	0.62	0.62	0.62	0.62	0.62	0.62	0.05	0.23	0.23	0.15	0.33	0.33
Volume/Cap:	0.35	0.68	0.38	0.21	0.46	0.46	0.50	0.68	0.68	0.68	0.50	0.33
Uniform Del:	9.1	12.4	9.3	8.2	10.0	10.0	46.3	35.2	35.2	40.3	27.0	25.3
IncremntDel:	0.3	0.6	0.2	0.1	0.1	0.1	2.2	1.7	1.7	3.7	0.3	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	9.4	13.0	9.6	8.3	10.1	10.1	48.5	37.0	37.0	44.0	27.3	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:	9.4	13.0	9.6	8.3	10.1	10.1	48.5	37.0	37.0	44.0	27.3	25.7
LOS by Move:	A	B	A	A	B	B	D	D	D	D	C	C
HCM2kAvgQ:	2	17	6	1	9	9	2	9	9	7	8	4

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	0	Average Delay (sec/veh):	5.6
Optimal Cycle:	40	Level Of Service:	A

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	1517	89	30	1250	0	0	0	0	167	0	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:	0	1517	89	30	1250	0	0	0	0	167	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1517	89	30	1250	0	0	0	0	167	0	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1517	89	30	1250	0	0	0	0	167	0	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1517	89	30	1250	0	0	0	0	167	0	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.13	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3383	198	247	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.45	0.12	0.35	0.00	0.00	0.00	0.00	0.05	0.00	0.08
Crit Moves:		****										****
Green/Cycle:	0.00	0.85	0.85	0.85	0.85	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Volume/Cap:	0.00	0.53	0.53	0.14	0.41	0.00	0.00	0.00	0.00	0.30	0.00	0.53
Uniform Del:	0.0	2.2	2.2	1.4	1.8	0.0	0.0	0.0	0.0	37.5	0.0	39.0
IncremntDel:	0.0	0.2	0.2	0.3	0.1	0.0	0.0	0.0	0.0	0.3	0.0	2.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	2.3	2.3	1.7	1.9	0.0	0.0	0.0	0.0	37.8	0.0	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.3	2.3	1.7	1.9	0.0	0.0	0.0	0.0	37.8	0.0	41.1
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	8	8	0	5	0	0	0	0	2	0	4

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	0	Average Delay (sec/veh):	20.3
Optimal Cycle:	50	Level Of Service:	C

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	146	1496	362	81	1381	54	35	60	22	381	194	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:	146	1496	362	81	1381	54	35	60	22	381	194	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	1496	362	81	1381	54	35	60	22	381	194	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1496	362	81	1381	54	35	60	22	381	194	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:	146	1496	362	81	1381	54	35	60	22	381	194	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.91	0.95	0.92	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.46	0.54	1.00	1.55	0.45
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	2536	930	1805	2695	792
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.22	0.02	0.27	0.03	0.02	0.02	0.02	0.21	0.07	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.53	0.53	0.04	0.49	0.49	0.09	0.04	0.04	0.39	0.34	0.34
Volume/Cap:	0.54	0.55	0.43	0.55	0.54	0.07	0.21	0.54	0.54	0.54	0.21	0.21
Uniform Del:	44.5	15.8	14.5	47.0	17.7	13.4	42.1	46.8	46.8	23.7	23.4	23.4
IncremntDel:	2.3	0.2	0.3	4.3	0.2	0.0	0.6	4.0	4.0	0.9	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.7	16.1	14.9	51.3	17.9	13.5	42.7	50.8	50.8	24.5	23.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	16.1	14.9	51.3	17.9	13.5	42.7	50.8	50.8	24.5	23.5	23.5
LOS by Move:	D	B	B	D	B	B	D	D	D	C	C	C
HCM2kAvgQ:	3	11	7	2	11	1	1	2	2	9	3	3

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.321
Loss Time (sec):	0	Average Delay (sec/veh):	21.1
Optimal Cycle:	27	Level Of Service:	C

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	68	38	76	96	18	100	178	304	51	51	353	131
Growth Adj:	1.00	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	38	76	96	18	100	178	304	51	51	353	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	38	76	96	18	100	178	304	51	51	353	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	38	76	96	18	100	178	304	51	51	353	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:	68	38	76	96	18	100	178	304	51	51	353	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.86	0.86	0.62	1.00	0.85	0.95	0.93	0.93	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.71	0.29	1.00	1.46	0.54
Final Sat.:	1387	1625	1625	1169	1900	1615	1805	3023	507	1805	2525	937
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.05	0.08	0.01	0.06	0.10	0.10	0.10	0.03	0.14	0.14
Crit Moves:				****			****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.31	0.58	0.58	0.16	0.44	0.44
Volume/Cap:	0.19	0.09	0.18	0.32	0.04	0.24	0.32	0.17	0.17	0.17	0.32	0.32
Uniform Del:	29.1	28.3	29.0	30.1	27.9	29.5	26.6	9.8	9.8	36.0	18.5	18.5
IncremntDel:	0.3	0.0	0.1	0.6	0.0	0.3	0.3	0.0	0.0	0.3	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.3	28.4	29.2	30.8	28.0	29.8	26.9	9.8	9.8	36.3	18.6	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:	29.3	28.4	29.2	30.8	28.0	29.8	26.9	9.8	9.8	36.3	18.6	18.6
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	2	1	2	3	0	3	4	3	3	1	5	5

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	0	Average Delay (sec/veh):	22.3
Optimal Cycle:	80	Level Of Service:	C

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	375	2604	287	76	2516	31	133	194	415	524	174	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	375	2604	287	76	2516	31	133	194	415	524	174	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	375	2604	287	76	2516	31	133	194	415	524	174	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	375	2604	287	76	2516	31	133	194	415	524	174	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	375	2604	287	76	2516	31	133	194	415	524	174	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.18	0.02	0.36	0.02	0.04	0.05	0.15	0.10	0.05	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.62	0.62	0.04	0.51	0.51	0.15	0.20	0.20	0.14	0.19	0.19
Volume/Cap:	0.72	0.61	0.29	0.61	0.72	0.04	0.25	0.26	0.72	0.72	0.25	0.14
Uniform Del:	40.5	11.5	8.7	47.5	19.1	12.4	37.5	33.5	37.1	41.2	34.3	33.6
IncremntDel:	4.7	0.3	0.2	8.2	0.7	0.0	0.3	0.2	4.3	3.4	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.2	11.8	8.9	55.7	19.8	12.4	37.7	33.7	41.4	44.6	34.5	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:	45.2	11.8	8.9	55.7	19.8	12.4	37.7	33.7	41.4	44.6	34.5	33.8
LOS by Move:	D	B	A	E	B	B	D	C	D	D	C	C
HCM2kAvgQ:	7	14	4	2	17	0	2	3	8	7	2	1

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	0	Average Delay (sec/veh):	16.9
Optimal Cycle:	38	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1158	218	0	1051	393	0	0	0	213	0	478
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1158	218	0	1051	393	0	0	0	213	0	478
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1158	0	0	1051	0	0	0	0	213	0	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1158	0	0	1051	0	0	0	0	213	0	478
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1158	0	0	1051	0	0	0	0	213	0	478
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.78	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1478	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.14	0.00	0.30
Crit Moves:		****										****
Green/Cycle:	0.00	0.52	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.48	0.00	0.48
Volume/Cap:	0.00	0.62	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.30	0.00	0.62
Uniform Del:	0.0	17.0	0.0	0.0	14.4	0.0	0.0	0.0	0.0	15.8	0.0	19.2
IncremntDel:	0.0	0.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	17.6	0.0	0.0	14.5	0.0	0.0	0.0	0.0	16.0	0.0	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:	0.0	17.6	0.0	0.0	14.5	0.0	0.0	0.0	0.0	16.0	0.0	20.7
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	14	0	0	7	0	0	0	0	4	0	11

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	0	Average Delay (sec/veh):	12.6
Optimal Cycle:	134	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	2	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	996	295	254	1008	0	389	3	255	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	996	295	254	1008	0	389	3	255	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	996	295	254	1008	0	389	3	255	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	996	295	254	1008	0	389	3	255	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	996	295	254	1008	0	389	3	255	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	0.19	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.31	0.69	1.00	2.00	0.00	1.60	0.01	1.39	0.00	0.00	0.00
Final Sat.:	0	3866	1145	367	3610	0	2601	15	2265	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.69	0.28	0.00	0.15	0.20	0.11	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.78	0.78	0.78	0.78	0.00	0.22	0.22	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.33	0.33	0.89	0.36	0.00	0.67	0.89	0.50	0.00	0.00	0.00
Uniform Del:	0.0	3.4	3.4	8.2	3.5	0.0	35.4	37.6	33.9	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.1	27.6	0.1	0.0	1.8	13.4	0.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.4	3.4	35.8	3.6	0.0	37.2	51.0	34.3	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	3.4	3.4	35.8	3.6	0.0	37.2	51.0	34.3	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	D	D	C	A	A	A
HCM2kAvgQ:	0	4	4	9	5	0	8	13	5	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	0	Average Delay (sec/veh):	26.8
Optimal Cycle:	47	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	340	632	300	495	601	683	903	0	254	86	0	469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	632	300	495	601	683	903	0	254	86	0	469
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	632	0	495	601	0	903	0	254	86	0	469
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	632	0	495	601	0	903	0	254	86	0	469
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	340	632	0	495	601	0	903	0	254	86	0	469
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.00	0.14	0.12	0.00	0.26	0.00	0.09	0.02	0.00	0.17
Crit Moves:		****		****			****					****
Green/Cycle:	0.21	0.18	0.00	0.27	0.25	0.00	0.50	0.00	0.71	0.55	0.00	0.32
Volume/Cap:	0.47	0.51	0.00	0.51	0.47	0.00	0.51	0.00	0.13	0.04	0.00	0.51
Uniform Del:	34.9	37.2	0.0	30.6	32.1	0.0	16.7	0.0	4.7	10.5	0.0	27.6
IncremntDel:	0.5	0.4	0.0	0.5	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	35.4	37.6	0.0	31.1	32.4	0.0	17.0	0.0	4.7	10.5	0.0	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	37.6	0.0	31.1	32.4	0.0	17.0	0.0	4.7	10.5	0.0	28.1
LOS by Move:	D	D	A	C	C	A	B	A	A	B	A	C
HCM2kAvgQ:	5	5	0	7	6	0	10	0	1	1	0	7

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

Scenario Report

Scenario:	ExP Sat
Command:	ExP Sat
Volume:	ExP Sat
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	B	15.6	0.303	B	15.6	0.303	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	C	22.9	0.380	C	22.9	0.380	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	23.1	0.343	C	23.1	0.343	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	17.3	0.204	B	17.3	0.204	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	B	15.5	0.360	B	15.5	0.360	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	A	5.2	0.279	A	5.2	0.279	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	B	17.1	0.295	B	17.1	0.295	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	B	20.0	0.163	B	20.0	0.163	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	B	18.3	0.375	B	18.3	0.375	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	B	13.9	0.324	B	13.9	0.324	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	B	10.6	0.302	B	10.6	0.302	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	24.8	0.284	C	24.8	0.284	+ 0.000 D/V

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.303
Loss Time (sec):	0	Average Delay (sec/veh):	15.6
Optimal Cycle:	27	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	36	589	44	52	486	45	22	106	35	75	124	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:	36	589	44	52	486	45	22	106	35	75	124	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	589	44	52	486	45	22	106	35	75	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	589	44	52	486	45	22	106	35	75	124	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	589	44	52	486	45	22	106	35	75	124	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.48	0.91	0.91	0.61	0.96	0.96
Lanes:	1.00	1.86	0.14	1.00	1.83	0.17	1.00	1.50	0.50	1.00	0.70	0.30
Final Sat.:	1805	3325	248	1805	3261	302	910	2613	863	1150	1271	543
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.03	0.15	0.15	0.02	0.04	0.04	0.07	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.08	0.58	0.58	0.09	0.60	0.60	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.25	0.30	0.30	0.30	0.25	0.25	0.08	0.13	0.13	0.20	0.30	0.30
Uniform Del:	43.2	10.5	10.5	42.2	9.5	9.5	23.6	24.0	24.0	24.6	25.5	25.5
IncremntDel:	0.9	0.1	0.1	1.0	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.1	10.6	10.6	43.2	9.5	9.5	23.7	24.0	24.0	24.9	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:	44.1	10.6	10.6	43.2	9.5	9.5	23.7	24.0	24.0	24.9	25.8	25.8
LOS by Move:	D	B	B	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	5	5	2	4	4	1	2	2	2	4	4

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.380
Loss Time (sec):	0	Average Delay (sec/veh):	22.9
Optimal Cycle:	37	Level Of Service:	C

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	78	686	98	69	440	63	102	186	53	182	242	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:	78	686	98	69	440	63	102	186	53	182	242	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	686	98	69	440	63	102	186	53	182	242	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	686	98	69	440	63	102	186	53	182	242	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:	78	686	98	69	440	63	102	186	53	182	242	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.75	0.25	1.00	1.75	0.25	2.00	1.56	0.44	2.00	1.56	0.44
Final Sat.:	1805	3099	443	1805	3098	444	3502	2717	774	3502	2725	766
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.04	0.14	0.14	0.03	0.07	0.07	0.05	0.09	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.58	0.58	0.10	0.52	0.52	0.08	0.18	0.18	0.14	0.24	0.24
Volume/Cap:	0.27	0.38	0.38	0.38	0.27	0.27	0.37	0.38	0.38	0.38	0.37	0.37
Uniform Del:	36.9	11.2	11.2	42.1	13.2	13.2	43.8	36.1	36.1	39.3	31.8	31.8
IncremntDel:	0.5	0.1	0.1	1.3	0.1	0.1	0.9	0.4	0.4	0.5	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.4	11.3	11.3	43.4	13.3	13.3	44.6	36.5	36.5	39.8	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:	37.4	11.3	11.3	43.4	13.3	13.3	44.6	36.5	36.5	39.8	32.1	32.1
LOS by Move:	D	B	B	D	B	B	D	D	D	D	C	C
HCM2kAvgQ:	2	7	7	2	4	4	2	4	4	3	4	4

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.343
Loss Time (sec):	0	Average Delay (sec/veh):	23.1
Optimal Cycle:	35	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	2 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	88	586	66	70	438	35	33	215	60	149	349	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:	88	586	66	70	438	35	33	215	60	149	349	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	586	66	70	438	35	33	215	60	149	349	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	586	66	70	438	35	33	215	60	149	349	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:	88	586	66	70	438	35	33	215	60	149	349	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.85	0.92	0.92	0.92	0.92	0.91	0.85
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	2.00	1.56	0.44	2.00	3.00	1.00
Final Sat.:	1805	3196	360	1805	3610	1615	3502	2729	762	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.04	0.12	0.02	0.01	0.08	0.08	0.04	0.07	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.53	0.53	0.11	0.46	0.46	0.04	0.23	0.23	0.12	0.31	0.31
Volume/Cap:	0.26	0.34	0.34	0.34	0.26	0.05	0.22	0.34	0.34	0.34	0.22	0.15
Uniform Del:	34.9	13.3	13.3	40.9	16.5	14.8	46.2	32.2	32.2	40.1	25.5	25.0
IncremntDel:	0.4	0.1	0.1	1.0	0.1	0.0	0.7	0.3	0.3	0.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.3	13.4	13.4	41.9	16.6	14.9	46.9	32.5	32.5	40.6	25.6	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:	35.3	13.4	13.4	41.9	16.6	14.9	46.9	32.5	32.5	40.6	25.6	25.1
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	2	6	6	2	4	1	1	4	4	2	3	2

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.204
Loss Time (sec):	0	Average Delay (sec/veh):	17.3
Optimal Cycle:	23	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	16	144	15	63	102	152	38	335	21	19	399	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:	16	144	15	63	102	152	38	335	21	19	399	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	144	15	63	102	152	38	335	21	19	399	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	144	15	63	102	152	38	335	21	19	399	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	144	15	63	102	152	38	335	21	19	399	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.60	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.18	1.65	0.17	1.00	1.00	1.00	1.00	1.88	0.12	1.00	3.00	1.00
Final Sat.:	304	2738	285	1144	1900	1615	1805	3366	211	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.06	0.05	0.09	0.02	0.10	0.10	0.01	0.08	0.07
Crit Moves:						****		****		****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.12	0.49	0.49	0.05	0.42	0.42
Volume/Cap:	0.11	0.11	0.11	0.12	0.12	0.20	0.18	0.20	0.20	0.20	0.18	0.16
Uniform Del:	15.3	15.3	15.3	15.4	15.3	16.0	39.9	14.6	14.6	45.5	18.0	17.9
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.4	0.1	0.1	1.1	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.4	15.4	15.4	15.5	15.4	16.2	40.4	14.6	14.6	46.5	18.1	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:	15.4	15.4	15.4	15.5	15.4	16.2	40.4	14.6	14.6	46.5	18.1	18.0
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	2	2	2	1	2	3	1	3	3	1	3	2

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	0	Average Delay (sec/veh):	15.5
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	133	1146	198	92	954	78	51	319	109	185	311	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1146	198	92	954	78	51	319	109	185	311	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1146	198	92	954	78	51	319	109	185	311	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1146	198	92	954	78	51	319	109	185	311	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1146	198	92	954	78	51	319	109	185	311	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.91	0.85	0.18	0.90	0.90	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.70	0.30	2.00	2.24	0.76	2.00	2.00	1.00
Final Sat.:	634	5187	1615	700	6323	517	3502	3719	1271	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.21	0.22	0.12	0.13	0.15	0.15	0.01	0.09	0.09	0.05	0.09	0.06
Crit Moves:		****						****		****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.06	0.24	0.24	0.15	0.33	0.33
Volume/Cap:	0.34	0.36	0.20	0.21	0.25	0.25	0.26	0.36	0.36	0.36	0.26	0.17
Uniform Del:	9.4	9.5	8.5	8.6	8.8	8.8	45.2	31.7	31.7	38.4	24.6	23.8
IncremntDel:	0.5	0.1	0.1	0.3	0.0	0.0	0.7	0.2	0.2	0.4	0.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	9.9	9.6	8.6	8.8	8.8	8.8	46.0	31.9	31.9	38.8	24.7	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:	9.9	9.6	8.6	8.8	8.8	8.8	46.0	31.9	31.9	38.8	24.7	23.9
LOS by Move:	A	A	A	A	A	A	D	C	C	D	C	C
HCM2kAvgQ:	1	6	3	1	4	4	1	4	4	3	4	2

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.279
Loss Time (sec):	0	Average Delay (sec/veh):	5.2
Optimal Cycle:	26	Level Of Service:	A

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	789	57	16	655	0	0	0	0	102	0	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	789	57	16	655	0	0	0	0	102	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	789	57	16	655	0	0	0	0	102	0	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	789	57	16	655	0	0	0	0	102	0	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:	0	789	57	16	655	0	0	0	0	102	0	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.31	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3333	241	591	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.03	0.18	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:		****										****
Green/Cycle:	0.00	0.85	0.85	0.85	0.85	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Volume/Cap:	0.00	0.28	0.28	0.03	0.21	0.00	0.00	0.00	0.00	0.18	0.00	0.28
Uniform Del:	0.0	1.5	1.5	1.2	1.4	0.0	0.0	0.0	0.0	36.9	0.0	37.5
IncremntDel:	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	1.6	1.6	1.2	1.5	0.0	0.0	0.0	0.0	37.1	0.0	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.6	1.6	1.2	1.5	0.0	0.0	0.0	0.0	37.1	0.0	38.1
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	3	3	0	2	0	0	0	0	1	0	2

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.295
Loss Time (sec):	0	Average Delay (sec/veh):	17.1
Optimal Cycle:	32	Level Of Service:	B

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	76	836	188	42	755	44	30	31	11	198	101	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:	76	836	188	42	755	44	30	31	11	198	101	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	836	188	42	755	44	30	31	11	198	101	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	836	188	42	755	44	30	31	11	198	101	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	836	188	42	755	44	30	31	11	198	101	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.91	0.95	0.92	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.48	0.52	1.00	1.54	0.46
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	2561	909	1805	2689	799
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.12	0.01	0.15	0.03	0.02	0.01	0.01	0.11	0.04	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.55	0.55	0.04	0.51	0.51	0.13	0.04	0.04	0.37	0.29	0.29
Volume/Cap:	0.28	0.29	0.21	0.29	0.28	0.05	0.13	0.29	0.29	0.29	0.13	0.13
Uniform Del:	43.6	12.3	11.6	46.6	14.0	12.3	38.8	46.5	46.5	22.2	26.5	26.5
IncremntDel:	0.6	0.1	0.1	1.2	0.1	0.0	0.3	1.2	1.2	0.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.2	12.3	11.8	47.7	14.1	12.3	39.0	47.7	47.7	22.4	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:	44.2	12.3	11.8	47.7	14.1	12.3	39.0	47.7	47.7	22.4	26.5	26.5
LOS by Move:	D	B	B	D	B	B	D	D	D	C	C	C
HCM2kAvgQ:	1	5	3	1	5	1	1	1	1	4	2	2

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.163
Loss Time (sec):	0	Average Delay (sec/veh):	20.0
Optimal Cycle:	22	Level Of Service:	B

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	35	20	40	50	9	52	93	158	27	27	184	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:	35	20	40	50	9	52	93	158	27	27	184	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	20	40	50	9	52	93	158	27	27	184	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	20	40	50	9	52	93	158	27	27	184	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:	35	20	40	50	9	52	93	158	27	27	184	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.86	0.86	0.68	1.00	0.85	0.95	0.93	0.93	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.71	0.29	1.00	1.46	0.54
Final Sat.:	1421	1625	1625	1292	1900	1615	1805	3015	515	1805	2530	935
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.02	0.04	0.00	0.03	0.05	0.05	0.05	0.01	0.07	0.07
Crit Moves:				****			****				****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.32	0.59	0.59	0.17	0.45	0.45
Volume/Cap:	0.10	0.05	0.10	0.16	0.02	0.14	0.16	0.09	0.09	0.09	0.16	0.16
Uniform Del:	29.8	29.4	29.8	30.2	29.2	30.0	24.6	8.7	8.7	35.0	16.5	16.5
IncremntDel:	0.1	0.0	0.1	0.3	0.0	0.2	0.1	0.0	0.0	0.1	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.9	29.5	29.9	30.5	29.2	30.2	24.8	8.8	8.8	35.2	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:	29.9	29.5	29.9	30.5	29.2	30.2	24.8	8.8	8.8	35.2	16.6	16.6
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	1	1	1	1	0	1	2	1	1	1	2	2

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.375
Loss Time (sec):	0	Average Delay (sec/veh):	18.3
Optimal Cycle:	36	Level Of Service:	B

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	195	1365	149	40	1324	16	69	101	216	272	90	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:	195	1365	149	40	1324	16	69	101	216	272	90	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	1365	149	40	1324	16	69	101	216	272	90	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1365	149	40	1324	16	69	101	216	272	90	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	1365	149	40	1324	16	69	101	216	272	90	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.09	0.01	0.19	0.01	0.02	0.03	0.08	0.05	0.02	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.62	0.62	0.04	0.51	0.51	0.15	0.20	0.20	0.14	0.19	0.19
Volume/Cap:	0.37	0.32	0.15	0.32	0.37	0.02	0.13	0.14	0.37	0.37	0.13	0.07
Uniform Del:	38.4	8.8	7.8	47.0	14.8	12.1	36.8	32.7	34.4	39.2	33.6	33.2
IncremntDel:	0.5	0.0	0.1	1.4	0.1	0.0	0.1	0.1	0.4	0.3	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.8	8.9	7.9	48.4	14.9	12.1	36.9	32.8	34.8	39.5	33.7	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:	38.8	8.9	7.9	48.4	14.9	12.1	36.9	32.8	34.8	39.5	33.7	33.3
LOS by Move:	D	A	A	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	3	5	2	1	7	0	1	1	4	3	1	1

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.324
Loss Time (sec):	0	Average Delay (sec/veh):	13.9
Optimal Cycle:	21	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	613	113	0	547	225	0	0	0	111	0	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	613	113	0	547	225	0	0	0	111	0	249
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	613	0	0	547	0	0	0	0	111	0	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	613	0	0	547	0	0	0	0	111	0	249
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	613	0	0	547	0	0	0	0	111	0	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.80	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1516	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:		****										****
Green/Cycle:	0.00	0.52	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.48	0.00	0.48
Volume/Cap:	0.00	0.32	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.15	0.00	0.32
Uniform Del:	0.0	13.6	0.0	0.0	12.7	0.0	0.0	0.0	0.0	14.8	0.0	16.2
IncremntDel:	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	13.7	0.0	0.0	12.7	0.0	0.0	0.0	0.0	14.9	0.0	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.7	0.0	0.0	12.7	0.0	0.0	0.0	0.0	14.9	0.0	16.5
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	6	0	0	3	0	0	0	0	2	0	5

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	0	Average Delay (sec/veh):	10.6
Optimal Cycle:	21	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	2	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	518	153	132	524	0	214	2	133	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	518	153	132	524	0	214	2	133	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	518	153	132	524	0	214	2	133	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	518	153	132	524	0	214	2	133	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	153	132	524	0	214	2	133	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	0.36	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.32	0.68	1.00	2.00	0.00	1.61	0.01	1.38	0.00	0.00	0.00
Final Sat.:	0	3868	1143	678	3610	0	2619	19	2243	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.19	0.15	0.00	0.08	0.11	0.06	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.64	0.64	0.64	0.64	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.21	0.21	0.30	0.23	0.00	0.23	0.30	0.17	0.00	0.00	0.00
Uniform Del:	0.0	7.3	7.3	7.9	7.4	0.0	22.5	23.2	22.0	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	0.4	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.4	7.4	8.3	7.5	0.0	22.6	23.3	22.0	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	7.4	7.4	8.3	7.5	0.0	22.6	23.3	22.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	3	3	2	3	0	3	4	2	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.284
Loss Time (sec):	0	Average Delay (sec/veh):	24.8
Optimal Cycle:	32	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	177	340	156	279	318	365	493	0	132	45	0	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	340	156	279	318	365	493	0	132	45	0	268
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	340	0	279	318	0	493	0	132	45	0	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	340	0	279	318	0	493	0	132	45	0	268
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	340	0	279	318	0	493	0	132	45	0	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.00	0.08	0.06	0.00	0.14	0.00	0.05	0.01	0.00	0.09
Crit Moves:		****		****			****					****
Green/Cycle:	0.20	0.17	0.00	0.28	0.25	0.00	0.50	0.00	0.70	0.55	0.00	0.33
Volume/Cap:	0.25	0.28	0.00	0.28	0.25	0.00	0.28	0.00	0.07	0.02	0.00	0.28
Uniform Del:	33.3	36.0	0.0	28.1	30.1	0.0	14.8	0.0	4.7	10.4	0.0	24.7
IncremntDel:	0.2	0.1	0.0	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	33.5	36.1	0.0	28.3	30.2	0.0	14.9	0.0	4.7	10.4	0.0	24.8
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:	33.5	36.1	0.0	28.3	30.2	0.0	14.9	0.0	4.7	10.4	0.0	24.8
LOS by Move:	C	D	A	C	C	A	B	A	A	B	A	C
HCM2kAvgQ:	2	3	0	4	3	0	5	0	1	0	0	4

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

Scenario Report

Scenario:	FB AM
Command:	FB AM
Volume:	FB AM
Geometry:	Future Ontario Plan
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 #1 Archibald Ave & Sixth St													
Base	25	933	167	84	1145	42	82	262	107	106	110	56	3119
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	933	167	84	1145	42	82	262	107	106	110	56	3119
#2 #2 N Vineyard Ave & Fourth St													
Base	159	956	180	136	1353	113	166	350	172	249	415	105	4354
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	159	956	180	136	1353	113	166	350	172	249	415	105	4354
#3 #3 Archibald Ave& Fourth St													
Base	115	980	205	108	1086	109	69	381	201	242	395	133	4024
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	115	980	205	108	1086	109	69	381	201	242	395	133	4024
#4 #4 Turner Ave & Fourth St													
Base	26	181	45	157	218	219	84	536	34	32	603	150	2285
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	181	45	157	218	219	84	536	34	32	603	150	2285
#5 #5 Haven Ave & Fourth St													
Base	224	1928	443	70	1564	83	96	342	127	212	565	146	5800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	224	1928	443	70	1564	83	96	342	127	212	565	146	5800
#6 #6 N Vineyard Ave & Inland Empire Blvd													
Base	0	1422	405	344	1396	0	0	0	0	304	0	236	4107
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1422	405	344	1396	0	0	0	0	304	0	236	4107
#7 #7 N Archibald Ave & Inland Empire Blvd													
Base	511	1148	432	107	1285	386	177	100	386	285	188	70	5075
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	511	1148	432	107	1285	386	177	100	386	285	188	70	5075
#8 #8 Turner Ave & Inland Empire Blvd													
Base	34	11	21	133	25	120	83	295	67	98	294	59	1240
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	11	21	133	25	120	83	295	67	98	294	59	1240
#9 #9 N Haven Ave & Inland Empire Blvd													
Base	528	2876	448	61	1851	110	86	118	286	25	137	119	6645
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	528	2876	448	61	1851	110	86	118	286	25	137	119	6645
#10 #10 N Vineyard Ave & I-10 WB Ramps													
Base	0	1278	211	0	1313	152	0	0	0	217	0	551	3722
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1278	211	0	1313	152	0	0	0	217	0	551	3722

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#11 #11 N Vineyard Ave & I-10 EB Ramps													
Base	0	887	354	471	1061	0	592	6	293	0	0	0	3664
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	887	354	471	1061	0	592	6	293	0	0	0	3664
#12 #12 N Archibald Ave & I-10 EB & WB Ramps													
Base	55	353	79	632	594	637	1035	0	225	212	0	685	4507
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	55	353	79	632	594	637	1035	0	225	212	0	685	4507

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	B	15.0	0.503	B	15.0	0.503	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	C	26.9	0.722	C	26.9	0.722	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	24.5	0.604	C	24.5	0.604	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	19.3	0.329	B	19.3	0.329	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	B	15.0	0.556	B	15.0	0.556	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	E	64.0	1.777	E	64.0	1.777	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	C	32.7	0.794	C	32.7	0.794	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	C	21.9	0.242	C	21.9	0.242	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	B	14.5	0.539	B	14.5	0.539	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	B	18.6	0.695	B	18.6	0.695	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	E	55.9	1.462	E	55.9	1.462	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	23.4	0.588	C	23.4	0.588	+ 0.000 D/V

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	0	Average Delay (sec/veh):	15.0
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	25	933	167	84	1145	42	82	262	107	106	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:	25	933	167	84	1145	42	82	262	107	106	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	933	167	84	1145	42	82	262	107	106	110	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	933	167	84	1145	42	82	262	107	106	110	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:	25	933	167	84	1145	42	82	262	107	106	110	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.47	0.91	0.91	0.39	0.95	0.95
Lanes:	1.00	1.70	0.30	1.00	1.93	0.07	1.00	1.42	0.58	1.00	0.66	0.34
Final Sat.:	1805	2992	535	1805	3465	127	891	2453	1002	735	1195	608
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.05	0.33	0.33	0.09	0.11	0.11	0.14	0.09	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.03	0.62	0.62	0.09	0.68	0.68	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.48	0.50	0.50	0.50	0.48	0.48	0.32	0.37	0.37	0.50	0.32	0.32
Uniform Del:	47.8	10.5	10.5	43.2	7.4	7.4	28.0	28.5	28.5	29.7	28.0	28.0
IncremntDel:	6.9	0.2	0.2	2.4	0.2	0.2	0.7	0.2	0.2	1.9	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.8	10.6	10.6	45.6	7.6	7.6	28.7	28.7	28.7	31.6	28.4	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:	54.8	10.6	10.6	45.6	7.6	7.6	28.7	28.7	28.7	31.6	28.4	28.4
LOS by Move:	D	B	B	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	10	10	3	9	9	2	5	5	3	4	4

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	0	Average Delay (sec/veh):	26.9
Optimal Cycle:	82	Level Of Service:	C

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	159	956	180	136	1353	113	166	350	172	249	415	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:	159	956	180	136	1353	113	166	350	172	249	415	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	956	180	136	1353	113	166	350	172	249	415	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	956	180	136	1353	113	166	350	172	249	415	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:	159	956	180	136	1353	113	166	350	172	249	415	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.92	0.90	0.90	0.92	0.92	0.92
Lanes:	1.00	1.68	0.32	1.00	1.85	0.15	2.00	1.34	0.66	2.00	1.60	0.40
Final Sat.:	1805	2965	558	1805	3292	275	3502	2302	1131	3502	2795	707
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.32	0.08	0.41	0.41	0.05	0.15	0.15	0.07	0.15	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.56	0.56	0.13	0.57	0.57	0.07	0.21	0.21	0.10	0.23	0.23
Volume/Cap:	0.72	0.58	0.58	0.58	0.72	0.72	0.63	0.72	0.72	0.72	0.63	0.63
Uniform Del:	42.3	14.3	14.3	40.8	15.8	15.8	44.9	36.8	36.8	43.8	34.4	34.4
IncremntDel:	11.2	0.4	0.4	3.5	1.3	1.3	5.0	3.6	3.6	7.3	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.4	14.7	14.7	44.3	17.1	17.1	50.0	40.3	40.3	51.1	36.1	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:	53.4	14.7	14.7	44.3	17.1	17.1	50.0	40.3	40.3	51.1	36.1	36.1
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	6	12	12	5	18	18	4	9	9	5	8	8

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	0	Average Delay (sec/veh):	24.5
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 0	1	2 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	115	980	205	108	1086	109	69	381	201	242	395	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:	115	980	205	108	1086	109	69	381	201	242	395	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	980	205	108	1086	109	69	381	201	242	395	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	980	205	108	1086	109	69	381	201	242	395	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	980	205	108	1086	109	69	381	201	242	395	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.48	0.52	1.00	2.00	1.00	2.00	1.31	0.69	2.00	3.00	1.00
Final Sat.:	1805	4178	874	1805	3610	1615	3502	2240	1182	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.06	0.30	0.07	0.02	0.17	0.17	0.07	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.48	0.48	0.12	0.50	0.50	0.08	0.28	0.28	0.11	0.32	0.32
Volume/Cap:	0.60	0.49	0.49	0.49	0.60	0.14	0.26	0.60	0.60	0.60	0.24	0.26
Uniform Del:	42.7	17.6	17.6	40.9	18.0	13.5	43.5	31.1	31.1	42.1	25.0	25.2
IncremntDel:	5.4	0.2	0.2	1.7	0.6	0.1	0.5	1.1	1.1	2.6	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.1	17.7	17.7	42.6	18.6	13.6	44.0	32.2	32.2	44.7	25.1	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:	48.1	17.7	17.7	42.6	18.6	13.6	44.0	32.2	32.2	44.7	25.1	25.5
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	4	9	9	4	13	2	1	9	9	5	3	3

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.329
Loss Time (sec):	0	Average Delay (sec/veh):	19.3
Optimal Cycle:	28	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	26	181	45	157	218	219	84	536	34	32	603	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	181	45	157	218	219	84	536	34	32	603	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	181	45	157	218	219	84	536	34	32	603	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	181	45	157	218	219	84	536	34	32	603	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	181	45	157	218	219	84	536	34	32	603	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.54	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.20	1.44	0.36	1.00	1.00	1.00	1.00	1.88	0.12	1.00	3.00	1.00
Final Sat.:	332	2311	575	1034	1900	1615	1805	3364	213	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.15	0.11	0.14	0.05	0.16	0.16	0.02	0.12	0.09
Crit Moves:				****				****		****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.15	0.48	0.48	0.05	0.38	0.38
Volume/Cap:	0.17	0.17	0.17	0.33	0.25	0.29	0.30	0.33	0.33	0.33	0.30	0.24
Uniform Del:	15.7	15.7	15.7	17.1	16.4	16.8	37.5	15.8	15.8	45.6	21.4	20.9
IncremntDel:	0.1	0.1	0.1	0.4	0.1	0.2	0.6	0.1	0.1	2.0	0.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.8	15.8	15.8	17.5	16.5	17.0	38.2	15.9	15.9	47.5	21.5	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:	15.8	15.8	15.8	17.5	16.5	17.0	38.2	15.9	15.9	47.5	21.5	21.1
LOS by Move:	B	B	B	B	B	B	D	B	B	D	C	C
HCM2kAvgQ:	2	2	2	3	4	4	2	6	6	1	5	3

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	0	Average Delay (sec/veh):	15.0
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	224	1928	443	70	1564	83	96	342	127	212	565	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	1928	443	70	1564	83	96	342	127	212	565	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	1928	443	70	1564	83	96	342	127	212	565	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	1928	443	70	1564	83	96	342	127	212	565	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	1928	443	70	1564	83	96	342	127	212	565	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.91	0.85	0.28	0.90	0.90	0.92	0.87	0.87	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.80	0.20	2.00	2.19	0.81	2.00	2.00	1.00
Final Sat.:	837	5187	1615	1047	6521	346	3502	3627	1347	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.27	0.37	0.27	0.07	0.24	0.24	0.03	0.09	0.09	0.06	0.16	0.09
Crit Moves:		****					****				****	
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.05	0.20	0.20	0.13	0.28	0.28
Volume/Cap:	0.40	0.56	0.41	0.10	0.36	0.36	0.56	0.47	0.47	0.47	0.56	0.32
Uniform Del:	7.5	8.7	7.5	5.9	7.2	7.2	46.5	35.2	35.2	40.3	30.6	28.4
IncremntDel:	0.5	0.2	0.3	0.1	0.0	0.0	3.9	0.3	0.3	0.8	0.7	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	8.0	8.9	7.8	5.9	7.3	7.3	50.4	35.5	35.5	41.1	31.3	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:	8.0	8.9	7.8	5.9	7.3	7.3	50.4	35.5	35.5	41.1	31.3	28.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	C	C
HCM2kAvgQ:	2	12	6	0	6	6	2	5	5	4	8	4

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.777
Loss Time (sec):	0	Average Delay (sec/veh):	64.0
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	1422	405	344	1396	0	0	0	0	304	0	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1422	405	344	1396	0	0	0	0	304	0	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1422	405	344	1396	0	0	0	0	304	0	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1422	405	344	1396	0	0	0	0	304	0	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	1422	405	344	1396	0	0	0	0	304	0	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.11	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.56	0.44	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2717	774	211	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.52	1.63	0.39	0.00	0.00	0.00	0.00	0.08	0.00	0.15
Crit Moves:				****								****
Green/Cycle:	0.00	0.92	0.92	0.92	0.92	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.57	0.57	1.78	0.42	0.00	0.00	0.00	0.00	1.02	0.00	1.78
Uniform Del:	0.0	0.7	0.7	4.1	0.6	0.0	0.0	0.0	0.0	45.9	0.0	45.9
IncremntDel:	0.0	0.2	0.2	369.9	0.1	0.0	0.0	0.0	0.0	57.9	0.0	378.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	1.0	1.0	374.0	0.6	0.0	0.0	0.0	0.0	103.8	0.0	424.3
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	1.0	1.0	374.0	0.6	0.0	0.0	0.0	0.0	103.8	0.0	424.3
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	6	6	30	3	0	0	0	0	9	0	21

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	0	Average Delay (sec/veh):	32.7
Optimal Cycle:	111	Level Of Service:	C

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	511	1148	432	107	1285	386	177	100	386	285	188	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:	511	1148	432	107	1285	386	177	100	386	285	188	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	511	1148	432	107	1285	386	177	100	386	285	188	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	511	1148	432	107	1285	386	177	100	386	285	188	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:	511	1148	432	107	1285	386	177	100	386	285	188	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.84	0.84	0.95	0.91	0.91
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.46	0.54
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	1590	1590	1805	2523	939
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.27	0.03	0.25	0.24	0.10	0.06	0.24	0.16	0.07	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.18	0.44	0.44	0.05	0.31	0.31	0.29	0.31	0.31	0.20	0.22	0.22
Volume/Cap:	0.79	0.50	0.60	0.60	0.79	0.77	0.34	0.21	0.79	0.79	0.34	0.34
Uniform Del:	39.0	19.8	21.0	46.5	31.5	31.1	28.2	25.7	31.8	38.1	33.1	33.1
IncremntDel:	6.8	0.2	1.4	5.7	2.8	7.0	0.4	0.0	7.1	11.6	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.8	20.0	22.5	52.1	34.3	38.1	28.6	25.8	38.9	49.7	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:	45.8	20.0	22.5	52.1	34.3	38.1	28.6	25.8	38.9	49.7	33.3	33.3
LOS by Move:	D	B	C	D	C	D	C	C	D	D	C	C
HCM2kAvgQ:	10	9	11	3	15	12	4	2	13	10	4	4

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.242
Loss Time (sec):	0	Average Delay (sec/veh):	21.9
Optimal Cycle:	25	Level Of Service:	C

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	34	11	21	133	25	120	83	295	67	98	294	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:	34	11	21	133	25	120	83	295	67	98	294	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	11	21	133	25	120	83	295	67	98	294	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	11	21	133	25	120	83	295	67	98	294	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:	34	11	21	133	25	120	83	295	67	98	294	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.86	0.86	0.73	1.00	0.85	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.63	0.37	1.00	1.67	0.33
Final Sat.:	1387	1628	1628	1391	1900	1615	1805	2859	649	1805	2931	588
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.10	0.01	0.07	0.05	0.10	0.10	0.05	0.10	0.10
Crit Moves:				****			****				****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.19	0.40	0.40	0.21	0.41	0.41
Volume/Cap:	0.06	0.02	0.03	0.24	0.03	0.19	0.24	0.26	0.26	0.26	0.24	0.24
Uniform Del:	18.7	18.4	18.5	20.2	18.5	19.7	34.4	20.3	20.3	33.1	19.0	19.0
IncremntDel:	0.0	0.0	0.0	0.2	0.0	0.1	0.4	0.1	0.1	0.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.8	18.4	18.5	20.4	18.5	19.9	34.7	20.4	20.4	33.5	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	18.4	18.5	20.4	18.5	19.9	34.7	20.4	20.4	33.5	19.1	19.1
LOS by Move:	B	B	B	C	B	B	C	C	C	C	B	B
HCM2kAvgQ:	1	0	0	3	0	2	2	4	4	3	4	4

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	0	Average Delay (sec/veh):	14.5
Optimal Cycle:	49	Level Of Service:	B

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	528	2876	448	61	1851	110	86	118	286	25	137	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:	528	2876	448	61	1851	110	86	118	286	25	137	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	528	2876	448	61	1851	110	86	118	286	25	137	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	528	2876	448	61	1851	110	86	118	286	25	137	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:	528	2876	448	61	1851	110	86	118	286	25	137	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.42	0.28	0.02	0.27	0.07	0.02	0.03	0.10	0.00	0.04	0.07
Crit Moves:		****		****					****	****		
Green/Cycle:	0.29	0.77	0.77	0.03	0.51	0.51	0.05	0.19	0.19	0.01	0.15	0.15
Volume/Cap:	0.52	0.54	0.36	0.54	0.52	0.13	0.50	0.17	0.54	0.54	0.26	0.50
Uniform Del:	29.7	4.4	3.6	47.6	16.1	12.6	46.4	34.2	36.8	49.4	37.8	39.3
IncremntDel:	0.5	0.1	0.2	5.1	0.1	0.1	2.3	0.1	1.1	12.1	0.3	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.2	4.6	3.8	52.8	16.2	12.7	48.7	34.3	37.9	61.4	38.1	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	4.6	3.8	52.8	16.2	12.7	48.7	34.3	37.9	61.4	38.1	41.0
LOS by Move:	C	A	A	D	B	B	D	C	D	E	D	D
HCM2kAvgQ:	7	10	4	2	10	2	2	2	5	1	2	4

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	0	Average Delay (sec/veh):	18.6
Optimal Cycle:	47	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1278	211	0	1313	152	0	0	0	217	0	551
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1278	211	0	1313	152	0	0	0	217	0	551
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1278	0	0	1313	0	0	0	0	217	0	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1278	0	0	1313	0	0	0	0	217	0	551
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1278	0	0	1313	0	0	0	0	217	0	551
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.78	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1478	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.15	0.00	0.34
Crit Moves:		****										****
Green/Cycle:	0.00	0.51	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.00	0.70	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Uniform Del:	0.0	18.6	0.0	0.0	16.1	0.0	0.0	0.0	0.0	15.2	0.0	19.7
IncremntDel:	0.0	1.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	2.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	19.8	0.0	0.0	16.3	0.0	0.0	0.0	0.0	15.4	0.0	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.8	0.0	0.0	16.3	0.0	0.0	0.0	0.0	15.4	0.0	22.4
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	16	0	0	10	0	0	0	0	4	0	14

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.462
Loss Time (sec):	0	Average Delay (sec/veh):	55.9
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	2	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	887	354	471	1061	0	592	6	293	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	887	354	471	1061	0	592	6	293	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	887	354	471	1061	0	592	6	293	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	887	354	471	1061	0	592	6	293	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	887	354	471	1061	0	592	6	293	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.21	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.14	0.86	1.00	2.00	0.00	1.66	0.01	1.33	0.00	0.00	0.00
Final Sat.:	0	3548	1416	397	3610	0	2699	22	2157	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	1.19	0.29	0.00	0.22	0.28	0.14	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.81	0.81	0.81	0.81	0.00	0.19	0.19	0.19	0.00	0.00	0.00
Volume/Cap:	0.00	0.31	0.31	1.46	0.36	0.00	1.16	1.46	0.72	0.00	0.00	0.00
Uniform Del:	0.0	2.4	2.4	9.4	2.5	0.0	40.6	40.6	38.1	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	224.2	0.1	0.0	87.2	217	2.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	2.4	2.4	233.7	2.6	0.0	127.8	257	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	2.4	2.4	233.7	2.6	0.0	127.8	257	40.2	0.0	0.0	0.0
LOS by Move:	A	A	A	F	A	A	F	F	D	A	A	A
HCM2kAvgQ:	0	4	4	34	5	0	20	33	8	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	0	Average Delay (sec/veh):	23.4
Optimal Cycle:	55	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	55	353	79	632	594	637	1035	0	225	212	0	685
Growth Adj:	1.00	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	353	79	632	594	637	1035	0	225	212	0	685
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	353	0	632	594	0	1035	0	225	212	0	685
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	353	0	632	594	0	1035	0	225	212	0	685
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	353	0	632	594	0	1035	0	225	212	0	685
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.00	0.18	0.11	0.00	0.30	0.00	0.08	0.06	0.00	0.24
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.09	0.00	0.31	0.35	0.00	0.50	0.00	0.36	0.30	0.00	0.60
Volume/Cap:	0.33	0.59	0.00	0.59	0.33	0.00	0.59	0.00	0.22	0.20	0.00	0.40
Uniform Del:	46.1	43.9	0.0	29.3	24.1	0.0	17.5	0.0	22.4	26.4	0.0	10.4
IncremntDel:	1.2	1.5	0.0	0.9	0.1	0.0	0.5	0.0	0.1	0.1	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	47.3	45.5	0.0	30.1	24.2	0.0	18.1	0.0	22.5	26.5	0.0	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:	47.3	45.5	0.0	30.1	24.2	0.0	18.1	0.0	22.5	26.5	0.0	10.5
LOS by Move:	D	D	A	C	C	A	B	A	C	C	A	B
HCM2kAvgQ:	1	4	0	9	5	0	12	0	3	3	0	6

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

Scenario Report

Scenario:	FB PM
Command:	FB PM
Volume:	FB PM
Geometry:	Future Ontario Plan
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 #1 Archibald Ave & Sixth St													
Base	72	1407	146	104	1096	89	45	211	71	184	249	106	3780
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	72	1407	146	104	1096	89	45	211	71	184	249	106	3780
#2 #2 N Vineyard Ave & Fourth St													
Base	236	1733	270	153	1096	127	205	371	156	403	484	168	5402
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	236	1733	270	153	1096	127	205	371	156	403	484	168	5402
#3 #3 Archibald Ave& Fourth St													
Base	217	1462	192	140	1039	99	117	415	164	333	681	151	5010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	217	1462	192	140	1039	99	117	415	164	333	681	151	5010
#4 #4 Turner Ave & Fourth St													
Base	31	287	29	127	204	287	59	655	42	38	766	223	2748
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	287	29	127	204	287	59	655	42	38	766	223	2748
#5 #5 Haven Ave & Fourth St													
Base	234	2292	395	183	1908	140	85	683	173	370	640	181	7284
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	234	2292	395	183	1908	140	85	683	173	370	640	181	7284
#6 #6 N Vineyard Ave & Inland Empire Blvd													
Base	0	1585	433	406	1563	0	0	0	0	692	0	594	5273
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1585	433	406	1563	0	0	0	0	692	0	594	5273
#7 #7 N Archibald Ave & Inland Empire Blvd													
Base	570	1508	376	84	1402	393	565	131	563	396	244	59	6291
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	570	1508	376	84	1402	393	565	131	563	396	244	59	6291
#8 #8 Turner Ave & Inland Empire Blvd													
Base	71	40	79	100	19	104	185	385	53	53	409	136	1634
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	71	40	79	100	19	104	185	385	53	53	409	136	1634
#9 #9 N Haven Ave & Inland Empire Blvd													
Base	390	2699	298	79	2602	53	138	237	467	545	202	45	7755
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	390	2699	298	79	2602	53	138	237	467	545	202	45	7755
#10 #10 N Vineyard Ave & I-10 WB Ramps													
Base	0	1480	227	0	1487	790	0	0	0	222	0	571	4777
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1480	227	0	1487	790	0	0	0	222	0	571	4777

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#11 #11 N Vineyard Ave & I-10 EB Ramps													
Base	0	1166	307	460	1249	0	550	3	265	0	0	0	4000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1166	307	460	1249	0	550	3	265	0	0	0	4000
#12 #12 N Archibald Ave & I-10 EB & WB Ramps													
Base	354	696	312	765	697	814	1030	0	264	89	0	636	5657
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	354	696	312	765	697	814	1030	0	264	89	0	636	5657

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	B	19.0	0.703	B	19.0	0.703	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	D	36.7	0.919	D	36.7	0.919	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	27.8	0.671	C	27.8	0.671	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	18.3	0.394	B	18.3	0.394	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	B	18.7	0.718	B	18.7	0.718	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	F	221.4	3.006	F	221.4	3.006	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	D	50.4	1.008	D	50.4	1.008	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	C	20.4	0.346	C	20.4	0.346	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	C	23.5	0.756	C	23.5	0.756	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	B	19.0	0.764	B	19.0	0.764	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	E	74.4	1.711	E	74.4	1.711	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	27.0	0.619	C	27.0	0.619	+ 0.000 D/V

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	0	Average Delay (sec/veh):	19.0
Optimal Cycle:	63	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	72	1407	146	104	1096	89	45	211	71	184	249	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	1407	146	104	1096	89	45	211	71	184	249	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1407	146	104	1096	89	45	211	71	184	249	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1407	146	104	1096	89	45	211	71	184	249	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:	72	1407	146	104	1096	89	45	211	71	184	249	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.20	0.91	0.91	0.46	0.96	0.96
Lanes:	1.00	1.81	0.19	1.00	1.85	0.15	1.00	1.50	0.50	1.00	0.70	0.30
Final Sat.:	1805	3225	335	1805	3302	268	388	2598	874	882	1273	542
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.44	0.06	0.33	0.33	0.12	0.08	0.08	0.21	0.20	0.20
Crit Moves:		****		****						****		
Green/Cycle:	0.08	0.62	0.62	0.08	0.63	0.63	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.53	0.70	0.70	0.70	0.53	0.53	0.39	0.27	0.27	0.70	0.66	0.66
Uniform Del:	44.5	12.7	12.7	44.7	10.4	10.4	28.0	26.9	26.9	31.2	30.7	30.7
IncremntDel:	3.9	1.0	1.0	14.1	0.2	0.2	2.2	0.1	0.1	8.3	3.0	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.4	13.8	13.8	58.8	10.6	10.6	30.1	27.0	27.0	39.5	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:	48.4	13.8	13.8	58.8	10.6	10.6	30.1	27.0	27.0	39.5	33.7	33.7
LOS by Move:	D	B	B	E	B	B	C	C	C	D	C	C
HCM2kAvgQ:	3	18	18	5	11	11	2	4	4	7	10	10

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	0	Average Delay (sec/veh):	36.7
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	236	1733	270	153	1096	127	205	371	156	403	484	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:	236	1733	270	153	1096	127	205	371	156	403	484	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	1733	270	153	1096	127	205	371	156	403	484	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1733	270	153	1096	127	205	371	156	403	484	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:	236	1733	270	153	1096	127	205	371	156	403	484	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.92	0.91	0.91	0.92	0.91	0.91
Lanes:	1.00	1.73	0.27	1.00	1.79	0.21	2.00	1.41	0.59	2.00	1.48	0.52
Final Sat.:	1805	3061	477	1805	3183	369	3502	2430	1022	3502	2575	894
Capacity Analysis Module:												
Vol/Sat:	0.13	0.57	0.57	0.08	0.34	0.34	0.06	0.15	0.15	0.12	0.19	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.20	0.62	0.62	0.09	0.51	0.51	0.07	0.17	0.17	0.13	0.22	0.22
Volume/Cap:	0.67	0.92	0.92	0.92	0.67	0.67	0.85	0.92	0.92	0.92	0.85	0.85
Uniform Del:	37.3	17.0	17.0	45.0	18.0	18.0	46.0	41.0	41.0	43.2	37.2	37.2
IncremntDel:	5.0	6.8	6.8	46.7	1.0	1.0	23.0	20.0	20.0	24.3	8.6	8.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.2	23.8	23.8	91.7	19.0	19.0	69.0	61.0	61.0	67.5	45.8	45.8
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:	42.2	23.8	23.8	91.7	19.0	19.0	69.0	61.0	61.0	67.5	45.8	45.8
LOS by Move:	D	C	C	F	B	B	E	E	E	E	D	D
HCM2kAvgQ:	8	33	33	8	15	15	6	12	12	10	13	13

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	0	Average Delay (sec/veh):	27.8
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	2 0	1	1 0	2 0	3	0 1
Volume Module:												
Base Vol:	217	1462	192	140	1039	99	117	415	164	333	681	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:	217	1462	192	140	1039	99	117	415	164	333	681	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	1462	192	140	1039	99	117	415	164	333	681	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1462	192	140	1039	99	117	415	164	333	681	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	1462	192	140	1039	99	117	415	164	333	681	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.92	0.91	0.91	0.92	0.91	0.85
Lanes:	1.00	2.65	0.35	1.00	2.00	1.00	2.00	1.43	0.57	2.00	3.00	1.00
Final Sat.:	1805	4507	592	1805	3610	1615	3502	2479	980	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.08	0.29	0.06	0.03	0.17	0.17	0.10	0.13	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.49	0.49	0.12	0.43	0.43	0.08	0.25	0.25	0.14	0.31	0.31
Volume/Cap:	0.67	0.66	0.66	0.66	0.67	0.14	0.42	0.67	0.67	0.67	0.42	0.30
Uniform Del:	38.3	19.2	19.2	42.2	22.9	17.4	43.8	33.8	33.8	40.7	27.2	26.1
IncremntDel:	5.4	0.7	0.7	7.5	1.2	0.1	1.0	2.1	2.1	3.6	0.2	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.7	19.8	19.8	49.7	24.0	17.4	44.9	35.9	35.9	44.2	27.4	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:	43.7	19.8	19.8	49.7	24.0	17.4	44.9	35.9	35.9	44.2	27.4	26.4
LOS by Move:	D	B	B	D	C	B	D	D	D	D	C	C
HCM2kAvgQ:	7	15	15	5	14	2	2	9	9	6	6	4

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	0	Average Delay (sec/veh):	18.3
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	31	287	29	127	204	287	59	655	42	38	766	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	287	29	127	204	287	59	655	42	38	766	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	287	29	127	204	287	59	655	42	38	766	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	287	29	127	204	287	59	655	42	38	766	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	287	29	127	204	287	59	655	42	38	766	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.48	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.18	1.65	0.17	1.00	1.00	1.00	1.00	1.88	0.12	1.00	3.00	1.00
Final Sat.:	293	2708	274	908	1900	1615	1805	3362	216	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.14	0.11	0.18	0.03	0.19	0.19	0.02	0.15	0.14
Crit Moves:						****		****		****		
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.10	0.50	0.50	0.05	0.45	0.45
Volume/Cap:	0.23	0.23	0.23	0.31	0.24	0.39	0.33	0.39	0.39	0.39	0.33	0.31
Uniform Del:	16.8	16.8	16.8	17.5	16.9	18.3	41.9	15.8	15.8	45.8	17.8	17.6
IncremntDel:	0.1	0.1	0.1	0.4	0.1	0.4	1.1	0.1	0.1	2.6	0.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	16.9	16.9	16.9	17.9	17.0	18.6	43.0	16.0	16.0	48.4	17.9	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:	16.9	16.9	16.9	17.9	17.0	18.6	43.0	16.0	16.0	48.4	17.9	17.8
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	3	3	3	3	4	6	2	7	7	2	6	4

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	0	Average Delay (sec/veh):	18.7
Optimal Cycle:	66	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	234	2292	395	183	1908	140	85	683	173	370	640	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	2292	395	183	1908	140	85	683	173	370	640	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	2292	395	183	1908	140	85	683	173	370	640	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	2292	395	183	1908	140	85	683	173	370	640	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	2292	395	183	1908	140	85	683	173	370	640	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	0.91	0.85	0.38	0.90	0.90	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.73	0.27	2.00	2.39	0.61	2.00	2.00	1.00
Final Sat.:	1139	5187	1615	1434	6379	468	3502	4015	1017	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.21	0.44	0.24	0.13	0.30	0.30	0.02	0.17	0.17	0.11	0.18	0.11
Crit Moves:		****						****		****		
Green/Cycle:	0.62	0.62	0.62	0.62	0.62	0.62	0.05	0.24	0.24	0.15	0.34	0.34
Volume/Cap:	0.33	0.72	0.40	0.21	0.49	0.49	0.52	0.72	0.72	0.72	0.52	0.33
Uniform Del:	9.3	13.2	9.8	8.5	10.5	10.5	46.6	35.1	35.1	40.7	26.6	24.7
IncremntDel:	0.3	0.8	0.3	0.1	0.1	0.1	3.1	2.1	2.1	4.8	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	9.6	14.0	10.0	8.6	10.6	10.6	49.7	37.2	37.2	45.5	27.1	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:	9.6	14.0	10.0	8.6	10.6	10.6	49.7	37.2	37.2	45.5	27.1	25.0
LOS by Move:	A	B	B	A	B	B	D	D	D	D	C	C
HCM2kAvgQ:	2	18	6	1	10	10	2	10	10	7	9	4

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	3.006
Loss Time (sec):	0	Average Delay (sec/veh):	221.4
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	1585	433	406	1563	0	0	0	0	692	0	594
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1585	433	406	1563	0	0	0	0	692	0	594
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1585	433	406	1563	0	0	0	0	692	0	594
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1585	433	406	1563	0	0	0	0	692	0	594
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1585	433	406	1563	0	0	0	0	692	0	594
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.08	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.57	0.43	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2745	750	154	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.58	2.64	0.43	0.00	0.00	0.00	0.00	0.19	0.00	0.37
Crit Moves:				****								****
Green/Cycle:	0.00	0.88	0.88	0.88	0.88	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.00	0.66	0.66	3.01	0.49	0.00	0.00	0.00	0.00	1.56	0.00	3.01
Uniform Del:	0.0	1.8	1.8	6.1	1.3	0.0	0.0	0.0	0.0	43.9	0.0	43.9
IncremntDel:	0.0	0.5	0.5	922.2	0.1	0.0	0.0	0.0	0.0	264.3	0.0	916.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	2.3	2.3	928.3	1.4	0.0	0.0	0.0	0.0	308.2	0.0	960.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.3	2.3	928.3	1.4	0.0	0.0	0.0	0.0	308.2	0.0	960.0
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	10	10	47	6	0	0	0	0	28	0	68

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.008
Loss Time (sec):	0	Average Delay (sec/veh):	50.4
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	570	1508	376	84	1402	393	565	131	563	396	244	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:	570	1508	376	84	1402	393	565	131	563	396	244	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	570	1508	376	84	1402	393	565	131	563	396	244	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	1508	376	84	1402	393	565	131	563	396	244	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:	570	1508	376	84	1402	393	565	131	563	396	244	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.83	0.83	0.95	0.92	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.61	0.39
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	1585	1585	1805	2823	683
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.23	0.02	0.27	0.24	0.31	0.08	0.36	0.22	0.09	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.40	0.40	0.03	0.27	0.27	0.45	0.35	0.35	0.22	0.12	0.12
Volume/Cap:	1.01	0.73	0.59	0.73	1.01	0.91	0.70	0.23	1.01	1.01	0.70	0.70
Uniform Del:	41.9	25.6	23.7	47.9	36.6	35.4	22.3	22.8	32.4	39.1	42.1	42.1
IncremntDel:	39.8	1.4	1.4	21.3	26.0	22.5	2.8	0.0	36.2	47.3	5.1	5.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.7	27.0	25.1	69.3	62.6	57.9	25.0	22.9	68.6	86.5	47.1	47.1
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:	81.7	27.0	25.1	69.3	62.6	57.9	25.0	22.9	68.6	86.5	47.1	47.1
LOS by Move:	F	C	C	E	E	E	C	C	E	F	D	D
HCM2kAvgQ:	14	16	10	3	23	15	15	3	25	18	6	6

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.346
Loss Time (sec):	0	Average Delay (sec/veh):	20.4
Optimal Cycle:	28	Level Of Service:	C

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	71	40	79	100	19	104	185	385	53	53	409	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	40	79	100	19	104	185	385	53	53	409	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	40	79	100	19	104	185	385	53	53	409	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	40	79	100	19	104	185	385	53	53	409	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	40	79	100	19	104	185	385	53	53	409	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.86	0.86	0.61	1.00	0.85	0.95	0.93	0.93	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.50	0.50
Final Sat.:	1381	1625	1625	1153	1900	1615	1805	3116	429	1805	2609	868
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.05	0.09	0.01	0.06	0.10	0.12	0.12	0.03	0.16	0.16
Crit Moves:				****			****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.30	0.61	0.61	0.14	0.45	0.45
Volume/Cap:	0.21	0.10	0.19	0.35	0.04	0.26	0.35	0.20	0.20	0.20	0.35	0.35
Uniform Del:	29.6	28.8	29.5	30.7	28.4	30.0	27.6	8.9	8.9	37.8	17.7	17.7
IncremntDel:	0.3	0.0	0.2	0.7	0.0	0.3	0.4	0.0	0.0	0.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.9	28.8	29.7	31.5	28.4	30.3	28.0	8.9	8.9	38.1	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	28.8	29.7	31.5	28.4	30.3	28.0	8.9	8.9	38.1	17.9	17.9
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	2	1	2	3	0	3	5	3	3	2	6	6

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	0	Average Delay (sec/veh):	23.5
Optimal Cycle:	93	Level Of Service:	C

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	390	2699	298	79	2602	53	138	237	467	545	202	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:	390	2699	298	79	2602	53	138	237	467	545	202	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	2699	298	79	2602	53	138	237	467	545	202	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	2699	298	79	2602	53	138	237	467	545	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:	390	2699	298	79	2602	53	138	237	467	545	202	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.39	0.18	0.02	0.38	0.03	0.04	0.07	0.16	0.10	0.06	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.61	0.61	0.04	0.50	0.50	0.15	0.22	0.22	0.14	0.21	0.21
Volume/Cap:	0.76	0.64	0.30	0.64	0.76	0.07	0.27	0.30	0.76	0.76	0.27	0.13
Uniform Del:	40.9	12.5	9.3	47.6	20.2	13.0	37.9	32.8	36.6	41.5	33.2	32.3
IncremntDel:	6.3	0.3	0.2	10.8	1.0	0.0	0.3	0.2	5.3	4.6	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.2	12.8	9.5	58.4	21.2	13.1	38.2	33.0	42.0	46.1	33.4	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:	47.2	12.8	9.5	58.4	21.2	13.1	38.2	33.0	42.0	46.1	33.4	32.4
LOS by Move:	D	B	A	E	C	B	D	C	D	D	C	C
HCM2kAvgQ:	8	15	4	2	19	1	2	3	9	7	3	1

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	0	Average Delay (sec/veh):	19.0
Optimal Cycle:	61	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1480	227	0	1487	790	0	0	0	222	0	571
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1480	227	0	1487	790	0	0	0	222	0	571
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1480	0	0	1487	0	0	0	0	222	0	571
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1480	0	0	1487	0	0	0	0	222	0	571
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1480	0	0	1487	0	0	0	0	222	0	571
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.78	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1476	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.15	0.00	0.35
Crit Moves:		****										****
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.76	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.32	0.00	0.76
Uniform Del:	0.0	18.2	0.0	0.0	15.0	0.0	0.0	0.0	0.0	17.0	0.0	22.3
IncremntDel:	0.0	1.9	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.3	0.0	4.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	20.0	0.0	0.0	15.2	0.0	0.0	0.0	0.0	17.2	0.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.0	0.0	0.0	15.2	0.0	0.0	0.0	0.0	17.2	0.0	27.0
LOS by Move:	A	C	A	A	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	20	0	0	11	0	0	0	0	4	0	16

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.711
Loss Time (sec):	0	Average Delay (sec/veh):	74.4
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 1	0	1 0	2 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1166	307	460	1249	0	550	3	265	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1166	307	460	1249	0	550	3	265	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1166	307	460	1249	0	550	3	265	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1166	307	460	1249	0	550	3	265	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	1166	307	460	1249	0	550	3	265	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	0.17	0.95	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Lanes:	0.00	2.37	0.63	1.00	2.00	0.00	1.67	0.01	1.32	0.00	0.00	0.00
Final Sat.:	0	3979	1048	315	3610	0	2713	12	2149	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	1.46	0.35	0.00	0.20	0.25	0.12	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.85	0.85	0.85	0.85	0.00	0.15	0.15	0.15	0.00	0.00	0.00
Volume/Cap:	0.00	0.34	0.34	1.71	0.41	0.00	1.37	1.71	0.84	0.00	0.00	0.00
Uniform Del:	0.0	1.5	1.5	7.4	1.7	0.0	42.6	42.6	41.4	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	335.4	0.1	0.0	178.3	329	6.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.6	1.6	342.8	1.8	0.0	220.9	371	47.7	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	1.6	1.6	342.8	1.8	0.0	220.9	371	47.7	0.0	0.0	0.0
LOS by Move:	A	A	A	F	A	A	F	F	D	A	A	A
HCM2kAvgQ:	0	4	4	39	5	0	23	35	9	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	0	Average Delay (sec/veh):	27.0
Optimal Cycle:	60	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	354	696	312	765	697	814	1030	0	264	89	0	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:	354	696	312	765	697	814	1030	0	264	89	0	636
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	696	0	765	697	0	1030	0	264	89	0	636
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	696	0	765	697	0	1030	0	264	89	0	636
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	354	696	0	765	697	0	1030	0	264	89	0	636
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.22	0.13	0.00	0.29	0.00	0.09	0.03	0.00	0.22
Crit Moves:		****		****			****					****
Green/Cycle:	0.22	0.16	0.00	0.35	0.29	0.00	0.48	0.00	0.70	0.48	0.00	0.36
Volume/Cap:	0.46	0.62	0.00	0.62	0.46	0.00	0.62	0.00	0.13	0.05	0.00	0.62
Uniform Del:	33.7	39.0	0.0	26.8	28.8	0.0	19.5	0.0	5.1	13.7	0.0	26.2
IncremntDel:	0.4	1.1	0.0	1.0	0.2	0.0	0.7	0.0	0.0	0.0	0.0	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	34.1	40.0	0.0	27.7	29.0	0.0	20.2	0.0	5.1	13.7	0.0	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:	34.1	40.0	0.0	27.7	29.0	0.0	20.2	0.0	5.1	13.7	0.0	27.4
LOS by Move:	C	D	A	C	C	A	C	A	A	B	A	C
HCM2kAvgQ:	5	6	0	11	7	0	13	0	2	1	0	10

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

Scenario Report

Scenario:	FB Sat
Command:	FB Sat
Volume:	FB Sat
Geometry:	Future Ontario Plan
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 #1 Archibald Ave & Sixth St													
Base	37	758	83	54	586	47	23	110	36	99	129	55	2017
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	758	83	54	586	47	23	110	36	99	129	55	2017
#2 #2 N Vineyard Ave & Fourth St													
Base	131	937	148	82	592	66	106	193	87	216	252	92	2902
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	131	937	148	82	592	66	106	193	87	216	252	92	2902
#3 #3 Archibald Ave& Fourth St													
Base	118	792	107	73	560	53	66	215	89	177	355	78	2683
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	118	792	107	73	560	53	66	215	89	177	355	78	2683
#4 #4 Turner Ave & Fourth St													
Base	17	150	16	66	106	150	31	347	22	20	403	115	1443
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	150	16	66	106	150	31	347	22	20	403	115	1443
#5 #5 Haven Ave & Fourth St													
Base	122	1192	206	96	992	73	45	361	89	192	337	94	3799
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	122	1192	206	96	992	73	45	361	89	192	337	94	3799
#6 #6 N Vineyard Ave & Inland Empire Blvd													
Base	0	825	260	250	839	0	0	0	0	412	0	355	2941
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	825	260	250	839	0	0	0	0	412	0	355	2941
#7 #7 N Archibald Ave & Inland Empire Blvd													
Base	338	784	196	44	729	240	349	75	346	206	131	31	3469
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	338	784	196	44	729	240	349	75	346	206	131	31	3469
#8 #8 Turner Ave & Inland Empire Blvd													
Base	36	21	42	52	9	54	97	207	28	28	217	71	862
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	36	21	42	52	9	54	97	207	28	28	217	71	862
#9 #9 N Haven Ave & Inland Empire Blvd													
Base	203	1403	155	42	1353	30	72	127	247	283	107	23	4045
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	203	1403	155	42	1353	30	72	127	247	283	107	23	4045
#10 #10 N Vineyard Ave & I-10 WB Ramps													
Base	0	798	118	0	813	451	0	0	0	115	0	305	2600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	798	118	0	813	451	0	0	0	115	0	305	2600

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#11 #11 N Vineyard Ave & I-10 EB Ramps													
Base	0	620	159	259	670	0	302	2	138	0	0	0	2150
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	620	159	259	670	0	302	2	138	0	0	0	2150
#12 #12 N Archibald Ave & I-10 EB & WB Ramps													
Base	184	367	162	425	370	434	546	0	137	47	0	348	3020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	184	367	162	425	370	434	546	0	137	47	0	348	3020

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	B	14.4	0.368	B	14.4	0.368	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	C	22.8	0.495	C	22.8	0.495	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	23.7	0.359	C	23.7	0.359	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	16.7	0.207	B	16.7	0.207	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	B	15.6	0.374	B	15.6	0.374	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	B	15.3	0.821	B	15.3	0.821	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	C	29.0	0.578	C	29.0	0.578	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	B	19.0	0.177	B	19.0	0.177	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	B	19.1	0.394	B	19.1	0.394	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	B	14.1	0.410	B	14.1	0.410	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	A	9.8	0.550	A	9.8	0.550	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	25.2	0.330	C	25.2	0.330	+ 0.000 D/V

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	0	Average Delay (sec/veh):	14.4
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	37	758	83	54	586	47	23	110	36	99	129	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:	37	758	83	54	586	47	23	110	36	99	129	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	758	83	54	586	47	23	110	36	99	129	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	758	83	54	586	47	23	110	36	99	129	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:	37	758	83	54	586	47	23	110	36	99	129	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.43	0.91	0.91	0.59	0.96	0.96
Lanes:	1.00	1.80	0.20	1.00	1.85	0.15	1.00	1.51	0.49	1.00	0.70	0.30
Final Sat.:	1805	3205	351	1805	3305	265	817	2619	857	1112	1272	542
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.03	0.18	0.18	0.03	0.04	0.04	0.09	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.08	0.64	0.64	0.08	0.65	0.65	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.27	0.37	0.37	0.37	0.27	0.27	0.10	0.15	0.15	0.32	0.37	0.37
Uniform Del:	43.7	8.3	8.3	43.5	7.5	7.5	27.0	27.4	27.4	28.8	29.2	29.2
IncremntDel:	1.1	0.1	0.1	1.6	0.1	0.1	0.2	0.1	0.1	0.6	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.8	8.4	8.4	45.1	7.5	7.5	27.2	27.5	27.5	29.4	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	8.4	8.4	45.1	7.5	7.5	27.2	27.5	27.5	29.4	29.7	29.7
LOS by Move:	D	A	A	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	6	6	2	4	4	1	2	2	3	5	5

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	0	Average Delay (sec/veh):	22.8
Optimal Cycle:	45	Level Of Service:	C

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	131	937	148	82	592	66	106	193	87	216	252	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	937	148	82	592	66	106	193	87	216	252	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	937	148	82	592	66	106	193	87	216	252	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	937	148	82	592	66	106	193	87	216	252	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	937	148	82	592	66	106	193	87	216	252	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.92	0.91	0.91	0.92	0.91	0.91
Lanes:	1.00	1.73	0.27	1.00	1.80	0.20	2.00	1.38	0.62	2.00	1.47	0.53
Final Sat.:	1805	3055	483	1805	3199	357	3502	2371	1069	3502	2539	927
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.05	0.19	0.19	0.03	0.08	0.08	0.06	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.20	0.62	0.62	0.09	0.51	0.51	0.07	0.16	0.16	0.12	0.22	0.22
Volume/Cap:	0.36	0.50	0.50	0.50	0.36	0.36	0.45	0.50	0.50	0.50	0.45	0.45
Uniform Del:	34.5	10.5	10.5	43.2	14.7	14.7	44.8	38.0	38.0	40.8	33.7	33.7
IncremntDel:	0.6	0.2	0.2	2.3	0.1	0.1	1.4	0.7	0.7	0.9	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.1	10.6	10.6	45.5	14.8	14.8	46.2	38.7	38.7	41.7	34.1	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	10.6	10.6	45.5	14.8	14.8	46.2	38.7	38.7	41.7	34.1	34.1
LOS by Move:	D	B	B	D	B	B	D	D	D	D	C	C
HCM2kAvgQ:	4	10	10	3	6	6	2	5	5	4	5	5

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.359
Loss Time (sec):	0	Average Delay (sec/veh):	23.7
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 0	1	2 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	118	792	107	73	560	53	66	215	89	177	355	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	792	107	73	560	53	66	215	89	177	355	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	792	107	73	560	53	66	215	89	177	355	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	792	107	73	560	53	66	215	89	177	355	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:	118	792	107	73	560	53	66	215	89	177	355	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.92	0.91	0.91	0.92	0.91	0.85
Lanes:	1.00	2.64	0.36	1.00	2.00	1.00	2.00	1.41	0.59	2.00	3.00	1.00
Final Sat.:	1805	4487	606	1805	3610	1615	3502	2441	1010	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.04	0.16	0.03	0.02	0.09	0.09	0.05	0.07	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.50	0.50	0.11	0.43	0.43	0.08	0.25	0.25	0.14	0.30	0.30
Volume/Cap:	0.36	0.35	0.35	0.35	0.36	0.08	0.23	0.36	0.36	0.36	0.23	0.16
Uniform Del:	35.8	15.2	15.2	40.9	19.1	16.7	42.8	31.2	31.2	38.9	26.1	25.5
IncremntDel:	0.7	0.1	0.1	1.0	0.1	0.0	0.4	0.3	0.3	0.4	0.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.5	15.3	15.3	41.9	19.2	16.7	43.2	31.5	31.5	39.3	26.2	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:	36.5	15.3	15.3	41.9	19.2	16.7	43.2	31.5	31.5	39.3	26.2	25.7
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	3	6	6	2	6	1	1	4	4	3	3	2

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.207
Loss Time (sec):	0	Average Delay (sec/veh):	16.7
Optimal Cycle:	23	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	17	150	16	66	106	150	31	347	22	20	403	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	150	16	66	106	150	31	347	22	20	403	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	150	16	66	106	150	31	347	22	20	403	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	150	16	66	106	150	31	347	22	20	403	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	150	16	66	106	150	31	347	22	20	403	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.59	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.19	1.64	0.17	1.00	1.00	1.00	1.00	1.88	0.12	1.00	3.00	1.00
Final Sat.:	309	2725	291	1127	1900	1615	1805	3364	213	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.06	0.06	0.09	0.02	0.10	0.10	0.01	0.08	0.07
Crit Moves:						****		****		****		
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.10	0.50	0.50	0.05	0.45	0.45
Volume/Cap:	0.12	0.12	0.12	0.13	0.12	0.21	0.17	0.21	0.21	0.21	0.17	0.16
Uniform Del:	16.1	16.1	16.1	16.2	16.1	16.8	41.2	14.0	14.0	45.3	16.3	16.2
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.5	0.1	0.1	1.1	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	16.1	16.1	16.1	16.3	16.2	16.9	41.7	14.1	14.1	46.4	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.1	16.1	16.1	16.3	16.2	16.9	41.7	14.1	14.1	46.4	16.3	16.3
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	2	2	2	1	2	3	1	3	3	1	3	2

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.374
Loss Time (sec):	0	Average Delay (sec/veh):	15.6
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	122	1192	206	96	992	73	45	361	89	192	337	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:	122	1192	206	96	992	73	45	361	89	192	337	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1192	206	96	992	73	45	361	89	192	337	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1192	206	96	992	73	45	361	89	192	337	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1192	206	96	992	73	45	361	89	192	337	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.91	0.85	0.19	0.90	0.90	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.73	0.27	2.00	2.41	0.59	2.00	2.00	1.00
Final Sat.:	649	5187	1615	722	6378	469	3502	4036	995	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.23	0.13	0.13	0.16	0.16	0.01	0.09	0.09	0.05	0.09	0.06
Crit Moves:		****						****		****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.05	0.24	0.24	0.15	0.34	0.34
Volume/Cap:	0.31	0.37	0.21	0.22	0.25	0.25	0.28	0.37	0.37	0.37	0.28	0.17
Uniform Del:	9.2	9.7	8.5	8.6	8.8	8.8	46.0	31.8	31.8	38.5	24.1	23.2
IncremntDel:	0.4	0.1	0.1	0.2	0.0	0.0	0.9	0.2	0.2	0.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	9.6	9.7	8.6	8.8	8.8	8.8	47.0	32.0	32.0	39.0	24.2	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:	9.6	9.7	8.6	8.8	8.8	8.8	47.0	32.0	32.0	39.0	24.2	23.3
LOS by Move:	A	A	A	A	A	A	D	C	C	D	C	C
HCM2kAvgQ:	1	7	3	1	4	4	1	4	4	3	4	2

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	0	Average Delay (sec/veh):	15.3
Optimal Cycle:	104	Level Of Service:	B

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	825	260	250	839	0	0	0	0	412	0	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	825	260	250	839	0	0	0	0	412	0	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	825	260	250	839	0	0	0	0	412	0	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	825	260	250	839	0	0	0	0	412	0	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	825	260	250	839	0	0	0	0	412	0	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.22	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.52	0.48	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2646	834	416	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.60	0.23	0.00	0.00	0.00	0.00	0.11	0.00	0.22
Crit Moves:				****								****
Green/Cycle:	0.00	0.73	0.73	0.73	0.73	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.00	0.43	0.43	0.82	0.32	0.00	0.00	0.00	0.00	0.43	0.00	0.82
Uniform Del:	0.0	5.2	5.2	9.0	4.7	0.0	0.0	0.0	0.0	30.2	0.0	34.4
IncremntDel:	0.0	0.1	0.1	16.1	0.1	0.0	0.0	0.0	0.0	0.3	0.0	11.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	5.3	5.3	25.1	4.7	0.0	0.0	0.0	0.0	30.5	0.0	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.3	5.3	25.1	4.7	0.0	0.0	0.0	0.0	30.5	0.0	46.2
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	7	7	8	5	0	0	0	0	5	0	13

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	0	Average Delay (sec/veh):	29.0
Optimal Cycle:	54	Level Of Service:	C

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	338	784	196	44	729	240	349	75	346	206	131	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:	338	784	196	44	729	240	349	75	346	206	131	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	784	196	44	729	240	349	75	346	206	131	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	784	196	44	729	240	349	75	346	206	131	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	338	784	196	44	729	240	349	75	346	206	131	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.83	0.83	0.95	0.92	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.62	0.38
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	1583	1583	1805	2835	671
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.12	0.01	0.14	0.15	0.19	0.05	0.22	0.11	0.05	0.05
Crit Moves:	****					****			****	****		
Green/Cycle:	0.17	0.39	0.39	0.03	0.26	0.26	0.46	0.38	0.38	0.20	0.11	0.11
Volume/Cap:	0.58	0.39	0.31	0.39	0.55	0.58	0.42	0.13	0.58	0.58	0.42	0.42
Uniform Del:	38.4	21.8	21.1	47.4	32.1	32.4	17.8	20.3	24.7	36.3	41.4	41.4
IncremntDel:	1.4	0.1	0.3	2.2	0.5	2.0	0.3	0.0	1.2	2.4	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.8	21.9	21.3	49.6	32.6	34.4	18.1	20.3	25.9	38.7	42.1	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	21.9	21.3	49.6	32.6	34.4	18.1	20.3	25.9	38.7	42.1	42.1
LOS by Move:	D	C	C	D	C	C	B	C	C	D	D	D
HCM2kAvgQ:	6	6	4	1	8	7	7	2	9	6	3	3

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.177
Loss Time (sec):	0	Average Delay (sec/veh):	19.0
Optimal Cycle:	23	Level Of Service:	B

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	36	21	42	52	9	54	97	207	28	28	217	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:	36	21	42	52	9	54	97	207	28	28	217	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	21	42	52	9	54	97	207	28	28	217	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	21	42	52	9	54	97	207	28	28	217	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:	36	21	42	52	9	54	97	207	28	28	217	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.86	0.86	0.67	1.00	0.85	0.95	0.93	0.93	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.51	0.49
Final Sat.:	1421	1625	1625	1281	1900	1615	1805	3123	422	1805	2619	857
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.03	0.04	0.00	0.03	0.05	0.07	0.07	0.02	0.08	0.08
Crit Moves:				****			****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.30	0.62	0.62	0.15	0.47	0.47
Volume/Cap:	0.11	0.06	0.11	0.18	0.02	0.15	0.18	0.11	0.11	0.11	0.18	0.18
Uniform Del:	30.5	30.1	30.5	31.0	29.9	30.7	25.6	7.5	7.5	37.0	15.5	15.5
IncremntDel:	0.2	0.0	0.1	0.3	0.0	0.2	0.2	0.0	0.0	0.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.6	30.1	30.6	31.3	29.9	30.9	25.8	7.6	7.6	37.2	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:	30.6	30.1	30.6	31.3	29.9	30.9	25.8	7.6	7.6	37.2	15.5	15.5
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	1	1	1	1	0	1	2	1	1	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 (Base Volume Alternative)

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	0	Average Delay (sec/veh):	19.1
Optimal Cycle:	38	Level Of Service:	B

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	203	1403	155	42	1353	30	72	127	247	283	107	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:	203	1403	155	42	1353	30	72	127	247	283	107	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	1403	155	42	1353	30	72	127	247	283	107	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	1403	155	42	1353	30	72	127	247	283	107	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:	203	1403	155	42	1353	30	72	127	247	283	107	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.10	0.01	0.20	0.02	0.02	0.04	0.09	0.05	0.03	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.61	0.61	0.04	0.50	0.50	0.15	0.22	0.22	0.14	0.21	0.21
Volume/Cap:	0.39	0.33	0.16	0.33	0.39	0.04	0.14	0.16	0.39	0.39	0.14	0.07
Uniform Del:	38.6	9.7	8.5	47.0	15.8	12.9	37.2	31.5	33.3	39.4	32.1	31.6
IncremntDel:	0.5	0.0	0.1	1.6	0.1	0.0	0.1	0.1	0.4	0.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.1	9.7	8.6	48.6	15.9	13.0	37.3	31.6	33.7	39.8	32.2	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	9.7	8.6	48.6	15.9	13.0	37.3	31.6	33.7	39.8	32.2	31.7
LOS by Move:	D	A	A	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	3	6	2	1	7	0	1	2	4	3	1	1

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.410
Loss Time (sec):	0	Average Delay (sec/veh):	14.1
Optimal Cycle:	24	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	798	118	0	813	451	0	0	0	115	0	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	798	118	0	813	451	0	0	0	115	0	305
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	798	0	0	813	0	0	0	0	115	0	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	798	0	0	813	0	0	0	0	115	0	305
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	798	0	0	813	0	0	0	0	115	0	305
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.80	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1514	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.08	0.00	0.19
Crit Moves:		****										****
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.41	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.16	0.00	0.41
Uniform Del:	0.0	13.6	0.0	0.0	12.6	0.0	0.0	0.0	0.0	15.7	0.0	17.9
IncremntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	13.8	0.0	0.0	12.6	0.0	0.0	0.0	0.0	15.8	0.0	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.8	0.0	0.0	12.6	0.0	0.0	0.0	0.0	15.8	0.0	18.3
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	8	0	0	5	0	0	0	0	2	0	6

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.550
Loss Time (sec):	0	Average Delay (sec/veh):	9.8
Optimal Cycle:	32	Level Of Service:	A

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	2	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	620	159	259	670	0	302	2	138	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	620	159	259	670	0	302	2	138	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	620	159	259	670	0	302	2	138	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	620	159	259	670	0	302	2	138	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	159	259	670	0	302	2	138	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	0.33	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.39	0.61	1.00	2.00	0.00	1.68	0.01	1.31	0.00	0.00	0.00
Final Sat.:	0	4000	1026	627	3610	0	2732	15	2131	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.41	0.19	0.00	0.11	0.14	0.06	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.75	0.75	0.75	0.75	0.00	0.25	0.25	0.25	0.00	0.00	0.00
Volume/Cap:	0.00	0.21	0.21	0.55	0.25	0.00	0.44	0.55	0.26	0.00	0.00	0.00
Uniform Del:	0.0	3.7	3.7	5.3	3.8	0.0	31.8	32.7	30.2	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	1.4	0.0	0.0	0.3	0.8	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.7	3.7	6.6	3.8	0.0	32.1	33.5	30.3	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	3.7	3.7	6.6	3.8	0.0	32.1	33.5	30.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	3	3	4	3	0	5	7	3	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.330
Loss Time (sec):	0	Average Delay (sec/veh):	25.2
Optimal Cycle:	34	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	184	367	162	425	370	434	546	0	137	47	0	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	367	162	425	370	434	546	0	137	47	0	348
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	367	0	425	370	0	546	0	137	47	0	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	367	0	425	370	0	546	0	137	47	0	348
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	367	0	425	370	0	546	0	137	47	0	348
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.00	0.12	0.07	0.00	0.16	0.00	0.05	0.01	0.00	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.16	0.00	0.37	0.30	0.00	0.47	0.00	0.22	0.47	0.00	0.37
Volume/Cap:	0.23	0.33	0.00	0.33	0.23	0.00	0.33	0.00	0.22	0.03	0.00	0.33
Uniform Del:	31.8	37.2	0.0	22.8	26.1	0.0	16.5	0.0	31.6	14.1	0.0	22.8
IncremntDel:	0.2	0.2	0.0	0.2	0.1	0.0	0.1	0.0	0.2	0.0	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	31.9	37.4	0.0	22.9	26.2	0.0	16.6	0.0	31.8	14.1	0.0	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:	31.9	37.4	0.0	22.9	26.2	0.0	16.6	0.0	31.8	14.1	0.0	23.0
LOS by Move:	C	D	A	C	C	A	B	A	C	B	A	C
HCM2kAvgQ:	2	3	0	5	3	0	5	0	2	0	0	4

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

Scenario Report

Scenario:	FP AM
Command:	FP AM
Volume:	FP AM
Geometry:	Future Ontario Plan
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 #1 Archibald Ave & Sixth St													
Base	25	933	167	84	1148	42	82	262	107	106	110	56	3122
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	933	167	84	1148	42	82	262	107	106	110	56	3122
#2 #2 N Vineyard Ave & Fourth St													
Base	159	956	181	137	1353	113	166	350	172	250	415	105	4357
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	159	956	181	137	1353	113	166	350	172	250	415	105	4357
#3 #3 Archibald Ave& Fourth St													
Base	116	980	205	111	1086	109	69	384	201	242	395	133	4031
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	116	980	205	111	1086	109	69	384	201	242	395	133	4031
#4 #4 Turner Ave & Fourth St													
Base	26	181	45	157	219	219	84	538	35	32	603	150	2289
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	181	45	157	219	219	84	538	35	32	603	150	2289
#5 #5 Haven Ave & Fourth St													
Base	224	1928	443	70	1565	83	96	342	128	212	565	146	5802
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	224	1928	443	70	1565	83	96	342	128	212	565	146	5802
#6 #6 N Vineyard Ave & Inland Empire Blvd													
Base	0	1423	406	344	1397	0	0	0	0	304	0	236	4110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1423	406	344	1397	0	0	0	0	304	0	236	4110
#7 #7 N Archibald Ave & Inland Empire Blvd													
Base	511	1163	432	107	1285	386	178	100	386	286	188	77	5099
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	511	1163	432	107	1285	386	178	100	386	286	188	77	5099
#8 #8 Turner Ave & Inland Empire Blvd													
Base	34	11	21	133	25	122	83	295	67	98	300	59	1248
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	11	21	133	25	122	83	295	67	98	300	59	1248
#9 #9 N Haven Ave & Inland Empire Blvd													
Base	531	2876	448	61	1852	111	86	118	286	25	138	119	6651
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	531	2876	448	61	1852	111	86	118	286	25	138	119	6651
#10 #10 N Vineyard Ave & I-10 WB Ramps													
Base	0	1281	211	0	1313	153	0	0	0	217	0	551	3726
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1281	211	0	1313	153	0	0	0	217	0	551	3726

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#11 #11 N Vineyard Ave & I-10 EB Ramps													
Base	0	887	354	471	1061	0	595	6	293	0	0	0	3667
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	887	354	471	1061	0	595	6	293	0	0	0	3667
#12 #12 N Archibald Ave & I-10 EB & WB Ramps													
Base	55	356	79	632	594	637	1041	0	225	212	0	691	4522
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	55	356	79	632	594	637	1041	0	225	212	0	691	4522

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	B	15.0	0.503	B	15.0	0.503	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	C	26.9	0.723	C	26.9	0.723	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	24.6	0.605	C	24.6	0.605	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	19.2	0.330	B	19.2	0.330	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	B	15.0	0.556	B	15.0	0.556	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	E	64.0	1.777	E	64.0	1.777	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	C	32.7	0.795	C	32.7	0.795	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	C	21.8	0.244	C	21.8	0.244	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	B	14.5	0.539	B	14.5	0.539	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	B	18.6	0.696	B	18.6	0.696	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	E	56.1	1.463	E	56.1	1.463	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	23.5	0.592	C	23.5	0.592	+ 0.000 D/V

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	0	Average Delay (sec/veh):	15.0
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	25	933	167	84	1148	42	82	262	107	106	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:	25	933	167	84	1148	42	82	262	107	106	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	933	167	84	1148	42	82	262	107	106	110	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	933	167	84	1148	42	82	262	107	106	110	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:	25	933	167	84	1148	42	82	262	107	106	110	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.47	0.91	0.91	0.39	0.95	0.95
Lanes:	1.00	1.70	0.30	1.00	1.93	0.07	1.00	1.42	0.58	1.00	0.66	0.34
Final Sat.:	1805	2992	535	1805	3465	127	891	2453	1002	735	1195	608
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.05	0.33	0.33	0.09	0.11	0.11	0.14	0.09	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.03	0.62	0.62	0.09	0.68	0.68	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.48	0.50	0.50	0.50	0.48	0.48	0.32	0.37	0.37	0.50	0.32	0.32
Uniform Del:	47.8	10.5	10.5	43.2	7.4	7.4	28.0	28.5	28.5	29.7	28.0	28.0
IncremntDel:	7.0	0.2	0.2	2.4	0.2	0.2	0.7	0.2	0.2	1.9	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.8	10.6	10.6	45.6	7.6	7.6	28.7	28.7	28.7	31.6	28.4	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:	54.8	10.6	10.6	45.6	7.6	7.6	28.7	28.7	28.7	31.6	28.4	28.4
LOS by Move:	D	B	B	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	10	10	3	9	9	2	5	5	3	4	4

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	0	Average Delay (sec/veh):	26.9
Optimal Cycle:	82	Level Of Service:	C

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	159	956	181	137	1353	113	166	350	172	250	415	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:	159	956	181	137	1353	113	166	350	172	250	415	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	956	181	137	1353	113	166	350	172	250	415	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	956	181	137	1353	113	166	350	172	250	415	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:	159	956	181	137	1353	113	166	350	172	250	415	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.92	0.90	0.90	0.92	0.92	0.92
Lanes:	1.00	1.68	0.32	1.00	1.85	0.15	2.00	1.34	0.66	2.00	1.60	0.40
Final Sat.:	1805	2962	561	1805	3292	275	3502	2302	1131	3502	2795	707
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.32	0.08	0.41	0.41	0.05	0.15	0.15	0.07	0.15	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.56	0.56	0.13	0.57	0.57	0.07	0.21	0.21	0.10	0.23	0.23
Volume/Cap:	0.72	0.58	0.58	0.58	0.72	0.72	0.63	0.72	0.72	0.72	0.63	0.63
Uniform Del:	42.3	14.3	14.3	40.8	15.8	15.8	44.9	36.8	36.8	43.7	34.4	34.4
IncremntDel:	11.2	0.4	0.4	3.5	1.3	1.3	5.0	3.6	3.6	7.3	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.5	14.8	14.8	44.3	17.1	17.1	49.9	40.4	40.4	51.0	36.0	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:	53.5	14.8	14.8	44.3	17.1	17.1	49.9	40.4	40.4	51.0	36.0	36.0
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	6	12	12	5	18	18	4	9	9	5	8	8

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	0	Average Delay (sec/veh):	24.6
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 0	1	2 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	116	980	205	111	1086	109	69	384	201	242	395	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:	116	980	205	111	1086	109	69	384	201	242	395	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	980	205	111	1086	109	69	384	201	242	395	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	980	205	111	1086	109	69	384	201	242	395	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	980	205	111	1086	109	69	384	201	242	395	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.48	0.52	1.00	2.00	1.00	2.00	1.31	0.69	2.00	3.00	1.00
Final Sat.:	1805	4178	874	1805	3610	1615	3502	2246	1176	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.06	0.30	0.07	0.02	0.17	0.17	0.07	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.48	0.48	0.13	0.50	0.50	0.08	0.28	0.28	0.11	0.32	0.32
Volume/Cap:	0.61	0.49	0.49	0.49	0.61	0.14	0.26	0.61	0.61	0.61	0.24	0.26
Uniform Del:	42.7	17.8	17.8	40.8	18.1	13.6	43.5	31.0	31.0	42.1	25.0	25.2
IncremntDel:	5.4	0.2	0.2	1.7	0.6	0.1	0.5	1.1	1.1	2.6	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.1	18.0	18.0	42.4	18.7	13.6	44.0	32.2	32.2	44.8	25.1	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:	48.1	18.0	18.0	42.4	18.7	13.6	44.0	32.2	32.2	44.8	25.1	25.5
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	4	9	9	4	13	2	1	9	9	5	3	3

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.330
Loss Time (sec):	0	Average Delay (sec/veh):	19.2
Optimal Cycle:	28	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	26	181	45	157	219	219	84	538	35	32	603	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	181	45	157	219	219	84	538	35	32	603	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	181	45	157	219	219	84	538	35	32	603	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	181	45	157	219	219	84	538	35	32	603	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	181	45	157	219	219	84	538	35	32	603	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.54	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.20	1.44	0.36	1.00	1.00	1.00	1.00	1.88	0.12	1.00	3.00	1.00
Final Sat.:	332	2311	575	1032	1900	1615	1805	3359	219	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.15	0.12	0.14	0.05	0.16	0.16	0.02	0.12	0.09
Crit Moves:				****				****		****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.15	0.49	0.49	0.05	0.38	0.38
Volume/Cap:	0.17	0.17	0.17	0.33	0.25	0.29	0.30	0.33	0.33	0.33	0.30	0.24
Uniform Del:	15.8	15.8	15.8	17.1	16.4	16.8	37.5	15.8	15.8	45.6	21.4	20.9
IncremntDel:	0.1	0.1	0.1	0.4	0.2	0.2	0.6	0.1	0.1	2.0	0.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.8	15.8	15.8	17.5	16.6	17.0	38.1	15.9	15.9	47.6	21.5	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:	15.8	15.8	15.8	17.5	16.6	17.0	38.1	15.9	15.9	47.6	21.5	21.1
LOS by Move:	B	B	B	B	B	B	D	B	B	D	C	C
HCM2kAvgQ:	2	2	2	3	4	4	2	6	6	1	5	3

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	0	Average Delay (sec/veh):	15.0
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	224	1928	443	70	1565	83	96	342	128	212	565	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	1928	443	70	1565	83	96	342	128	212	565	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	1928	443	70	1565	83	96	342	128	212	565	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	1928	443	70	1565	83	96	342	128	212	565	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	1928	443	70	1565	83	96	342	128	212	565	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.91	0.85	0.28	0.90	0.90	0.92	0.87	0.87	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.80	0.20	2.00	2.18	0.82	2.00	2.00	1.00
Final Sat.:	837	5187	1615	1047	6522	346	3502	3620	1355	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.27	0.37	0.27	0.07	0.24	0.24	0.03	0.09	0.09	0.06	0.16	0.09
Crit Moves:		****					****				****	
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.05	0.20	0.20	0.13	0.28	0.28
Volume/Cap:	0.40	0.56	0.41	0.10	0.36	0.36	0.56	0.47	0.47	0.47	0.56	0.32
Uniform Del:	7.5	8.7	7.5	5.9	7.2	7.2	46.5	35.2	35.2	40.4	30.6	28.4
IncremntDel:	0.5	0.2	0.3	0.1	0.0	0.0	3.9	0.3	0.3	0.8	0.7	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	8.0	8.9	7.8	5.9	7.3	7.3	50.4	35.5	35.5	41.1	31.3	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:	8.0	8.9	7.8	5.9	7.3	7.3	50.4	35.5	35.5	41.1	31.3	28.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	C	C
HCM2kAvgQ:	2	12	6	0	6	6	2	5	5	4	8	4

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.777
Loss Time (sec):	0	Average Delay (sec/veh):	64.0
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	1423	406	344	1397	0	0	0	0	304	0	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1423	406	344	1397	0	0	0	0	304	0	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1423	406	344	1397	0	0	0	0	304	0	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1423	406	344	1397	0	0	0	0	304	0	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	1423	406	344	1397	0	0	0	0	304	0	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.11	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.56	0.44	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2716	775	211	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.52	1.63	0.39	0.00	0.00	0.00	0.00	0.08	0.00	0.15
Crit Moves:				****								****
Green/Cycle:	0.00	0.92	0.92	0.92	0.92	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.57	0.57	1.78	0.42	0.00	0.00	0.00	0.00	1.02	0.00	1.78
Uniform Del:	0.0	0.7	0.7	4.1	0.6	0.0	0.0	0.0	0.0	45.9	0.0	45.9
IncremntDel:	0.0	0.2	0.2	369.9	0.1	0.0	0.0	0.0	0.0	57.9	0.0	378.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	1.0	1.0	374.0	0.6	0.0	0.0	0.0	0.0	103.8	0.0	424.3
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	1.0	1.0	374.0	0.6	0.0	0.0	0.0	0.0	103.8	0.0	424.3
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	6	6	30	3	0	0	0	0	9	0	21

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	0	Average Delay (sec/veh):	32.7
Optimal Cycle:	111	Level Of Service:	C

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	511	1163	432	107	1285	386	178	100	386	286	188	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:	511	1163	432	107	1285	386	178	100	386	286	188	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	511	1163	432	107	1285	386	178	100	386	286	188	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	511	1163	432	107	1285	386	178	100	386	286	188	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	511	1163	432	107	1285	386	178	100	386	286	188	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.84	0.84	0.95	0.91	0.91
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.42	0.58
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	1590	1590	1805	2448	1003
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.27	0.03	0.25	0.24	0.10	0.06	0.24	0.16	0.08	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.18	0.44	0.44	0.05	0.31	0.31	0.28	0.31	0.31	0.20	0.22	0.22
Volume/Cap:	0.79	0.50	0.60	0.60	0.79	0.77	0.35	0.21	0.79	0.79	0.35	0.35
Uniform Del:	39.0	19.9	21.1	46.5	31.5	31.1	28.5	25.7	31.9	38.1	32.9	32.9
IncremntDel:	6.8	0.2	1.4	5.7	2.8	7.0	0.4	0.0	7.1	11.6	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.8	20.1	22.5	52.1	34.3	38.1	28.9	25.8	39.0	49.7	33.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	20.1	22.5	52.1	34.3	38.1	28.9	25.8	39.0	49.7	33.1	33.1
LOS by Move:	D	C	C	D	C	D	C	C	D	D	C	C
HCM2kAvgQ:	10	9	11	3	15	12	4	2	13	10	4	4

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.244
Loss Time (sec):	0	Average Delay (sec/veh):	21.8
Optimal Cycle:	25	Level Of Service:	C

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	34	11	21	133	25	122	83	295	67	98	300	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:	34	11	21	133	25	122	83	295	67	98	300	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	11	21	133	25	122	83	295	67	98	300	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	11	21	133	25	122	83	295	67	98	300	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:	34	11	21	133	25	122	83	295	67	98	300	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.86	0.86	0.73	1.00	0.85	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.63	0.37	1.00	1.67	0.33
Final Sat.:	1387	1628	1628	1391	1900	1615	1805	2859	649	1805	2941	578
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.10	0.01	0.08	0.05	0.10	0.10	0.05	0.10	0.10
Crit Moves:				****			****				****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.19	0.40	0.40	0.21	0.42	0.42
Volume/Cap:	0.06	0.02	0.03	0.24	0.03	0.19	0.24	0.26	0.26	0.26	0.24	0.24
Uniform Del:	18.9	18.6	18.7	20.4	18.7	20.0	34.5	20.2	20.2	33.0	18.8	18.8
IncremntDel:	0.0	0.0	0.0	0.2	0.0	0.1	0.4	0.1	0.1	0.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.0	18.6	18.7	20.6	18.7	20.1	34.9	20.3	20.3	33.4	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:	19.0	18.6	18.7	20.6	18.7	20.1	34.9	20.3	20.3	33.4	18.9	18.9
LOS by Move:	B	B	B	C	B	C	C	C	C	C	B	B
HCM2kAvgQ:	1	0	0	3	0	2	2	4	4	3	4	4

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	0	Average Delay (sec/veh):	14.5
Optimal Cycle:	49	Level Of Service:	B

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	531	2876	448	61	1852	111	86	118	286	25	138	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:	531	2876	448	61	1852	111	86	118	286	25	138	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	531	2876	448	61	1852	111	86	118	286	25	138	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	531	2876	448	61	1852	111	86	118	286	25	138	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:	531	2876	448	61	1852	111	86	118	286	25	138	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.42	0.28	0.02	0.27	0.07	0.02	0.03	0.10	0.00	0.04	0.07
Crit Moves:		****		****					****	****		
Green/Cycle:	0.29	0.77	0.77	0.03	0.51	0.51	0.05	0.19	0.19	0.01	0.15	0.15
Volume/Cap:	0.52	0.54	0.36	0.54	0.52	0.13	0.50	0.17	0.54	0.54	0.26	0.50
Uniform Del:	29.6	4.4	3.6	47.6	16.2	12.7	46.4	34.2	36.8	49.4	37.9	39.3
IncremntDel:	0.5	0.1	0.2	5.1	0.1	0.1	2.3	0.1	1.1	12.1	0.3	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.1	4.6	3.8	52.8	16.3	12.8	48.7	34.3	37.9	61.4	38.1	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	4.6	3.8	52.8	16.3	12.8	48.7	34.3	37.9	61.4	38.1	41.0
LOS by Move:	C	A	A	D	B	B	D	C	D	E	D	D
HCM2kAvgQ:	7	10	4	2	10	2	2	2	5	1	2	4

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	0	Average Delay (sec/veh):	18.6
Optimal Cycle:	47	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1281	211	0	1313	153	0	0	0	217	0	551
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1281	211	0	1313	153	0	0	0	217	0	551
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1281	0	0	1313	0	0	0	0	217	0	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1281	0	0	1313	0	0	0	0	217	0	551
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1281	0	0	1313	0	0	0	0	217	0	551
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.78	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1478	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.15	0.00	0.34
Crit Moves:		****										****
Green/Cycle:	0.00	0.51	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.00	0.70	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Uniform Del:	0.0	18.6	0.0	0.0	16.1	0.0	0.0	0.0	0.0	15.2	0.0	19.7
IncremntDel:	0.0	1.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	2.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	19.8	0.0	0.0	16.2	0.0	0.0	0.0	0.0	15.5	0.0	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.8	0.0	0.0	16.2	0.0	0.0	0.0	0.0	15.5	0.0	22.4
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	16	0	0	10	0	0	0	0	4	0	14

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.463
Loss Time (sec):	0	Average Delay (sec/veh):	56.1
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1	0	1 0	2	0 0	1 0	1!	0 1	0 0	0 0 0
Volume Module:												
Base Vol:	0	887	354	471	1061	0	595	6	293	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	887	354	471	1061	0	595	6	293	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	887	354	471	1061	0	595	6	293	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	887	354	471	1061	0	595	6	293	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	887	354	471	1061	0	595	6	293	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.21	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.14	0.86	1.00	2.00	0.00	1.66	0.01	1.33	0.00	0.00	0.00
Final Sat.:	0	3548	1416	397	3610	0	2701	22	2156	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	1.19	0.29	0.00	0.22	0.28	0.14	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.81	0.81	0.81	0.81	0.00	0.19	0.19	0.19	0.00	0.00	0.00
Volume/Cap:	0.00	0.31	0.31	1.46	0.36	0.00	1.16	1.46	0.72	0.00	0.00	0.00
Uniform Del:	0.0	2.4	2.4	9.5	2.5	0.0	40.5	40.5	38.0	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	224.6	0.1	0.0	87.9	217	2.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	2.4	2.4	234.1	2.6	0.0	128.5	258	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:	0.0	2.4	2.4	234.1	2.6	0.0	128.5	258	40.1	0.0	0.0	0.0
LOS by Move:	A	A	A	F	A	A	F	F	D	A	A	A
HCM2kAvgQ:	0	4	4	34	5	0	21	33	8	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0	Average Delay (sec/veh):	23.5
Optimal Cycle:	56	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	55	356	79	632	594	637	1041	0	225	212	0	691
Growth Adj:	1.00	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	356	79	632	594	637	1041	0	225	212	0	691
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	356	0	632	594	0	1041	0	225	212	0	691
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	356	0	632	594	0	1041	0	225	212	0	691
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	356	0	632	594	0	1041	0	225	212	0	691
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.00	0.18	0.11	0.00	0.30	0.00	0.08	0.06	0.00	0.24
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.09	0.00	0.30	0.34	0.00	0.50	0.00	0.36	0.30	0.00	0.60
Volume/Cap:	0.33	0.59	0.00	0.59	0.33	0.00	0.59	0.00	0.22	0.20	0.00	0.40
Uniform Del:	46.1	43.9	0.0	29.5	24.3	0.0	17.6	0.0	22.3	26.3	0.0	10.5
IncremntDel:	1.2	1.6	0.0	0.9	0.1	0.0	0.5	0.0	0.1	0.1	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	47.3	45.5	0.0	30.4	24.4	0.0	18.2	0.0	22.5	26.4	0.0	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:	47.3	45.5	0.0	30.4	24.4	0.0	18.2	0.0	22.5	26.4	0.0	10.6
LOS by Move:	D	D	A	C	C	A	B	A	C	C	A	B
HCM2kAvgQ:	1	4	0	9	5	0	12	0	3	3	0	6

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

Scenario Report

Scenario:	FP PM
Command:	FP PM
Volume:	FP PM
Geometry:	Future Ontario Plan
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 #1 Archibald Ave & Sixth St													
Base	72	1416	146	104	1105	89	45	211	71	184	249	106	3798
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	72	1416	146	104	1105	89	45	211	71	184	249	106	3798
#2 #2 N Vineyard Ave & Fourth St													
Base	236	1733	275	158	1096	127	205	371	156	422	484	173	5436
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	236	1733	275	158	1096	127	205	371	156	422	484	173	5436
#3 #3 Archibald Ave& Fourth St													
Base	241	1471	192	149	1039	99	117	424	164	333	681	151	5061
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	241	1471	192	149	1039	99	117	424	164	333	681	151	5061
#4 #4 Turner Ave & Fourth St													
Base	31	287	29	127	209	287	64	697	56	38	766	223	2814
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	287	29	127	209	287	64	697	56	38	766	223	2814
#5 #5 Haven Ave & Fourth St													
Base	234	2292	395	183	1913	140	90	688	206	370	640	181	7332
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	234	2292	395	183	1913	140	90	688	206	370	640	181	7332
#6 #6 N Vineyard Ave & Inland Empire Blvd													
Base	0	1590	438	406	1582	0	0	0	0	692	0	594	5302
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1590	438	406	1582	0	0	0	0	692	0	594	5302
#7 #7 N Archibald Ave & Inland Empire Blvd													
Base	570	1554	376	84	1402	393	570	131	563	410	244	82	6379
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	570	1554	376	84	1402	393	570	131	563	410	244	82	6379
#8 #8 Turner Ave & Inland Empire Blvd													
Base	71	40	79	100	19	123	185	385	53	53	427	136	1671
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	71	40	79	100	19	123	185	385	53	53	427	136	1671
#9 #9 N Haven Ave & Inland Empire Blvd													
Base	399	2699	298	79	2635	58	138	237	467	545	207	45	7807
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	399	2699	298	79	2635	58	138	237	467	545	207	45	7807
#10 #10 N Vineyard Ave & I-10 WB Ramps													
Base	0	1489	227	0	1487	809	0	0	0	222	0	571	4805
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1489	227	0	1487	809	0	0	0	222	0	571	4805

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#11 #11 N Vineyard Ave & I-10 EB Ramps													
Base	0	1166	307	460	1249	0	559	3	265	0	0	0	4009
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1166	307	460	1249	0	559	3	265	0	0	0	4009
#12 #12 N Archibald Ave & I-10 EB & WB Ramps													
Base	354	705	312	765	702	823	1048	0	264	89	0	654	5716
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	354	705	312	765	702	823	1048	0	264	89	0	654	5716

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	B	19.0	0.706	B	19.0	0.706	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	D	37.7	0.929	D	37.7	0.929	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	28.3	0.686	C	28.3	0.686	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	18.2	0.410	B	18.2	0.410	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	B	19.1	0.726	B	19.1	0.726	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	F	224.0	3.039	F	224.0	3.039	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	D	51.7	1.015	D	51.7	1.015	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	C	20.5	0.351	C	20.5	0.351	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	C	23.6	0.763	C	23.6	0.763	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	B	19.0	0.766	B	19.0	0.766	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	E	75.2	1.714	E	75.2	1.714	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	27.3	0.631	C	27.3	0.631	+ 0.000 D/V

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	0	Average Delay (sec/veh):	19.0
Optimal Cycle:	63	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	72	1416	146	104	1105	89	45	211	71	184	249	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	1416	146	104	1105	89	45	211	71	184	249	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1416	146	104	1105	89	45	211	71	184	249	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1416	146	104	1105	89	45	211	71	184	249	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:	72	1416	146	104	1105	89	45	211	71	184	249	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.20	0.91	0.91	0.46	0.96	0.96
Lanes:	1.00	1.81	0.19	1.00	1.85	0.15	1.00	1.50	0.50	1.00	0.70	0.30
Final Sat.:	1805	3227	333	1805	3304	266	386	2598	874	880	1273	542
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.44	0.06	0.33	0.33	0.12	0.08	0.08	0.21	0.20	0.20
Crit Moves:		****		****						****		
Green/Cycle:	0.07	0.62	0.62	0.08	0.63	0.63	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.53	0.71	0.71	0.71	0.53	0.53	0.39	0.27	0.27	0.71	0.66	0.66
Uniform Del:	44.6	12.7	12.7	44.7	10.4	10.4	28.0	26.9	26.9	31.3	30.8	30.8
IncremntDel:	4.0	1.1	1.1	14.5	0.2	0.2	2.2	0.1	0.1	8.5	3.0	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.6	13.8	13.8	59.2	10.6	10.6	30.2	27.1	27.1	39.8	33.8	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:	48.6	13.8	13.8	59.2	10.6	10.6	30.2	27.1	27.1	39.8	33.8	33.8
LOS by Move:	D	B	B	E	B	B	C	C	C	D	C	C
HCM2kAvgQ:	3	18	18	5	11	11	2	4	4	7	10	10

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	0	Average Delay (sec/veh):	37.7
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	236	1733	275	158	1096	127	205	371	156	422	484	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	1733	275	158	1096	127	205	371	156	422	484	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	1733	275	158	1096	127	205	371	156	422	484	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1733	275	158	1096	127	205	371	156	422	484	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	1733	275	158	1096	127	205	371	156	422	484	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.92	0.91	0.91	0.92	0.91	0.91
Lanes:	1.00	1.73	0.27	1.00	1.79	0.21	2.00	1.41	0.59	2.00	1.47	0.53
Final Sat.:	1805	3050	484	1805	3183	369	3502	2430	1022	3502	2556	914
Capacity Analysis Module:												
Vol/Sat:	0.13	0.57	0.57	0.09	0.34	0.34	0.06	0.15	0.15	0.12	0.19	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.61	0.61	0.09	0.51	0.51	0.07	0.16	0.16	0.13	0.22	0.22
Volume/Cap:	0.67	0.93	0.93	0.93	0.67	0.67	0.84	0.93	0.93	0.93	0.84	0.84
Uniform Del:	37.3	17.5	17.5	45.0	18.2	18.2	46.0	41.2	41.2	43.1	37.1	37.1
IncremntDel:	5.1	7.8	7.8	48.6	1.0	1.0	22.5	21.8	21.8	25.5	8.3	8.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.4	25.2	25.2	93.6	19.2	19.2	68.5	63.0	63.0	68.6	45.4	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	25.2	25.2	93.6	19.2	19.2	68.5	63.0	63.0	68.6	45.4	45.4
LOS by Move:	D	C	C	F	B	B	E	E	E	E	D	D
HCM2kAvgQ:	8	34	34	8	15	15	6	12	12	10	13	13

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 #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	0	Average Delay (sec/veh):	28.3
Optimal Cycle:	73	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	2 0	1	1 0	2 0	3	0 1
Volume Module:												
Base Vol:	241	1471	192	149	1039	99	117	424	164	333	681	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:	241	1471	192	149	1039	99	117	424	164	333	681	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	1471	192	149	1039	99	117	424	164	333	681	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	1471	192	149	1039	99	117	424	164	333	681	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	1471	192	149	1039	99	117	424	164	333	681	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.92	0.91	0.91	0.92	0.91	0.85
Lanes:	1.00	2.65	0.35	1.00	2.00	1.00	2.00	1.44	0.56	2.00	3.00	1.00
Final Sat.:	1805	4510	589	1805	3610	1615	3502	2494	965	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.33	0.33	0.08	0.29	0.06	0.03	0.17	0.17	0.10	0.13	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.19	0.49	0.49	0.12	0.42	0.42	0.08	0.25	0.25	0.14	0.31	0.31
Volume/Cap:	0.69	0.67	0.67	0.67	0.69	0.15	0.43	0.69	0.69	0.69	0.43	0.30
Uniform Del:	37.4	19.3	19.3	41.8	23.7	18.0	43.9	34.1	34.1	41.0	27.6	26.4
IncremntDel:	5.6	0.7	0.7	7.4	1.3	0.1	1.1	2.3	2.3	4.1	0.2	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.0	20.0	20.0	49.2	25.0	18.1	45.0	36.4	36.4	45.1	27.8	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:	43.0	20.0	20.0	49.2	25.0	18.1	45.0	36.4	36.4	45.1	27.8	26.8
LOS by Move:	D	C	C	D	C	B	D	D	D	D	C	C
HCM2kAvgQ:	8	15	15	6	14	2	2	10	10	6	6	4

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.410
Loss Time (sec):	0	Average Delay (sec/veh):	18.2
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	31	287	29	127	209	287	64	697	56	38	766	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	287	29	127	209	287	64	697	56	38	766	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	287	29	127	209	287	64	697	56	38	766	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	287	29	127	209	287	64	697	56	38	766	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	287	29	127	209	287	64	697	56	38	766	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.47	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.18	1.65	0.17	1.00	1.00	1.00	1.00	1.85	0.15	1.00	3.00	1.00
Final Sat.:	293	2708	274	899	1900	1615	1805	3305	266	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.14	0.11	0.18	0.04	0.21	0.21	0.02	0.15	0.14
Crit Moves:						****		****		****		
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.11	0.51	0.51	0.05	0.46	0.46
Volume/Cap:	0.24	0.24	0.24	0.33	0.25	0.41	0.32	0.41	0.41	0.41	0.32	0.30
Uniform Del:	17.9	17.9	17.9	18.7	18.0	19.5	41.1	14.9	14.9	46.0	17.3	17.1
IncremntDel:	0.1	0.1	0.1	0.5	0.2	0.4	1.0	0.1	0.1	2.9	0.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.0	18.0	18.0	19.2	18.2	19.9	42.0	15.1	15.1	48.9	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	18.0	18.0	19.2	18.2	19.9	42.0	15.1	15.1	48.9	17.4	17.4
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	4	4	4	3	4	6	2	7	7	2	5	4

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	0	Average Delay (sec/veh):	19.1
Optimal Cycle:	68	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	234	2292	395	183	1913	140	90	688	206	370	640	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	2292	395	183	1913	140	90	688	206	370	640	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	2292	395	183	1913	140	90	688	206	370	640	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	2292	395	183	1913	140	90	688	206	370	640	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	2292	395	183	1913	140	90	688	206	370	640	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	0.91	0.85	0.38	0.90	0.90	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.73	0.27	2.00	2.31	0.69	2.00	2.00	1.00
Final Sat.:	1154	5187	1615	1456	6380	467	3502	3856	1155	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.44	0.24	0.13	0.30	0.30	0.03	0.18	0.18	0.11	0.18	0.11
Crit Moves:		****						****		****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.05	0.25	0.25	0.15	0.34	0.34
Volume/Cap:	0.33	0.73	0.40	0.21	0.49	0.49	0.52	0.73	0.73	0.73	0.52	0.33
Uniform Del:	9.6	13.7	10.1	8.8	10.9	10.9	46.4	34.6	34.6	40.8	26.3	24.4
IncremntDel:	0.3	0.9	0.3	0.1	0.1	0.1	2.8	2.2	2.2	5.2	0.4	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	9.9	14.6	10.4	8.9	11.0	11.0	49.1	36.8	36.8	46.0	26.7	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:	9.9	14.6	10.4	8.9	11.0	11.0	49.1	36.8	36.8	46.0	26.7	24.7
LOS by Move:	A	B	B	A	B	B	D	D	D	D	C	C
HCM2kAvgQ:	2	19	6	1	10	10	2	11	11	7	9	4

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	3.039
Loss Time (sec):	0	Average Delay (sec/veh):	224.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	1590	438	406	1582	0	0	0	0	692	0	594
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1590	438	406	1582	0	0	0	0	692	0	594
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1590	438	406	1582	0	0	0	0	692	0	594
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1590	438	406	1582	0	0	0	0	692	0	594
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1590	438	406	1582	0	0	0	0	692	0	594
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.08	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.57	0.43	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2740	755	152	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.58	2.67	0.44	0.00	0.00	0.00	0.00	0.19	0.00	0.37
Crit Moves:				****								****
Green/Cycle:	0.00	0.88	0.88	0.88	0.88	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.00	0.66	0.66	3.04	0.50	0.00	0.00	0.00	0.00	1.58	0.00	3.04
Uniform Del:	0.0	1.7	1.7	6.1	1.3	0.0	0.0	0.0	0.0	43.9	0.0	43.9
IncremntDel:	0.0	0.5	0.5	937.1	0.1	0.0	0.0	0.0	0.0	272.0	0.0	931.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	2.3	2.3	943.2	1.4	0.0	0.0	0.0	0.0	315.9	0.0	975.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.3	2.3	943.2	1.4	0.0	0.0	0.0	0.0	315.9	0.0	975.0
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	10	10	47	6	0	0	0	0	28	0	68

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.015
Loss Time (sec):	0	Average Delay (sec/veh):	51.7
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	570	1554	376	84	1402	393	570	131	563	410	244	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:	570	1554	376	84	1402	393	570	131	563	410	244	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	570	1554	376	84	1402	393	570	131	563	410	244	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	1554	376	84	1402	393	570	131	563	410	244	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:	570	1554	376	84	1402	393	570	131	563	410	244	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.83	0.83	0.95	0.91	0.91
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.50	0.50
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	1585	1585	1805	2599	874
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.23	0.02	0.27	0.24	0.32	0.08	0.36	0.23	0.09	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.39	0.39	0.03	0.27	0.27	0.44	0.35	0.35	0.22	0.13	0.13
Volume/Cap:	1.02	0.76	0.59	0.76	1.02	0.91	0.71	0.24	1.02	1.02	0.71	0.71
Uniform Del:	42.0	26.1	23.9	48.0	36.7	35.6	22.7	23.0	32.5	38.8	41.6	41.6
IncremntDel:	41.9	1.7	1.5	25.7	28.1	23.8	3.1	0.0	38.3	48.7	5.3	5.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.9	27.8	25.3	73.8	64.8	59.4	25.8	23.1	70.9	87.6	46.9	46.9
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:	83.9	27.8	25.3	73.8	64.8	59.4	25.8	23.1	70.9	87.6	46.9	46.9
LOS by Move:	F	C	C	E	E	E	C	C	E	F	D	D
HCM2kAvgQ:	15	16	10	3	23	16	15	3	26	19	7	7

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.351
Loss Time (sec):	0	Average Delay (sec/veh):	20.5
Optimal Cycle:	29	Level Of Service:	C

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	71	40	79	100	19	123	185	385	53	53	427	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	40	79	100	19	123	185	385	53	53	427	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	40	79	100	19	123	185	385	53	53	427	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	40	79	100	19	123	185	385	53	53	427	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	40	79	100	19	123	185	385	53	53	427	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.86	0.86	0.61	1.00	0.85	0.95	0.93	0.93	0.95	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.52	0.48
Final Sat.:	1379	1625	1625	1151	1900	1615	1805	3116	429	1805	2639	841
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.05	0.09	0.01	0.08	0.10	0.12	0.12	0.03	0.16	0.16
Crit Moves:				****			****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.29	0.61	0.61	0.14	0.46	0.46
Volume/Cap:	0.21	0.10	0.20	0.35	0.04	0.31	0.35	0.20	0.20	0.20	0.35	0.35
Uniform Del:	29.9	29.0	29.8	31.0	28.6	30.7	27.9	8.8	8.8	37.7	17.3	17.3
IncremntDel:	0.3	0.0	0.2	0.8	0.0	0.4	0.4	0.0	0.0	0.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.2	29.1	29.9	31.8	28.6	31.1	28.3	8.8	8.8	38.1	17.5	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	29.1	29.9	31.8	28.6	31.1	28.3	8.8	8.8	38.1	17.5	17.5
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	2	1	2	3	0	3	5	3	3	2	6	6

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	0	Average Delay (sec/veh):	23.6
Optimal Cycle:	96	Level Of Service:	C

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	399	2699	298	79	2635	58	138	237	467	545	207	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:	399	2699	298	79	2635	58	138	237	467	545	207	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	399	2699	298	79	2635	58	138	237	467	545	207	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	2699	298	79	2635	58	138	237	467	545	207	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:	399	2699	298	79	2635	58	138	237	467	545	207	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.39	0.18	0.02	0.38	0.04	0.04	0.07	0.16	0.10	0.06	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.61	0.61	0.04	0.50	0.50	0.14	0.22	0.22	0.14	0.21	0.21
Volume/Cap:	0.76	0.64	0.30	0.64	0.76	0.07	0.28	0.30	0.76	0.76	0.28	0.13
Uniform Del:	40.8	12.3	9.2	47.6	20.2	13.0	38.2	32.9	36.8	41.6	33.3	32.2
IncremntDel:	6.6	0.3	0.2	10.5	1.0	0.0	0.3	0.2	5.6	4.9	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.4	12.6	9.3	58.0	21.3	13.0	38.5	33.2	42.5	46.5	33.5	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:	47.4	12.6	9.3	58.0	21.3	13.0	38.5	33.2	42.5	46.5	33.5	32.4
LOS by Move:	D	B	A	E	C	B	D	C	D	D	C	C
HCM2kAvgQ:	8	15	4	2	19	1	2	3	9	7	3	1

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	0	Average Delay (sec/veh):	19.0
Optimal Cycle:	62	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1489	227	0	1487	809	0	0	0	222	0	571
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1489	227	0	1487	809	0	0	0	222	0	571
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1489	0	0	1487	0	0	0	0	222	0	571
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1489	0	0	1487	0	0	0	0	222	0	571
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1489	0	0	1487	0	0	0	0	222	0	571
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.78	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1476	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.15	0.00	0.35
Crit Moves:		****										****
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.77	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.33	0.00	0.77
Uniform Del:	0.0	18.1	0.0	0.0	14.9	0.0	0.0	0.0	0.0	17.1	0.0	22.4
IncremntDel:	0.0	1.9	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.3	0.0	4.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	20.0	0.0	0.0	15.1	0.0	0.0	0.0	0.0	17.3	0.0	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.0	0.0	0.0	15.1	0.0	0.0	0.0	0.0	17.3	0.0	27.2
LOS by Move:	A	C	A	A	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	20	0	0	11	0	0	0	0	4	0	16

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.714
Loss Time (sec):	0	Average Delay (sec/veh):	75.2
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	2	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1166	307	460	1249	0	559	3	265	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1166	307	460	1249	0	559	3	265	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1166	307	460	1249	0	559	3	265	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1166	307	460	1249	0	559	3	265	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	1166	307	460	1249	0	559	3	265	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	0.17	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.37	0.63	1.00	2.00	0.00	1.67	0.01	1.32	0.00	0.00	0.00
Final Sat.:	0	3979	1048	315	3610	0	2721	12	2145	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	1.46	0.35	0.00	0.21	0.26	0.12	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.85	0.85	0.85	0.85	0.00	0.15	0.15	0.15	0.00	0.00	0.00
Volume/Cap:	0.00	0.34	0.34	1.71	0.41	0.00	1.38	1.71	0.83	0.00	0.00	0.00
Uniform Del:	0.0	1.6	1.6	7.4	1.7	0.0	42.6	42.6	41.3	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	336.5	0.1	0.0	181.0	330	5.9	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.6	1.6	344.0	1.8	0.0	223.5	372	47.2	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	1.6	1.6	344.0	1.8	0.0	223.5	372	47.2	0.0	0.0	0.0
LOS by Move:	A	A	A	F	A	A	F	F	D	A	A	A
HCM2kAvgQ:	0	4	4	39	5	0	24	35	8	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	0	Average Delay (sec/veh):	27.3
Optimal Cycle:	62	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	354	705	312	765	702	823	1048	0	264	89	0	654
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	354	705	312	765	702	823	1048	0	264	89	0	654
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	705	0	765	702	0	1048	0	264	89	0	654
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	705	0	765	702	0	1048	0	264	89	0	654
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	354	705	0	765	702	0	1048	0	264	89	0	654
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.22	0.14	0.00	0.30	0.00	0.09	0.03	0.00	0.23
Crit Moves:		****		****			****					****
Green/Cycle:	0.22	0.16	0.00	0.35	0.29	0.00	0.47	0.00	0.69	0.49	0.00	0.36
Volume/Cap:	0.47	0.63	0.00	0.63	0.47	0.00	0.63	0.00	0.13	0.05	0.00	0.63
Uniform Del:	34.1	39.1	0.0	27.4	29.1	0.0	19.7	0.0	5.3	13.2	0.0	26.2
IncremntDel:	0.5	1.2	0.0	1.1	0.2	0.0	0.8	0.0	0.0	0.0	0.0	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	34.6	40.3	0.0	28.4	29.3	0.0	20.5	0.0	5.3	13.2	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:	34.6	40.3	0.0	28.4	29.3	0.0	20.5	0.0	5.3	13.2	0.0	27.5
LOS by Move:	C	D	A	C	C	A	C	A	A	B	A	C
HCM2kAvgQ:	5	7	0	11	7	0	13	0	2	1	0	10

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

Scenario Report

Scenario:	FP Sat
Command:	FP Sat
Volume:	FP Sat
Geometry:	Future Ontario Plan
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 #1 Archibald Ave & Sixth St													
Base	37	773	83	54	602	47	23	110	36	99	129	55	2048
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	773	83	54	602	47	23	110	36	99	129	55	2048
#2 #2 N Vineyard Ave & Fourth St													
Base	131	937	156	90	592	66	106	193	87	247	252	100	2957
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	131	937	156	90	592	66	106	193	87	247	252	100	2957
#3 #3 Archibald Ave& Fourth St													
Base	156	807	107	89	560	53	66	231	89	177	355	78	2768
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	156	807	107	89	560	53	66	231	89	177	355	78	2768
#4 #4 Turner Ave & Fourth St													
Base	17	150	16	66	114	150	39	416	45	20	403	115	1551
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	150	16	66	114	150	39	416	45	20	403	115	1551
#5 #5 Haven Ave & Fourth St													
Base	122	1192	206	96	1000	73	53	369	143	192	337	94	3877
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	122	1192	206	96	1000	73	53	369	143	192	337	94	3877
#6 #6 N Vineyard Ave & Inland Empire Blvd													
Base	0	833	268	250	870	0	0	0	0	412	0	355	2988
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	833	268	250	870	0	0	0	0	412	0	355	2988
#7 #7 N Archibald Ave & Inland Empire Blvd													
Base	338	866	196	44	729	240	357	75	346	229	131	72	3623
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	338	866	196	44	729	240	357	75	346	229	131	72	3623
#8 #8 Turner Ave & Inland Empire Blvd													
Base	36	21	42	52	9	85	97	207	28	28	250	71	926
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	36	21	42	52	9	85	97	207	28	28	250	71	926
#9 #9 N Haven Ave & Inland Empire Blvd													
Base	219	1403	155	42	1407	38	72	127	247	283	115	23	4131
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	219	1403	155	42	1407	38	72	127	247	283	115	23	4131
#10 #10 N Vineyard Ave & I-10 WB Ramps													
Base	0	814	118	0	813	482	0	0	0	115	0	305	2647
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	814	118	0	813	482	0	0	0	115	0	305	2647

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#11 #11 N Vineyard Ave & I-10 EB Ramps													
Base	0	620	159	259	670	0	318	2	138	0	0	0	2166
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	620	159	259	670	0	318	2	138	0	0	0	2166
#12 #12 N Archibald Ave & I-10 EB & WB Ramps													
Base	184	383	162	425	378	449	579	0	137	47	0	381	3125
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	184	383	162	425	378	449	579	0	137	47	0	381	3125

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	B	14.2	0.372	B	14.2	0.372	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	C	23.3	0.511	C	23.3	0.511	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	24.6	0.385	C	24.6	0.385	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	16.5	0.234	B	16.5	0.234	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	B	16.3	0.388	B	16.3	0.388	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	B	15.4	0.832	B	15.4	0.832	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	C	29.5	0.591	C	29.5	0.591	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	B	19.3	0.198	B	19.3	0.198	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	B	19.0	0.407	B	19.0	0.407	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	B	14.0	0.414	B	14.0	0.414	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	B	10.1	0.556	B	10.1	0.556	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	24.4	0.355	C	24.4	0.355	+ 0.000 D/V

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	0	Average Delay (sec/veh):	14.2
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	37	773	83	54	602	47	23	110	36	99	129	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:	37	773	83	54	602	47	23	110	36	99	129	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	773	83	54	602	47	23	110	36	99	129	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	773	83	54	602	47	23	110	36	99	129	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:	37	773	83	54	602	47	23	110	36	99	129	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.43	0.91	0.91	0.58	0.96	0.96
Lanes:	1.00	1.81	0.19	1.00	1.86	0.14	1.00	1.51	0.49	1.00	0.70	0.30
Final Sat.:	1805	3211	345	1805	3312	259	809	2619	857	1110	1272	542
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.03	0.18	0.18	0.03	0.04	0.04	0.09	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.07	0.65	0.65	0.08	0.65	0.65	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.28	0.37	0.37	0.37	0.28	0.28	0.10	0.15	0.15	0.33	0.37	0.37
Uniform Del:	43.8	8.2	8.2	43.6	7.3	7.3	27.2	27.6	27.6	29.1	29.4	29.4
IncremntDel:	1.1	0.1	0.1	1.6	0.1	0.1	0.2	0.1	0.1	0.6	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.9	8.3	8.3	45.2	7.4	7.4	27.4	27.7	27.7	29.7	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	8.3	8.3	45.2	7.4	7.4	27.4	27.7	27.7	29.7	29.9	29.9
LOS by Move:	D	A	A	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	6	6	2	4	4	1	2	2	3	5	5

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	0	Average Delay (sec/veh):	23.3
Optimal Cycle:	47	Level Of Service:	C

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	131	937	156	90	592	66	106	193	87	247	252	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:	131	937	156	90	592	66	106	193	87	247	252	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	937	156	90	592	66	106	193	87	247	252	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	937	156	90	592	66	106	193	87	247	252	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:	131	937	156	90	592	66	106	193	87	247	252	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.92	0.91	0.91	0.92	0.91	0.91
Lanes:	1.00	1.71	0.29	1.00	1.80	0.20	2.00	1.38	0.62	2.00	1.43	0.57
Final Sat.:	1805	3030	504	1805	3199	357	3502	2371	1069	3502	2473	981
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.05	0.19	0.19	0.03	0.08	0.08	0.07	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.20	0.61	0.61	0.10	0.50	0.50	0.07	0.16	0.16	0.14	0.23	0.23
Volume/Cap:	0.37	0.51	0.51	0.51	0.37	0.37	0.44	0.51	0.51	0.51	0.44	0.44
Uniform Del:	34.7	11.3	11.3	42.9	15.0	15.0	44.8	38.5	38.5	40.0	33.1	33.1
IncremntDel:	0.6	0.2	0.2	2.5	0.1	0.1	1.3	0.8	0.8	0.9	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.3	11.5	11.5	45.4	15.2	15.2	46.1	39.3	39.3	40.9	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:	35.3	11.5	11.5	45.4	15.2	15.2	46.1	39.3	39.3	40.9	33.5	33.5
LOS by Move:	D	B	B	D	B	B	D	D	D	D	C	C
HCM2kAvgQ:	4	10	10	3	6	6	2	5	5	4	5	5

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.385
Loss Time (sec):	0	Average Delay (sec/veh):	24.6
Optimal Cycle:	37	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 0	1	2 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	156	807	107	89	560	53	66	231	89	177	355	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	807	107	89	560	53	66	231	89	177	355	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	807	107	89	560	53	66	231	89	177	355	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	807	107	89	560	53	66	231	89	177	355	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:	156	807	107	89	560	53	66	231	89	177	355	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.92	0.91	0.91	0.92	0.91	0.85
Lanes:	1.00	2.65	0.35	1.00	2.00	1.00	2.00	1.44	0.56	2.00	3.00	1.00
Final Sat.:	1805	4497	596	1805	3610	1615	3502	2497	962	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.05	0.16	0.03	0.02	0.09	0.09	0.05	0.07	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.22	0.49	0.49	0.14	0.40	0.40	0.08	0.24	0.24	0.13	0.29	0.29
Volume/Cap:	0.38	0.36	0.36	0.36	0.38	0.08	0.23	0.38	0.38	0.38	0.23	0.17
Uniform Del:	32.9	15.7	15.7	39.3	21.1	18.4	43.1	31.8	31.8	39.7	26.9	26.4
IncremntDel:	0.6	0.1	0.1	0.9	0.2	0.1	0.4	0.3	0.3	0.5	0.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.5	15.8	15.8	40.2	21.2	18.5	43.5	32.1	32.1	40.3	27.0	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:	33.5	15.8	15.8	40.2	21.2	18.5	43.5	32.1	32.1	40.3	27.0	26.5
LOS by Move:	C	B	B	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	4	6	6	3	6	1	1	5	5	3	3	2

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.234
Loss Time (sec):	0	Average Delay (sec/veh):	16.5
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	17	150	16	66	114	150	39	416	45	20	403	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	150	16	66	114	150	39	416	45	20	403	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	150	16	66	114	150	39	416	45	20	403	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	150	16	66	114	150	39	416	45	20	403	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	150	16	66	114	150	39	416	45	20	403	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.58	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.19	1.64	0.17	1.00	1.00	1.00	1.00	1.80	0.20	1.00	3.00	1.00
Final Sat.:	308	2722	290	1110	1900	1615	1805	3209	347	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.06	0.06	0.09	0.02	0.13	0.13	0.01	0.08	0.07
Crit Moves:						****		****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.13	0.55	0.55	0.05	0.47	0.47
Volume/Cap:	0.14	0.14	0.14	0.15	0.15	0.23	0.16	0.23	0.23	0.23	0.16	0.15
Uniform Del:	19.2	19.2	19.2	19.3	19.3	20.0	38.6	11.4	11.4	45.9	15.2	15.0
IncremntDel:	0.0	0.0	0.0	0.2	0.1	0.2	0.3	0.1	0.1	1.4	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.3	19.3	19.3	19.5	19.4	20.2	38.9	11.4	11.4	47.3	15.2	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:	19.3	19.3	19.3	19.5	19.4	20.2	38.9	11.4	11.4	47.3	15.2	15.1
LOS by Move:	B	B	B	B	B	C	D	B	B	D	B	B
HCM2kAvgQ:	2	2	2	1	2	3	1	4	4	1	3	2

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	0	Average Delay (sec/veh):	16.3
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	122	1192	206	96	1000	73	53	369	143	192	337	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:	122	1192	206	96	1000	73	53	369	143	192	337	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1192	206	96	1000	73	53	369	143	192	337	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1192	206	96	1000	73	53	369	143	192	337	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1192	206	96	1000	73	53	369	143	192	337	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.91	0.85	0.20	0.90	0.90	0.92	0.87	0.87	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.73	0.27	2.00	2.16	0.84	2.00	2.00	1.00
Final Sat.:	675	5187	1615	752	6381	466	3502	3581	1388	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.13	0.13	0.16	0.16	0.02	0.10	0.10	0.05	0.09	0.06
Crit Moves:		****						****		****		
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.06	0.27	0.27	0.14	0.35	0.35
Volume/Cap:	0.31	0.39	0.22	0.22	0.26	0.26	0.27	0.39	0.39	0.39	0.27	0.17
Uniform Del:	10.1	10.8	9.5	9.5	9.8	9.8	45.2	30.1	30.1	39.0	23.3	22.4
IncremntDel:	0.4	0.1	0.1	0.2	0.0	0.0	0.7	0.2	0.2	0.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	10.6	10.8	9.6	9.7	9.9	9.9	45.9	30.2	30.2	39.5	23.4	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:	10.6	10.8	9.6	9.7	9.9	9.9	45.9	30.2	30.2	39.5	23.4	22.5
LOS by Move:	B	B	A	A	A	A	D	C	C	D	C	C
HCM2kAvgQ:	1	7	3	1	4	4	1	5	5	3	4	2

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	0	Average Delay (sec/veh):	15.4
Optimal Cycle:	111	Level Of Service:	B

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	833	268	250	870	0	0	0	0	412	0	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	833	268	250	870	0	0	0	0	412	0	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	833	268	250	870	0	0	0	0	412	0	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	833	268	250	870	0	0	0	0	412	0	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	833	268	250	870	0	0	0	0	412	0	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.22	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.51	0.49	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2633	847	409	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.61	0.24	0.00	0.00	0.00	0.00	0.11	0.00	0.22
Crit Moves:				****								****
Green/Cycle:	0.00	0.74	0.74	0.74	0.74	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	0.43	0.43	0.83	0.33	0.00	0.00	0.00	0.00	0.43	0.00	0.83
Uniform Del:	0.0	5.1	5.1	9.0	4.6	0.0	0.0	0.0	0.0	30.5	0.0	34.7
IncremntDel:	0.0	0.1	0.1	17.6	0.1	0.0	0.0	0.0	0.0	0.3	0.0	13.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	5.2	5.2	26.6	4.7	0.0	0.0	0.0	0.0	30.9	0.0	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.2	5.2	26.6	4.7	0.0	0.0	0.0	0.0	30.9	0.0	47.7
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	7	7	8	5	0	0	0	0	5	0	13

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	0	Average Delay (sec/veh):	29.5
Optimal Cycle:	56	Level Of Service:	C

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	338	866	196	44	729	240	357	75	346	229	131	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	866	196	44	729	240	357	75	346	229	131	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	866	196	44	729	240	357	75	346	229	131	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	866	196	44	729	240	357	75	346	229	131	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	338	866	196	44	729	240	357	75	346	229	131	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.83	0.83	0.95	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.29	0.71
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	1583	1583	1805	2206	1213
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.12	0.01	0.14	0.15	0.20	0.05	0.22	0.13	0.06	0.06
Crit Moves:	****					****			****	****		
Green/Cycle:	0.16	0.39	0.39	0.03	0.25	0.25	0.45	0.37	0.37	0.21	0.14	0.14
Volume/Cap:	0.59	0.43	0.31	0.43	0.56	0.59	0.44	0.13	0.59	0.59	0.44	0.44
Uniform Del:	38.7	22.6	21.5	47.7	32.6	32.9	18.9	20.8	25.4	35.3	39.8	39.8
IncremntDel:	1.6	0.2	0.3	2.9	0.5	2.3	0.4	0.0	1.3	2.4	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.4	22.8	21.7	50.7	33.1	35.2	19.2	20.8	26.7	37.7	40.4	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	22.8	21.7	50.7	33.1	35.2	19.2	20.8	26.7	37.7	40.4	40.4
LOS by Move:	D	C	C	D	C	D	B	C	C	D	D	D
HCM2kAvgQ:	6	7	4	1	8	7	8	2	10	7	3	3

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.198
Loss Time (sec):	0	Average Delay (sec/veh):	19.3
Optimal Cycle:	23	Level Of Service:	B

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	36	21	42	52	9	85	97	207	28	28	250	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:	36	21	42	52	9	85	97	207	28	28	250	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	21	42	52	9	85	97	207	28	28	250	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	21	42	52	9	85	97	207	28	28	250	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:	36	21	42	52	9	85	97	207	28	28	250	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.86	0.86	0.68	1.00	0.85	0.95	0.93	0.93	0.95	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.56	0.44
Final Sat.:	1425	1625	1625	1296	1900	1615	1805	3123	422	1805	2719	772
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.03	0.04	0.00	0.05	0.05	0.07	0.07	0.02	0.09	0.09
Crit Moves:						****	****				****	
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.60	0.60	0.14	0.46	0.46
Volume/Cap:	0.10	0.05	0.10	0.15	0.02	0.20	0.20	0.11	0.11	0.11	0.20	0.20
Uniform Del:	27.7	27.3	27.7	28.1	27.1	28.5	28.1	8.8	8.8	37.6	15.8	15.8
IncremntDel:	0.1	0.0	0.1	0.2	0.0	0.2	0.2	0.0	0.0	0.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.8	27.4	27.8	28.3	27.1	28.7	28.3	8.8	8.8	37.8	15.9	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:	27.8	27.4	27.8	28.3	27.1	28.7	28.3	8.8	8.8	37.8	15.9	15.9
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	1	1	1	1	0	2	2	2	2	1	3	3

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.407
Loss Time (sec):	0	Average Delay (sec/veh):	19.0
Optimal Cycle:	38	Level Of Service:	B

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	219	1403	155	42	1407	38	72	127	247	283	115	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:	219	1403	155	42	1407	38	72	127	247	283	115	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	1403	155	42	1407	38	72	127	247	283	115	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1403	155	42	1407	38	72	127	247	283	115	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:	219	1403	155	42	1407	38	72	127	247	283	115	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.10	0.01	0.20	0.02	0.02	0.04	0.09	0.05	0.03	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.62	0.62	0.04	0.50	0.50	0.14	0.21	0.21	0.13	0.21	0.21
Volume/Cap:	0.41	0.33	0.16	0.33	0.41	0.05	0.15	0.16	0.41	0.41	0.15	0.07
Uniform Del:	38.2	9.2	8.1	47.0	15.7	12.8	38.1	32.0	33.9	39.8	32.2	31.6
IncremntDel:	0.5	0.0	0.1	1.5	0.1	0.0	0.1	0.1	0.4	0.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.7	9.2	8.2	48.5	15.8	12.8	38.3	32.1	34.3	40.2	32.3	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	9.2	8.2	48.5	15.8	12.8	38.3	32.1	34.3	40.2	32.3	31.7
LOS by Move:	D	A	A	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	3	6	2	1	7	1	1	2	4	3	2	1

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.414
Loss Time (sec):	0	Average Delay (sec/veh):	14.0
Optimal Cycle:	25	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	814	118	0	813	482	0	0	0	115	0	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	814	118	0	813	482	0	0	0	115	0	305
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	814	0	0	813	0	0	0	0	115	0	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	814	0	0	813	0	0	0	0	115	0	305
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	814	0	0	813	0	0	0	0	115	0	305
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.80	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1514	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.08	0.00	0.19
Crit Moves:		****										****
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.41	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.17	0.00	0.41
Uniform Del:	0.0	13.4	0.0	0.0	12.3	0.0	0.0	0.0	0.0	16.0	0.0	18.3
IncremntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	13.6	0.0	0.0	12.4	0.0	0.0	0.0	0.0	16.1	0.0	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	13.6	0.0	0.0	12.4	0.0	0.0	0.0	0.0	16.1	0.0	18.6
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	8	0	0	5	0	0	0	0	2	0	6

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	0	Average Delay (sec/veh):	10.1
Optimal Cycle:	32	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	2	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	620	159	259	670	0	318	2	138	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	620	159	259	670	0	318	2	138	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	620	159	259	670	0	318	2	138	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	620	159	259	670	0	318	2	138	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	159	259	670	0	318	2	138	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	0.33	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.39	0.61	1.00	2.00	0.00	1.69	0.01	1.30	0.00	0.00	0.00
Final Sat.:	0	4000	1026	625	3610	0	2750	14	2114	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.41	0.19	0.00	0.12	0.14	0.07	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.75	0.75	0.75	0.75	0.00	0.25	0.25	0.25	0.00	0.00	0.00
Volume/Cap:	0.00	0.21	0.21	0.56	0.25	0.00	0.45	0.56	0.26	0.00	0.00	0.00
Uniform Del:	0.0	3.8	3.8	5.5	4.0	0.0	31.4	32.4	29.7	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	1.5	0.0	0.0	0.3	0.8	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.9	3.9	7.0	4.0	0.0	31.7	33.2	29.8	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	3.9	3.9	7.0	4.0	0.0	31.7	33.2	29.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	3	3	4	3	0	5	7	3	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	0	Average Delay (sec/veh):	24.4
Optimal Cycle:	35	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	184	383	162	425	378	449	579	0	137	47	0	381
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	383	162	425	378	449	579	0	137	47	0	381
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	383	0	425	378	0	579	0	137	47	0	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	383	0	425	378	0	579	0	137	47	0	381
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	383	0	425	378	0	579	0	137	47	0	381
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.00	0.12	0.07	0.00	0.17	0.00	0.05	0.01	0.00	0.13
Crit Moves:		****		****			****					****
Green/Cycle:	0.21	0.16	0.00	0.34	0.29	0.00	0.47	0.00	0.67	0.50	0.00	0.38
Volume/Cap:	0.25	0.35	0.00	0.35	0.25	0.00	0.35	0.00	0.07	0.03	0.00	0.35
Uniform Del:	33.0	37.7	0.0	24.6	27.2	0.0	17.1	0.0	5.6	12.6	0.0	22.4
IncremntDel:	0.2	0.2	0.0	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	33.2	37.9	0.0	24.8	27.3	0.0	17.2	0.0	5.6	12.6	0.0	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:	33.2	37.9	0.0	24.8	27.3	0.0	17.2	0.0	5.6	12.6	0.0	22.6
LOS by Move:	C	D	A	C	C	A	B	A	A	B	A	C
HCM2kAvgQ:	3	3	0	5	3	0	6	0	1	0	0	5

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

Scenario Report

Scenario:	FB 2040 AM
Command:	FB 2040 AM
Volume:	FB 2040 AM
Geometry:	Future Ontario Plan
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 #1 Archibald Ave & Sixth St													
Base	29	1079	192	99	1308	49	96	307	126	116	129	66	3596
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	1079	192	99	1308	49	96	307	126	116	129	66	3596
#2 #2 N Vineyard Ave & Fourth St													
Base	181	1100	207	153	1538	133	195	411	191	283	487	121	5000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	181	1100	207	153	1538	133	195	411	191	283	487	121	5000
#3 #3 Archibald Ave& Fourth St													
Base	131	1130	237	127	1230	121	79	447	228	276	464	156	4626
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	131	1130	237	127	1230	121	79	447	228	276	464	156	4626
#4 #4 Turner Ave & Fourth St													
Base	31	212	52	184	256	257	99	625	40	38	699	176	2669
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	212	52	184	256	257	99	625	40	38	699	176	2669
#5 #5 Haven Ave & Fourth St													
Base	262	2262	520	82	1835	98	112	398	149	249	654	171	6792
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	262	2262	520	82	1835	98	112	398	149	249	654	171	6792
#6 #6 N Vineyard Ave & Inland Empire Blvd													
Base	0	1606	413	354	1625	0	0	0	0	324	0	248	4570
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1606	413	354	1625	0	0	0	0	324	0	248	4570
#7 #7 N Archibald Ave & Inland Empire Blvd													
Base	534	1347	506	126	1508	391	180	113	392	334	212	82	5725
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	534	1347	506	126	1508	391	180	113	392	334	212	82	5725
#8 #8 Turner Ave & Inland Empire Blvd													
Base	40	13	24	156	29	140	98	342	78	115	336	70	1441
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	13	24	156	29	140	98	342	78	115	336	70	1441
#9 #9 N Haven Ave & Inland Empire Blvd													
Base	620	3373	526	72	2172	125	99	136	336	29	157	139	7784
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	620	3373	526	72	2172	125	99	136	336	29	157	139	7784
#10 #10 N Vineyard Ave & I-10 WB Ramps													
Base	0	1407	248	0	1513	159	0	0	0	255	0	615	4197
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1407	248	0	1513	159	0	0	0	255	0	615	4197

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#11 #11 N Vineyard Ave & I-10 EB Ramps													
Base	0	1011	415	545	1226	0	633	7	344	0	0	0	4181
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1011	415	545	1226	0	633	7	344	0	0	0	4181
#12 #12 N Archibald Ave & I-10 EB & WB Ramps													
Base	65	401	93	720	689	734	1201	0	264	249	0	766	5182
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	65	401	93	720	689	734	1201	0	264	249	0	766	5182

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	B	16.4	0.592	B	16.4	0.592	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	C	30.6	0.825	C	30.6	0.825	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	26.1	0.689	C	26.1	0.689	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	19.9	0.394	B	19.9	0.394	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	B	15.8	0.649	B	15.8	0.649	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	F	91.9	2.201	F	91.9	2.201	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	D	35.1	0.874	D	35.1	0.874	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	C	22.2	0.297	C	22.2	0.297	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	B	15.6	0.632	B	15.6	0.632	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	C	20.4	0.771	C	20.4	0.771	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	F	109.7	1.953	F	109.7	1.953	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	24.4	0.670	C	24.4	0.670	+ 0.000 D/V

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0	Average Delay (sec/veh):	16.4
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	29	1079	192	99	1308	49	96	307	126	116	129	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	1079	192	99	1308	49	96	307	126	116	129	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	1079	192	99	1308	49	96	307	126	116	129	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1079	192	99	1308	49	96	307	126	116	129	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:	29	1079	192	99	1308	49	96	307	126	116	129	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.43	0.91	0.91	0.34	0.95	0.95
Lanes:	1.00	1.70	0.30	1.00	1.93	0.07	1.00	1.42	0.58	1.00	0.66	0.34
Final Sat.:	1805	2994	533	1805	3462	130	825	2447	1004	656	1193	610
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.05	0.38	0.38	0.12	0.13	0.13	0.18	0.11	0.11
Crit Moves:		****		****						****		
Green/Cycle:	0.03	0.61	0.61	0.09	0.67	0.67	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.56	0.59	0.59	0.59	0.56	0.56	0.39	0.42	0.42	0.59	0.36	0.36
Uniform Del:	48.0	12.0	12.0	43.6	8.6	8.6	27.8	28.1	28.1	29.9	27.6	27.6
IncremntDel:	13.3	0.4	0.4	5.6	0.3	0.3	1.0	0.3	0.3	4.8	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.3	12.4	12.4	49.1	8.9	8.9	28.8	28.4	28.4	34.6	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:	61.3	12.4	12.4	49.1	8.9	8.9	28.8	28.4	28.4	34.6	28.0	28.0
LOS by Move:	E	B	B	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	13	13	4	12	12	3	6	6	4	5	5

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	0	Average Delay (sec/veh):	30.6
Optimal Cycle:	130	Level Of Service:	C

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	181	1100	207	153	1538	133	195	411	191	283	487	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:	181	1100	207	153	1538	133	195	411	191	283	487	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	1100	207	153	1538	133	195	411	191	283	487	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1100	207	153	1538	133	195	411	191	283	487	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	1100	207	153	1538	133	195	411	191	283	487	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.92	0.90	0.90	0.92	0.92	0.92
Lanes:	1.00	1.68	0.32	1.00	1.84	0.16	2.00	1.37	0.63	2.00	1.60	0.40
Final Sat.:	1805	2965	558	1805	3283	284	3502	2346	1090	3502	2805	697
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.37	0.08	0.47	0.47	0.06	0.18	0.18	0.08	0.17	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.56	0.56	0.13	0.57	0.57	0.08	0.21	0.21	0.10	0.24	0.24
Volume/Cap:	0.82	0.66	0.66	0.66	0.82	0.82	0.74	0.82	0.82	0.82	0.74	0.74
Uniform Del:	42.9	15.3	15.3	41.5	17.6	17.6	45.3	37.6	37.6	44.3	35.4	35.4
IncremntDel:	21.8	0.8	0.8	6.9	2.9	2.9	10.5	7.6	7.6	14.9	3.6	3.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.7	16.1	16.1	48.4	20.5	20.5	55.8	45.2	45.2	59.2	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	16.1	16.1	48.4	20.5	20.5	55.8	45.2	45.2	59.2	39.0	39.0
LOS by Move:	E	B	B	D	C	C	E	D	D	E	D	D
HCM2kAvgQ:	8	15	15	6	24	24	5	12	12	7	11	11

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	0	Average Delay (sec/veh):	26.1
Optimal Cycle:	73	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 0	1	2 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	131	1130	237	127	1230	121	79	447	228	276	464	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	1130	237	127	1230	121	79	447	228	276	464	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	1130	237	127	1230	121	79	447	228	276	464	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1130	237	127	1230	121	79	447	228	276	464	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	1130	237	127	1230	121	79	447	228	276	464	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.48	0.52	1.00	2.00	1.00	2.00	1.32	0.68	2.00	3.00	1.00
Final Sat.:	1805	4176	876	1805	3610	1615	3502	2269	1157	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.07	0.34	0.07	0.02	0.20	0.20	0.08	0.09	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.48	0.48	0.12	0.49	0.49	0.08	0.29	0.29	0.11	0.32	0.32
Volume/Cap:	0.69	0.57	0.57	0.57	0.69	0.15	0.30	0.69	0.69	0.69	0.28	0.30
Uniform Del:	43.2	18.8	18.8	41.3	19.4	13.8	43.7	31.8	31.8	42.6	25.1	25.3
IncremntDel:	10.2	0.3	0.3	3.4	1.2	0.1	0.6	2.1	2.1	5.0	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.4	19.1	19.1	44.7	20.5	13.9	44.3	33.9	33.9	47.6	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:	53.4	19.1	19.1	44.7	20.5	13.9	44.3	33.9	33.9	47.6	25.1	25.6
LOS by Move:	D	B	B	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	5	11	11	5	16	2	1	11	11	6	4	4

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	0	Average Delay (sec/veh):	19.9
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	31	212	52	184	256	257	99	625	40	38	699	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	212	52	184	256	257	99	625	40	38	699	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	212	52	184	256	257	99	625	40	38	699	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	212	52	184	256	257	99	625	40	38	699	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:	31	212	52	184	256	257	99	625	40	38	699	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.52	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.21	1.44	0.35	1.00	1.00	1.00	1.00	1.88	0.12	1.00	3.00	1.00
Final Sat.:	335	2294	563	982	1900	1615	1805	3362	215	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.19	0.13	0.16	0.05	0.19	0.19	0.02	0.13	0.11
Crit Moves:				****				****		****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.15	0.47	0.47	0.05	0.37	0.37
Volume/Cap:	0.19	0.19	0.19	0.39	0.28	0.33	0.36	0.39	0.39	0.39	0.36	0.29
Uniform Del:	15.2	15.2	15.2	17.0	15.9	16.4	38.1	17.2	17.2	45.8	22.7	22.1
IncremntDel:	0.1	0.1	0.1	0.6	0.2	0.3	0.8	0.2	0.2	2.6	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.2	15.2	15.2	17.5	16.1	16.6	38.9	17.3	17.3	48.4	22.8	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:	15.2	15.2	15.2	17.5	16.1	16.6	38.9	17.3	17.3	48.4	22.8	22.3
LOS by Move:	B	B	B	B	B	B	D	B	B	D	C	C
HCM2kAvgQ:	3	3	3	4	5	5	3	7	7	2	6	4

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0	Average Delay (sec/veh):	15.8
Optimal Cycle:	53	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	262	2262	520	82	1835	98	112	398	149	249	654	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:	262	2262	520	82	1835	98	112	398	149	249	654	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	2262	520	82	1835	98	112	398	149	249	654	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	2262	520	82	1835	98	112	398	149	249	654	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:	262	2262	520	82	1835	98	112	398	149	249	654	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.91	0.85	0.33	0.90	0.90	0.92	0.87	0.87	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.80	0.20	2.00	2.18	0.82	2.00	2.00	1.00
Final Sat.:	980	5187	1615	1268	6513	348	3502	3619	1355	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.27	0.44	0.32	0.06	0.28	0.28	0.03	0.11	0.11	0.07	0.18	0.11
Crit Moves:		****					****				****	
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.05	0.20	0.20	0.13	0.28	0.28
Volume/Cap:	0.40	0.65	0.48	0.10	0.42	0.42	0.65	0.55	0.55	0.55	0.65	0.38
Uniform Del:	7.4	9.6	7.9	5.8	7.5	7.5	46.7	36.0	36.0	40.8	31.7	29.1
IncremntDel:	0.4	0.4	0.3	0.0	0.1	0.1	8.4	0.7	0.7	1.5	1.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	7.8	10.0	8.3	5.8	7.6	7.6	55.1	36.7	36.7	42.3	33.2	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:	7.8	10.0	8.3	5.8	7.6	7.6	55.1	36.7	36.7	42.3	33.2	29.6
LOS by Move:	A	A	A	A	A	A	E	D	D	D	C	C
HCM2kAvgQ:	2	15	8	1	7	7	3	6	6	4	10	4

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	2.201
Loss Time (sec):	0	Average Delay (sec/veh):	91.9
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	1606	413	354	1625	0	0	0	0	324	0	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1606	413	354	1625	0	0	0	0	324	0	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1606	413	354	1625	0	0	0	0	324	0	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1606	413	354	1625	0	0	0	0	324	0	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:	0	1606	413	354	1625	0	0	0	0	324	0	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.09	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.59	0.41	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2783	716	173	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.58	2.05	0.45	0.00	0.00	0.00	0.00	0.09	0.00	0.15
Crit Moves:				****								****
Green/Cycle:	0.00	0.93	0.93	0.93	0.93	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.62	0.62	2.20	0.48	0.00	0.00	0.00	0.00	1.28	0.00	2.20
Uniform Del:	0.0	0.6	0.6	3.5	0.4	0.0	0.0	0.0	0.0	46.5	0.0	46.5
IncremntDel:	0.0	0.4	0.4	560.2	0.1	0.0	0.0	0.0	0.0	154.4	0.0	568.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	0.9	0.9	563.7	0.6	0.0	0.0	0.0	0.0	200.9	0.0	614.8
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	0.9	0.9	563.7	0.6	0.0	0.0	0.0	0.0	200.9	0.0	614.8
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	6	6	36	4	0	0	0	0	12	0	25

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	0	Average Delay (sec/veh):	35.1
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	534	1347	506	126	1508	391	180	113	392	334	212	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:	534	1347	506	126	1508	391	180	113	392	334	212	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	534	1347	506	126	1508	391	180	113	392	334	212	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	534	1347	506	126	1508	391	180	113	392	334	212	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:	534	1347	506	126	1508	391	180	113	392	334	212	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.84	0.84	0.95	0.91	0.91
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.44	0.56
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	1596	1596	1805	2494	965
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.31	0.04	0.29	0.24	0.10	0.07	0.25	0.19	0.09	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.45	0.45	0.05	0.33	0.33	0.27	0.28	0.28	0.21	0.23	0.23
Volume/Cap:	0.87	0.57	0.69	0.69	0.87	0.73	0.37	0.25	0.87	0.87	0.37	0.37
Uniform Del:	40.2	20.1	21.6	46.6	31.4	29.4	29.9	27.8	34.3	38.1	32.7	32.7
IncremntDel:	13.2	0.3	2.8	10.6	5.3	5.0	0.5	0.1	13.9	19.4	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.4	20.4	24.4	57.2	36.7	34.4	30.4	27.9	48.1	57.5	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:	53.4	20.4	24.4	57.2	36.7	34.4	30.4	27.9	48.1	57.5	33.0	33.0
LOS by Move:	D	C	C	E	D	C	C	C	D	E	C	C
HCM2kAvgQ:	11	11	13	3	19	12	5	3	15	13	4	4

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.297
Loss Time (sec):	0	Average Delay (sec/veh):	22.2
Optimal Cycle:	26	Level Of Service:	C

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	40	13	24	156	29	140	98	342	78	115	336	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:	40	13	24	156	29	140	98	342	78	115	336	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	13	24	156	29	140	98	342	78	115	336	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	13	24	156	29	140	98	342	78	115	336	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:	40	13	24	156	29	140	98	342	78	115	336	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.86	0.86	0.73	1.00	0.85	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.63	0.37	1.00	1.66	0.34
Final Sat.:	1372	1630	1630	1378	1900	1615	1805	2857	652	1805	2910	606
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.11	0.02	0.09	0.05	0.12	0.12	0.06	0.12	0.12
Crit Moves:				****				****		****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.20	0.40	0.40	0.21	0.42	0.42
Volume/Cap:	0.08	0.02	0.04	0.30	0.04	0.23	0.27	0.30	0.30	0.30	0.27	0.27
Uniform Del:	19.7	19.3	19.4	21.6	19.4	20.9	34.0	20.2	20.2	32.9	19.0	19.0
IncremntDel:	0.1	0.0	0.0	0.3	0.0	0.2	0.4	0.1	0.1	0.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.7	19.3	19.4	21.9	19.4	21.1	34.4	20.3	20.3	33.4	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	19.3	19.4	21.9	19.4	21.1	34.4	20.3	20.3	33.4	19.1	19.1
LOS by Move:	B	B	B	C	B	C	C	C	C	C	B	B
HCM2kAvgQ:	1	0	0	3	1	3	3	5	5	3	4	4

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	0	Average Delay (sec/veh):	15.6
Optimal Cycle:	62	Level Of Service:	B

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	620	3373	526	72	2172	125	99	136	336	29	157	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	620	3373	526	72	2172	125	99	136	336	29	157	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	620	3373	526	72	2172	125	99	136	336	29	157	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	3373	526	72	2172	125	99	136	336	29	157	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:	620	3373	526	72	2172	125	99	136	336	29	157	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.49	0.33	0.02	0.31	0.08	0.03	0.04	0.12	0.01	0.04	0.09
Crit Moves:		****		****					****	****		
Green/Cycle:	0.29	0.77	0.77	0.03	0.51	0.51	0.05	0.19	0.19	0.01	0.15	0.15
Volume/Cap:	0.61	0.63	0.42	0.63	0.61	0.15	0.58	0.20	0.63	0.63	0.30	0.58
Uniform Del:	30.6	5.1	3.9	47.8	17.2	12.8	46.6	34.3	37.5	49.4	38.0	39.8
IncremntDel:	1.1	0.2	0.2	11.0	0.3	0.1	5.1	0.1	2.5	25.2	0.3	3.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.7	5.3	4.1	58.8	17.5	12.9	51.7	34.5	39.9	74.6	38.3	43.5
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:	31.7	5.3	4.1	58.8	17.5	12.9	51.7	34.5	39.9	74.6	38.3	43.5
LOS by Move:	C	A	A	E	B	B	D	C	D	E	D	D
HCM2kAvgQ:	9	13	6	2	13	2	3	2	6	1	2	5

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	0	Average Delay (sec/veh):	20.4
Optimal Cycle:	63	Level Of Service:	C

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1407	248	0	1513	159	0	0	0	255	0	615
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1407	248	0	1513	159	0	0	0	255	0	615
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1407	0	0	1513	0	0	0	0	255	0	615
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1407	0	0	1513	0	0	0	0	255	0	615
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1407	0	0	1513	0	0	0	0	255	0	615
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.78	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1473	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.17	0.00	0.38
Crit Moves:		****										****
Green/Cycle:	0.00	0.51	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.00	0.77	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.35	0.00	0.77
Uniform Del:	0.0	20.0	0.0	0.0	17.2	0.0	0.0	0.0	0.0	15.5	0.0	20.7
IncremntDel:	0.0	2.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.3	0.0	4.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	22.1	0.0	0.0	17.6	0.0	0.0	0.0	0.0	15.8	0.0	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:	0.0	22.1	0.0	0.0	17.6	0.0	0.0	0.0	0.0	15.8	0.0	25.3
LOS by Move:	A	C	A	A	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	20	0	0	12	0	0	0	0	5	0	17

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.953
Loss Time (sec):	0	Average Delay (sec/veh):	109.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	2	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1011	415	545	1226	0	633	7	344	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1011	415	545	1226	0	633	7	344	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1011	415	545	1226	0	633	7	344	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1011	415	545	1226	0	633	7	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	1011	415	545	1226	0	633	7	344	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.17	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.13	0.87	1.00	2.00	0.00	1.64	0.01	1.35	0.00	0.00	0.00
Final Sat.:	0	3516	1443	331	3610	0	2668	23	2194	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	1.65	0.34	0.00	0.24	0.30	0.16	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.84	0.84	0.84	0.84	0.00	0.16	0.16	0.16	0.00	0.00	0.00
Volume/Cap:	0.00	0.34	0.34	1.95	0.40	0.00	1.52	1.95	1.01	0.00	0.00	0.00
Uniform Del:	0.0	1.7	1.7	7.8	1.8	0.0	42.2	42.2	42.2	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	441.6	0.1	0.0	242.9	436	30.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.8	1.8	449.4	1.9	0.0	285.1	478	72.6	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	1.8	1.8	449.4	1.9	0.0	285.1	478	72.6	0.0	0.0	0.0
LOS by Move:	A	A	A	F	A	A	F	F	E	A	A	A
HCM2kAvgQ:	0	4	4	50	5	0	30	46	13	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	0	Average Delay (sec/veh):	24.4
Optimal Cycle:	69	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	65	401	93	720	689	734	1201	0	264	249	0	766
Growth Adj:	1.00	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	401	93	720	689	734	1201	0	264	249	0	766
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	401	0	720	689	0	1201	0	264	249	0	766
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	401	0	720	689	0	1201	0	264	249	0	766
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	401	0	720	689	0	1201	0	264	249	0	766
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.00	0.21	0.13	0.00	0.34	0.00	0.09	0.07	0.00	0.27
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.09	0.00	0.31	0.34	0.00	0.51	0.00	0.36	0.30	0.00	0.60
Volume/Cap:	0.39	0.67	0.00	0.67	0.39	0.00	0.67	0.00	0.26	0.24	0.00	0.45
Uniform Del:	46.2	44.3	0.0	30.3	24.7	0.0	18.2	0.0	22.7	26.6	0.0	10.8
IncremntDel:	1.5	3.0	0.0	1.7	0.1	0.0	1.0	0.0	0.1	0.1	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	47.6	47.3	0.0	31.9	24.9	0.0	19.2	0.0	22.8	26.7	0.0	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:	47.6	47.3	0.0	31.9	24.9	0.0	19.2	0.0	22.8	26.7	0.0	11.0
LOS by Move:	D	D	A	C	C	A	B	A	C	C	A	B
HCM2kAvgQ:	1	5	0	11	6	0	15	0	3	3	0	7

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

Scenario Report

Scenario:	FB 2040 PM
Command:	FB 2040 PM
Volume:	FB 2040 PM
Geometry:	Future Ontario Plan
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 #1 Archibald Ave & Sixth St													
Base	84	1606	161	122	1259	105	52	248	83	210	292	124	4346
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	84	1606	161	122	1259	105	52	248	83	210	292	124	4346
#2 #2 N Vineyard Ave & Fourth St													
Base	263	1970	303	174	1248	149	240	436	174	463	567	188	6175
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	263	1970	303	174	1248	149	240	436	174	463	567	188	6175
#3 #3 Archibald Ave& Fourth St													
Base	245	1660	215	165	1186	111	128	487	185	385	799	177	5743
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	245	1660	215	165	1186	111	128	487	185	385	799	177	5743
#4 #4 Turner Ave & Fourth St													
Base	37	337	34	149	239	337	70	758	49	45	893	261	3209
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	337	34	149	239	337	70	758	49	45	893	261	3209
#5 #5 Haven Ave & Fourth St													
Base	275	2689	464	215	2239	165	100	791	203	434	745	212	8532
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	275	2689	464	215	2239	165	100	791	203	434	745	212	8532
#6 #6 N Vineyard Ave & Inland Empire Blvd													
Base	0	1858	448	412	1787	0	0	0	0	720	0	618	5843
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1858	448	412	1787	0	0	0	0	720	0	618	5843
#7 #7 N Archibald Ave & Inland Empire Blvd													
Base	596	1769	442	99	1645	400	570	142	567	465	279	70	7044
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	596	1769	442	99	1645	400	570	142	567	465	279	70	7044
#8 #8 Turner Ave & Inland Empire Blvd													
Base	83	46	93	117	22	122	217	440	62	62	473	160	1897
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	83	46	93	117	22	122	217	440	62	62	473	160	1897
#9 #9 N Haven Ave & Inland Empire Blvd													
Base	458	3166	350	93	3052	59	162	272	541	639	233	52	9077
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	458	3166	350	93	3052	59	162	272	541	639	233	52	9077
#10 #10 N Vineyard Ave & I-10 WB Ramps													
Base	0	1687	266	0	1676	857	0	0	0	260	0	657	5403
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1687	266	0	1676	857	0	0	0	260	0	657	5403

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#11 #11 N Vineyard Ave & I-10 EB Ramps													
Base	0	1345	360	506	1431	0	619	4	311	0	0	0	4576
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1345	360	506	1431	0	619	4	311	0	0	0	4576
#12 #12 N Archibald Ave & I-10 EB & WB Ramps													
Base	415	808	366	851	804	935	1190	0	310	105	0	717	6501
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	415	808	366	851	804	935	1190	0	310	105	0	717	6501

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	C	22.8	0.820	C	22.8	0.820	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	E	57.8	1.048	E	57.8	1.048	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	30.4	0.768	C	30.4	0.768	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	19.0	0.459	B	19.0	0.459	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	C	21.2	0.840	C	21.2	0.840	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	F	320.5	4.058	F	320.5	4.058	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	E	64.7	1.102	E	64.7	1.102	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	C	21.0	0.408	C	21.0	0.408	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	C	27.5	0.884	C	27.5	0.884	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	C	22.8	0.874	C	22.8	0.874	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	F	136.6	2.321	F	136.6	2.321	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	28.7	0.709	C	28.7	0.709	+ 0.000 D/V

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	0	Average Delay (sec/veh):	22.8
Optimal Cycle:	103	Level Of Service:	C

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	84	1606	161	122	1259	105	52	248	83	210	292	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:	84	1606	161	122	1259	105	52	248	83	210	292	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1606	161	122	1259	105	52	248	83	210	292	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1606	161	122	1259	105	52	248	83	210	292	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:	84	1606	161	122	1259	105	52	248	83	210	292	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.15	0.91	0.91	0.43	0.96	0.96
Lanes:	1.00	1.82	0.18	1.00	1.85	0.15	1.00	1.50	0.50	1.00	0.70	0.30
Final Sat.:	1805	3235	324	1805	3292	275	279	2602	871	821	1274	541
Capacity Analysis Module:												
Vol/Sat:	0.05	0.50	0.50	0.07	0.38	0.38	0.19	0.10	0.10	0.26	0.23	0.23
Crit Moves:		****		****						****		
Green/Cycle:	0.07	0.61	0.61	0.08	0.61	0.61	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.62	0.82	0.82	0.82	0.62	0.62	0.60	0.31	0.31	0.82	0.73	0.73
Uniform Del:	44.9	15.5	15.5	45.1	12.1	12.1	29.1	26.2	26.2	31.8	30.7	30.7
IncremntDel:	8.8	2.6	2.6	28.9	0.6	0.6	10.8	0.2	0.2	18.5	5.0	5.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.7	18.1	18.1	74.0	12.7	12.7	39.9	26.3	26.3	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:	53.7	18.1	18.1	74.0	12.7	12.7	39.9	26.3	26.3	50.3	35.7	35.7
LOS by Move:	D	B	B	E	B	B	D	C	C	D	D	D
HCM2kAvgQ:	4	24	24	6	14	14	2	4	4	8	13	13

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.048
Loss Time (sec):	0	Average Delay (sec/veh):	57.8
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	263	1970	303	174	1248	149	240	436	174	463	567	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	1970	303	174	1248	149	240	436	174	463	567	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	1970	303	174	1248	149	240	436	174	463	567	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	1970	303	174	1248	149	240	436	174	463	567	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:	263	1970	303	174	1248	149	240	436	174	463	567	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.92	0.91	0.91	0.92	0.91	0.91
Lanes:	1.00	1.73	0.27	1.00	1.79	0.21	2.00	1.43	0.57	2.00	1.50	0.50
Final Sat.:	1805	3066	472	1805	3173	379	3502	2469	985	3502	2611	866
Capacity Analysis Module:												
Vol/Sat:	0.15	0.64	0.64	0.10	0.39	0.39	0.07	0.18	0.18	0.13	0.22	0.22
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.61	0.61	0.09	0.51	0.51	0.07	0.17	0.17	0.13	0.22	0.22
Volume/Cap:	0.76	1.05	1.05	1.05	0.76	0.76	0.97	1.05	1.05	1.05	0.97	0.97
Uniform Del:	38.3	19.3	19.3	45.4	19.4	19.4	46.4	41.6	41.6	43.7	38.5	38.5
IncremntDel:	9.8	33.2	33.2	83.0	2.0	2.0	48.5	50.4	50.4	55.8	24.8	24.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.1	52.6	52.6	128.4	21.4	21.4	94.8	92.0	92.0	99.5	63.3	63.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	52.6	52.6	128.4	21.4	21.4	94.8	92.0	92.0	99.5	63.3	63.3
LOS by Move:	D	D	D	F	C	C	F	F	F	F	E	E
HCM2kAvgQ:	10	49	49	10	19	19	7	16	16	13	17	17

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 #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	0	Average Delay (sec/veh):	30.4
Optimal Cycle:	98	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 0	1	2 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	245	1660	215	165	1186	111	128	487	185	385	799	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	1660	215	165	1186	111	128	487	185	385	799	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	1660	215	165	1186	111	128	487	185	385	799	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1660	215	165	1186	111	128	487	185	385	799	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:	245	1660	215	165	1186	111	128	487	185	385	799	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.92	0.91	0.91	0.92	0.91	0.85
Lanes:	1.00	2.66	0.34	1.00	2.00	1.00	2.00	1.45	0.55	2.00	3.00	1.00
Final Sat.:	1805	4514	585	1805	3610	1615	3502	2509	953	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.37	0.37	0.09	0.33	0.07	0.04	0.19	0.19	0.11	0.15	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.48	0.48	0.12	0.43	0.43	0.08	0.25	0.25	0.14	0.32	0.32
Volume/Cap:	0.77	0.76	0.76	0.76	0.77	0.16	0.48	0.77	0.77	0.77	0.48	0.34
Uniform Del:	39.2	21.1	21.1	42.6	24.4	17.6	44.3	34.7	34.7	41.2	27.3	26.0
IncremntDel:	10.8	1.4	1.4	14.4	2.4	0.1	1.4	4.2	4.2	7.1	0.2	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.0	22.5	22.5	57.0	26.8	17.7	45.7	38.8	38.8	48.3	27.6	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:	50.0	22.5	22.5	57.0	26.8	17.7	45.7	38.8	38.8	48.3	27.6	26.4
LOS by Move:	D	C	C	E	C	B	D	D	D	D	C	C
HCM2kAvgQ:	9	18	18	7	18	2	3	12	12	8	7	4

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	0	Average Delay (sec/veh):	19.0
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	37	337	34	149	239	337	70	758	49	45	893	261
Growth Adj:	1.00	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	337	34	149	239	337	70	758	49	45	893	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	337	34	149	239	337	70	758	49	45	893	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	337	34	149	239	337	70	758	49	45	893	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	337	34	149	239	337	70	758	49	45	893	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.44	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.18	1.65	0.17	1.00	1.00	1.00	1.00	1.88	0.12	1.00	3.00	1.00
Final Sat.:	295	2684	271	840	1900	1615	1805	3360	217	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.18	0.13	0.21	0.04	0.23	0.23	0.02	0.17	0.16
Crit Moves:						****		****		****		
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.10	0.49	0.49	0.05	0.45	0.45
Volume/Cap:	0.28	0.28	0.28	0.39	0.28	0.46	0.39	0.46	0.46	0.46	0.39	0.36
Uniform Del:	17.0	17.0	17.0	18.1	17.0	18.8	42.1	16.7	16.7	45.9	18.6	18.4
IncremntDel:	0.1	0.1	0.1	0.7	0.2	0.5	1.4	0.2	0.2	3.4	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	17.1	17.1	17.1	18.8	17.2	19.3	43.5	16.9	16.9	49.2	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	17.1	17.1	18.8	17.2	19.3	43.5	16.9	16.9	49.2	18.7	18.7
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	4	4	4	3	5	7	2	9	9	2	7	5

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	0	Average Delay (sec/veh):	21.2
Optimal Cycle:	116	Level Of Service:	C

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	275	2689	464	215	2239	165	100	791	203	434	745	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	2689	464	215	2239	165	100	791	203	434	745	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	2689	464	215	2239	165	100	791	203	434	745	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	2689	464	215	2239	165	100	791	203	434	745	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	2689	464	215	2239	165	100	791	203	434	745	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.91	0.85	0.46	0.90	0.90	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.73	0.27	2.00	2.39	0.61	2.00	2.00	1.00
Final Sat.:	1349	5187	1615	1736	6377	470	3502	4000	1026	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.52	0.29	0.12	0.35	0.35	0.03	0.20	0.20	0.12	0.21	0.13
Crit Moves:		****						****		****		
Green/Cycle:	0.62	0.62	0.62	0.62	0.62	0.62	0.05	0.24	0.24	0.15	0.34	0.34
Volume/Cap:	0.33	0.84	0.47	0.20	0.57	0.57	0.61	0.84	0.84	0.84	0.61	0.39
Uniform Del:	9.2	15.2	10.3	8.4	11.3	11.3	46.8	36.4	36.4	41.5	27.7	25.3
IncremntDel:	0.2	2.1	0.3	0.1	0.2	0.2	6.8	5.5	5.5	11.7	0.9	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	9.4	17.4	10.6	8.5	11.5	11.5	53.6	42.0	42.0	53.2	28.7	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:	9.4	17.4	10.6	8.5	11.5	11.5	53.6	42.0	42.0	53.2	28.7	25.8
LOS by Move:	A	B	B	A	B	B	D	D	D	D	C	C
HCM2kAvgQ:	2	26	8	2	12	12	3	13	13	9	11	5

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	4.058
Loss Time (sec):	0	Average Delay (sec/veh):	320.5
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	1858	448	412	1787	0	0	0	0	720	0	618
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1858	448	412	1787	0	0	0	0	720	0	618
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1858	448	412	1787	0	0	0	0	720	0	618
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1858	448	412	1787	0	0	0	0	720	0	618
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1858	448	412	1787	0	0	0	0	720	0	618
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.06	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.61	0.39	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2824	681	112	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.66	3.68	0.50	0.00	0.00	0.00	0.00	0.20	0.00	0.38
Crit Moves:				****								****
Green/Cycle:	0.00	0.91	0.91	0.91	0.91	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.00	0.73	0.73	4.06	0.55	0.00	0.00	0.00	0.00	2.11	0.00	4.06
Uniform Del:	0.0	1.3	1.3	4.7	0.9	0.0	0.0	0.0	0.0	45.3	0.0	45.3
IncremntDel:	0.0	0.9	0.9	1399	0.2	0.0	0.0	0.0	0.0	509.6	0.0	1392
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	2.2	2.2	1404	1.1	0.0	0.0	0.0	0.0	554.9	0.0	1437
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.2	2.2	1404	1.1	0.0	0.0	0.0	0.0	554.9	0.0	1437
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	12	12	52	6	0	0	0	0	35	0	77

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.102
Loss Time (sec):	0	Average Delay (sec/veh):	64.7
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	596	1769	442	99	1645	400	570	142	567	465	279	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:	596	1769	442	99	1645	400	570	142	567	465	279	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	596	1769	442	99	1645	400	570	142	567	465	279	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	596	1769	442	99	1645	400	570	142	567	465	279	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:	596	1769	442	99	1645	400	570	142	567	465	279	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.84	0.84	0.95	0.92	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.60	0.40
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	1588	1588	1805	2799	702
Capacity Analysis Module:												
Vol/Sat:	0.17	0.34	0.27	0.03	0.32	0.25	0.32	0.09	0.36	0.26	0.10	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.41	0.41	0.03	0.29	0.29	0.42	0.32	0.32	0.23	0.13	0.13
Volume/Cap:	1.10	0.84	0.67	0.84	1.10	0.86	0.74	0.28	1.10	1.10	0.74	0.74
Uniform Del:	42.3	26.6	24.1	48.0	35.6	33.7	24.3	25.1	33.8	38.3	41.7	41.7
IncremntDel:	69.6	3.0	2.7	37.6	56.5	15.0	4.0	0.1	66.7	74.3	6.4	6.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	111.9	29.6	26.8	85.6	92.1	48.7	28.3	25.2	100.5	112.6	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.9	29.6	26.8	85.6	92.1	48.7	28.3	25.2	100.5	112.6	48.1	48.1
LOS by Move:	F	C	C	F	F	D	C	C	F	F	D	D
HCM2kAvgQ:	17	20	12	3	30	15	16	3	29	24	7	7

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.408
Loss Time (sec):	0	Average Delay (sec/veh):	21.0
Optimal Cycle:	31	Level Of Service:	C

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	83	46	93	117	22	122	217	440	62	62	473	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	46	93	117	22	122	217	440	62	62	473	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	46	93	117	22	122	217	440	62	62	473	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	46	93	117	22	122	217	440	62	62	473	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:	83	46	93	117	22	122	217	440	62	62	473	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.86	0.86	0.59	1.00	0.85	0.95	0.93	0.93	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.75	0.25	1.00	1.49	0.51
Final Sat.:	1370	1625	1625	1113	1900	1615	1805	3104	437	1805	2595	878
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.06	0.11	0.01	0.08	0.12	0.14	0.14	0.03	0.18	0.18
Crit Moves:				****			****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.29	0.60	0.60	0.14	0.45	0.45
Volume/Cap:	0.23	0.11	0.22	0.41	0.04	0.29	0.41	0.24	0.24	0.24	0.41	0.41
Uniform Del:	29.3	28.3	29.2	30.8	27.9	29.8	28.2	9.4	9.4	37.9	18.7	18.7
IncremntDel:	0.3	0.0	0.2	0.9	0.0	0.4	0.5	0.1	0.1	0.5	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.7	28.4	29.4	31.7	27.9	30.2	28.8	9.5	9.5	38.3	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:	29.7	28.4	29.4	31.7	27.9	30.2	28.8	9.5	9.5	38.3	18.9	18.9
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	2	1	2	3	1	3	6	4	4	2	7	7

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	0	Average Delay (sec/veh):	27.5
Optimal Cycle:	180	Level Of Service:	C

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	458	3166	350	93	3052	59	162	272	541	639	233	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	458	3166	350	93	3052	59	162	272	541	639	233	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	458	3166	350	93	3052	59	162	272	541	639	233	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	3166	350	93	3052	59	162	272	541	639	233	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	458	3166	350	93	3052	59	162	272	541	639	233	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.46	0.22	0.03	0.44	0.04	0.05	0.08	0.19	0.12	0.06	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.61	0.61	0.04	0.50	0.50	0.15	0.22	0.22	0.14	0.21	0.21
Volume/Cap:	0.88	0.75	0.35	0.75	0.88	0.07	0.31	0.35	0.88	0.88	0.31	0.16
Uniform Del:	41.8	13.9	9.6	47.8	22.4	13.0	38.1	33.3	38.0	42.3	33.7	32.6
IncremntDel:	16.4	0.8	0.2	21.9	3.1	0.0	0.4	0.3	14.3	12.5	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.2	14.7	9.8	69.7	25.5	13.1	38.5	33.6	52.4	54.8	34.0	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	14.7	9.8	69.7	25.5	13.1	38.5	33.6	52.4	54.8	34.0	32.8
LOS by Move:	E	B	A	E	C	B	D	C	D	D	C	C
HCM2kAvgQ:	10	20	5	3	26	1	3	4	12	10	3	1

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	0	Average Delay (sec/veh):	22.8
Optimal Cycle:	114	Level Of Service:	C

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1687	266	0	1676	857	0	0	0	260	0	657
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1687	266	0	1676	857	0	0	0	260	0	657
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1687	0	0	1676	0	0	0	0	260	0	657
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1687	0	0	1676	0	0	0	0	260	0	657
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1687	0	0	1676	0	0	0	0	260	0	657
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.78	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1473	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.18	0.00	0.41
Crit Moves:		****										****
Green/Cycle:	0.00	0.53	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.47	0.00	0.47
Volume/Cap:	0.00	0.87	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.38	0.00	0.87
Uniform Del:	0.0	20.3	0.0	0.0	16.0	0.0	0.0	0.0	0.0	17.4	0.0	24.1
IncremntDel:	0.0	4.8	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4	0.0	11.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	25.1	0.0	0.0	16.4	0.0	0.0	0.0	0.0	17.7	0.0	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:	0.0	25.1	0.0	0.0	16.4	0.0	0.0	0.0	0.0	17.7	0.0	35.2
LOS by Move:	A	C	A	A	B	A	A	A	A	B	A	D
HCM2kAvgQ:	0	27	0	0	13	0	0	0	0	5	0	21

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	2.321
Loss Time (sec):	0	Average Delay (sec/veh):	136.6
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	2	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1345	360	506	1431	0	619	4	311	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1345	360	506	1431	0	619	4	311	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1345	360	506	1431	0	619	4	311	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1345	360	506	1431	0	619	4	311	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	1345	360	506	1431	0	619	4	311	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	0.13	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.37	0.63	1.00	2.00	0.00	1.66	0.01	1.33	0.00	0.00	0.00
Final Sat.:	0	3961	1060	249	3610	0	2700	14	2166	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	2.03	0.40	0.00	0.23	0.29	0.14	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.88	0.88	0.88	0.88	0.00	0.12	0.12	0.12	0.00	0.00	0.00
Volume/Cap:	0.00	0.39	0.39	2.32	0.45	0.00	1.85	2.32	1.16	0.00	0.00	0.00
Uniform Del:	0.0	1.2	1.2	6.2	1.3	0.0	43.8	43.8	43.8	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.1	608.8	0.1	0.0	388.2	602	84.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.2	1.2	615.0	1.4	0.0	432.0	646	127.8	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	1.2	1.2	615.0	1.4	0.0	432.0	646	127.8	0.0	0.0	0.0
LOS by Move:	A	A	A	F	A	A	F	F	F	A	A	A
HCM2kAvgQ:	0	4	4	52	5	0	34	48	14	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	0	Average Delay (sec/veh):	28.7
Optimal Cycle:	78	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	415	808	366	851	804	935	1190	0	310	105	0	717
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	415	808	366	851	804	935	1190	0	310	105	0	717
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	415	808	0	851	804	0	1190	0	310	105	0	717
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	808	0	851	804	0	1190	0	310	105	0	717
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	415	808	0	851	804	0	1190	0	310	105	0	717
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.24	0.16	0.00	0.34	0.00	0.11	0.03	0.00	0.25
Crit Moves:		****		****			****					****
Green/Cycle:	0.22	0.16	0.00	0.34	0.29	0.00	0.48	0.00	0.70	0.49	0.00	0.36
Volume/Cap:	0.54	0.71	0.00	0.71	0.54	0.00	0.71	0.00	0.16	0.06	0.00	0.71
Uniform Del:	34.5	39.5	0.0	28.5	30.0	0.0	20.5	0.0	5.1	13.3	0.0	27.7
IncremntDel:	0.8	2.1	0.0	2.0	0.4	0.0	1.4	0.0	0.0	0.0	0.0	2.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	35.3	41.6	0.0	30.5	30.4	0.0	22.0	0.0	5.1	13.3	0.0	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	41.6	0.0	30.5	30.4	0.0	22.0	0.0	5.1	13.3	0.0	30.1
LOS by Move:	D	D	A	C	C	A	C	A	A	B	A	C
HCM2kAvgQ:	6	8	0	13	8	0	16	0	2	1	0	12

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

Scenario Report

Scenario:	FB 2040 Sat
Command:	FB 2040 Sat
Volume:	FB 2040 Sat
Geometry:	Future Ontario Plan
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 #1 Archibald Ave & Sixth St													
Base	44	861	91	63	670	55	27	129	43	113	151	65	2312
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	861	91	63	670	55	27	129	43	113	151	65	2312
#2 #2 N Vineyard Ave & Fourth St													
Base	145	1061	166	93	671	77	124	227	97	247	295	103	3306
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	145	1061	166	93	671	77	124	227	97	247	295	103	3306
#3 #3 Archibald Ave& Fourth St													
Base	133	895	119	85	636	60	72	253	100	204	416	92	3065
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	133	895	119	85	636	60	72	253	100	204	416	92	3065
#4 #4 Turner Ave & Fourth St													
Base	20	176	18	77	124	176	37	400	26	23	469	135	1681
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	176	18	77	124	176	37	400	26	23	469	135	1681
#5 #5 Haven Ave & Fourth St													
Base	143	1398	242	112	1164	85	52	417	105	226	392	110	4446
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	143	1398	242	112	1164	85	52	417	105	226	392	110	4446
#6 #6 N Vineyard Ave & Inland Empire Blvd													
Base	0	967	267	253	955	0	0	0	0	426	0	367	3235
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	967	267	253	955	0	0	0	0	426	0	367	3235
#7 #7 N Archibald Ave & Inland Empire Blvd													
Base	352	920	229	51	855	244	351	81	348	242	149	37	3859
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	352	920	229	51	855	244	351	81	348	242	149	37	3859
#8 #8 Turner Ave & Inland Empire Blvd													
Base	43	24	49	61	11	63	113	236	33	33	250	83	999
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	43	24	49	61	11	63	113	236	33	33	250	83	999
#9 #9 N Haven Ave & Inland Empire Blvd													
Base	238	1646	182	49	1587	33	84	145	286	332	123	27	4732
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	238	1646	182	49	1587	33	84	145	286	332	123	27	4732
#10 #10 N Vineyard Ave & I-10 WB Ramps													
Base	0	905	138	0	911	486	0	0	0	135	0	350	2925
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	905	138	0	911	486	0	0	0	135	0	350	2925

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#11 #11 N Vineyard Ave & I-10 EB Ramps													
Base	0	713	187	283	764	0	338	2	162	0	0	0	2449
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	713	187	283	764	0	338	2	162	0	0	0	2449
#12 #12 N Archibald Ave & I-10 EB & WB Ramps													
Base	216	425	190	470	426	497	629	0	161	55	0	391	3460
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	216	425	190	470	426	497	629	0	161	55	0	391	3460

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 #1 Archibald Ave & Sixth St	B	15.0	0.421	B	15.0	0.421	+ 0.000
# 2 #2 N Vineyard Ave & Fourth St	C	23.7	0.563	C	23.7	0.563	+ 0.000
# 3 #3 Archibald Ave& Fourth St	C	24.2	0.410	C	24.2	0.410	+ 0.000
# 4 #4 Turner Ave & Fourth St	B	17.1	0.241	B	17.1	0.241	+ 0.000
# 5 #5 Haven Ave & Fourth St	B	15.9	0.438	B	15.9	0.438	+ 0.000
# 6 #6 N Vineyard Ave & Inland Em	B	19.0	0.943	B	19.0	0.943	+ 0.000
# 7 #7 N Archibald Ave & Inland Em	C	29.6	0.619	C	29.6	0.619	+ 0.000
# 8 #8 Turner Ave & Inland Empire	B	19.3	0.207	B	19.3	0.207	+ 0.000
# 9 #9 N Haven Ave & Inland Empire	B	19.5	0.461	B	19.5	0.461	+ 0.000
# 10 #10 N Vineyard Ave & I-10 WB R	B	14.7	0.467	B	14.7	0.467	+ 0.000
# 11 #11 N Vineyard Ave & I-10 EB R	B	10.3	0.660	B	10.3	0.660	+ 0.000
# 12 #12 N Archibald Ave & I-10 EB	C	25.8	0.375	C	25.8	0.375	+ 0.000

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.421
Loss Time (sec):	0	Average Delay (sec/veh):	15.0
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	44	861	91	63	670	55	27	129	43	113	151	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:	44	861	91	63	670	55	27	129	43	113	151	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	861	91	63	670	55	27	129	43	113	151	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	861	91	63	670	55	27	129	43	113	151	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	861	91	63	670	55	27	129	43	113	151	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.39	0.91	0.91	0.56	0.96	0.96
Lanes:	1.00	1.81	0.19	1.00	1.85	0.15	1.00	1.50	0.50	1.00	0.70	0.30
Final Sat.:	1805	3219	340	1805	3299	271	733	2607	869	1064	1268	546
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.03	0.20	0.20	0.04	0.05	0.05	0.11	0.12	0.12
Crit Moves:		****		****							****	
Green/Cycle:	0.08	0.63	0.63	0.08	0.64	0.64	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.32	0.42	0.42	0.42	0.32	0.32	0.13	0.18	0.18	0.38	0.42	0.42
Uniform Del:	43.7	9.1	9.1	43.6	8.1	8.1	26.7	27.1	27.1	28.8	29.2	29.2
IncremntDel:	1.3	0.1	0.1	1.9	0.1	0.1	0.3	0.1	0.1	0.8	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.0	9.2	9.2	45.5	8.2	8.2	27.0	27.2	27.2	29.6	29.8	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:	45.0	9.2	9.2	45.5	8.2	8.2	27.0	27.2	27.2	29.6	29.8	29.8
LOS by Move:	D	A	A	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	8	8	2	5	5	1	2	2	3	6	6

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	0	Average Delay (sec/veh):	23.7
Optimal Cycle:	52	Level Of Service:	C

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	145	1061	166	93	671	77	124	227	97	247	295	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:	145	1061	166	93	671	77	124	227	97	247	295	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	1061	166	93	671	77	124	227	97	247	295	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1061	166	93	671	77	124	227	97	247	295	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:	145	1061	166	93	671	77	124	227	97	247	295	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.92	0.91	0.91	0.92	0.91	0.91
Lanes:	1.00	1.73	0.27	1.00	1.79	0.21	2.00	1.40	0.60	2.00	1.48	0.52
Final Sat.:	1805	3059	479	1805	3190	366	3502	2415	1032	3502	2571	898
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.35	0.05	0.21	0.21	0.04	0.09	0.09	0.07	0.11	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.20	0.62	0.62	0.09	0.51	0.51	0.07	0.17	0.17	0.13	0.22	0.22
Volume/Cap:	0.41	0.56	0.56	0.56	0.41	0.41	0.51	0.56	0.56	0.56	0.51	0.51
Uniform Del:	35.2	11.3	11.3	43.5	15.1	15.1	44.9	38.3	38.3	41.2	34.1	34.1
IncremntDel:	0.8	0.3	0.3	4.4	0.2	0.2	1.9	1.3	1.3	1.7	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.0	11.6	11.6	47.9	15.2	15.2	46.8	39.6	39.6	42.8	34.7	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	11.6	11.6	47.9	15.2	15.2	46.8	39.6	39.6	42.8	34.7	34.7
LOS by Move:	D	B	B	D	B	B	D	D	D	D	C	C
HCM2kAvgQ:	4	12	12	4	7	7	3	6	6	5	6	6

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.410
Loss Time (sec):	0	Average Delay (sec/veh):	24.2
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 0	1	2 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	133	895	119	85	636	60	72	253	100	204	416	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	895	119	85	636	60	72	253	100	204	416	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	895	119	85	636	60	72	253	100	204	416	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	895	119	85	636	60	72	253	100	204	416	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	895	119	85	636	60	72	253	100	204	416	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.92	0.91	0.91	0.92	0.91	0.85
Lanes:	1.00	2.65	0.35	1.00	2.00	1.00	2.00	1.43	0.57	2.00	3.00	1.00
Final Sat.:	1805	4496	598	1805	3610	1615	3502	2479	980	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.05	0.18	0.04	0.02	0.10	0.10	0.06	0.08	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.49	0.49	0.12	0.43	0.43	0.08	0.25	0.25	0.14	0.31	0.31
Volume/Cap:	0.41	0.40	0.40	0.40	0.41	0.09	0.26	0.41	0.41	0.41	0.26	0.18
Uniform Del:	36.3	16.1	16.1	41.0	19.8	16.9	43.2	31.4	31.4	39.1	25.8	25.2
IncremntDel:	0.8	0.1	0.1	1.3	0.2	0.1	0.5	0.3	0.3	0.6	0.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.2	16.2	16.2	42.2	19.9	17.0	43.7	31.7	31.7	39.6	25.9	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:	37.2	16.2	16.2	42.2	19.9	17.0	43.7	31.7	31.7	39.6	25.9	25.3
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	4	7	7	3	7	1	1	5	5	3	4	2

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.241
Loss Time (sec):	0	Average Delay (sec/veh):	17.1
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	20	176	18	77	124	176	37	400	26	23	469	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:	20	176	18	77	124	176	37	400	26	23	469	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	176	18	77	124	176	37	400	26	23	469	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	176	18	77	124	176	37	400	26	23	469	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	176	18	77	124	176	37	400	26	23	469	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.57	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.19	1.64	0.17	1.00	1.00	1.00	1.00	1.88	0.12	1.00	3.00	1.00
Final Sat.:	309	2722	278	1083	1900	1615	1805	3359	218	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.07	0.07	0.11	0.02	0.12	0.12	0.01	0.09	0.08
Crit Moves:						****		****		****		
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.10	0.49	0.49	0.05	0.45	0.45
Volume/Cap:	0.14	0.14	0.14	0.16	0.14	0.24	0.20	0.24	0.24	0.24	0.20	0.19
Uniform Del:	16.0	16.0	16.0	16.1	16.0	16.8	41.2	14.5	14.5	45.4	16.9	16.7
IncremntDel:	0.0	0.0	0.0	0.2	0.1	0.2	0.6	0.1	0.1	1.3	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	16.1	16.1	16.1	16.3	16.1	17.0	41.8	14.6	14.6	46.7	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.1	16.1	16.1	16.3	16.1	17.0	41.8	14.6	14.6	46.7	16.9	16.9
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	2	2	2	1	2	3	1	4	4	1	3	2

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	0	Average Delay (sec/veh):	15.9
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	143	1398	242	112	1164	85	52	417	105	226	392	110
Growth Adj:	1.00	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	1398	242	112	1164	85	52	417	105	226	392	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1398	242	112	1164	85	52	417	105	226	392	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1398	242	112	1164	85	52	417	105	226	392	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1398	242	112	1164	85	52	417	105	226	392	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.91	0.85	0.22	0.90	0.90	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.73	0.27	2.00	2.40	0.60	2.00	2.00	1.00
Final Sat.:	719	5187	1615	826	6381	466	3502	4019	1012	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.27	0.15	0.14	0.18	0.18	0.01	0.10	0.10	0.06	0.11	0.07
Crit Moves:		****						****		****		
Green/Cycle:	0.62	0.62	0.62	0.62	0.62	0.62	0.05	0.24	0.24	0.15	0.34	0.34
Volume/Cap:	0.32	0.44	0.24	0.22	0.30	0.30	0.32	0.44	0.44	0.44	0.32	0.20
Uniform Del:	9.2	10.1	8.7	8.5	9.0	9.0	46.2	32.5	32.5	38.9	24.6	23.5
IncremntDel:	0.4	0.1	0.1	0.2	0.0	0.0	1.2	0.3	0.3	0.6	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	9.6	10.2	8.8	8.8	9.1	9.1	47.3	32.7	32.7	39.4	24.7	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:	9.6	10.2	8.8	8.8	9.1	9.1	47.3	32.7	32.7	39.4	24.7	23.7
LOS by Move:	A	B	A	A	A	A	D	C	C	D	C	C
HCM2kAvgQ:	1	8	3	1	5	5	1	5	5	4	5	2

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.943
Loss Time (sec):	0	Average Delay (sec/veh):	19.0
Optimal Cycle:	180	Level Of Service:	B

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	967	267	253	955	0	0	0	0	426	0	367
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	967	267	253	955	0	0	0	0	426	0	367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	967	267	253	955	0	0	0	0	426	0	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	967	267	253	955	0	0	0	0	426	0	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	967	267	253	955	0	0	0	0	426	0	367
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.19	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.57	0.43	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2738	756	353	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.72	0.26	0.00	0.00	0.00	0.00	0.12	0.00	0.23
Crit Moves:				****								****
Green/Cycle:	0.00	0.76	0.76	0.76	0.76	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.47	0.47	0.94	0.35	0.00	0.00	0.00	0.00	0.49	0.00	0.94
Uniform Del:	0.0	4.5	4.5	10.2	3.9	0.0	0.0	0.0	0.0	32.7	0.0	37.3
IncremntDel:	0.0	0.1	0.1	39.7	0.1	0.0	0.0	0.0	0.0	0.4	0.0	31.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	4.6	4.6	49.9	4.0	0.0	0.0	0.0	0.0	33.1	0.0	68.6
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	4.6	4.6	49.9	4.0	0.0	0.0	0.0	0.0	33.1	0.0	68.6
LOS by Move:	A	A	A	D	A	A	A	A	A	C	A	E
HCM2kAvgQ:	0	8	8	11	5	0	0	0	0	6	0	16

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	0	Average Delay (sec/veh):	29.6
Optimal Cycle:	60	Level Of Service:	C

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	352	920	229	51	855	244	351	81	348	242	149	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:	352	920	229	51	855	244	351	81	348	242	149	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	920	229	51	855	244	351	81	348	242	149	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	920	229	51	855	244	351	81	348	242	149	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:	352	920	229	51	855	244	351	81	348	242	149	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.83	0.83	0.95	0.92	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.60	0.40
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	1585	1585	1805	2805	697
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.14	0.01	0.16	0.15	0.19	0.05	0.22	0.13	0.05	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.40	0.40	0.03	0.27	0.27	0.45	0.35	0.35	0.22	0.12	0.12
Volume/Cap:	0.62	0.45	0.36	0.45	0.62	0.57	0.43	0.14	0.62	0.62	0.43	0.43
Uniform Del:	39.0	22.2	21.2	47.5	32.2	31.7	18.9	21.9	26.7	35.4	40.7	40.7
IncremntDel:	2.1	0.2	0.3	2.8	0.9	1.8	0.4	0.0	1.7	3.0	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.1	22.3	21.6	50.3	33.1	33.5	19.2	22.0	28.4	38.5	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:	41.1	22.3	21.6	50.3	33.1	33.5	19.2	22.0	28.4	38.5	41.4	41.4
LOS by Move:	D	C	C	D	C	C	B	C	C	D	D	D
HCM2kAvgQ:	6	8	5	1	9	7	7	2	10	8	3	3

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.207
Loss Time (sec):	0	Average Delay (sec/veh):	19.3
Optimal Cycle:	23	Level Of Service:	B

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	43	24	49	61	11	63	113	236	33	33	250	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	24	49	61	11	63	113	236	33	33	250	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	24	49	61	11	63	113	236	33	33	250	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	24	49	61	11	63	113	236	33	33	250	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:	43	24	49	61	11	63	113	236	33	33	250	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.85	0.85	0.66	1.00	0.85	0.95	0.93	0.93	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.75	0.25	1.00	1.50	0.50
Final Sat.:	1412	1623	1623	1258	1900	1615	1805	3110	435	1805	2610	866
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.03	0.05	0.01	0.04	0.06	0.08	0.08	0.02	0.10	0.10
Crit Moves:				****			****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.30	0.62	0.62	0.15	0.46	0.46
Volume/Cap:	0.13	0.06	0.13	0.21	0.02	0.17	0.21	0.12	0.12	0.12	0.21	0.21
Uniform Del:	30.2	29.7	30.2	30.8	29.5	30.5	25.9	7.9	7.9	36.9	15.9	15.9
IncremntDel:	0.2	0.0	0.1	0.4	0.0	0.2	0.2	0.0	0.0	0.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.4	29.8	30.3	31.1	29.5	30.7	26.1	8.0	8.0	37.1	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	29.8	30.3	31.1	29.5	30.7	26.1	8.0	8.0	37.1	16.0	16.0
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	1	1	1	2	0	2	3	2	2	1	3	3

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	0	Average Delay (sec/veh):	19.5
Optimal Cycle:	42	Level Of Service:	B

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	238	1646	182	49	1587	33	84	145	286	332	123	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:	238	1646	182	49	1587	33	84	145	286	332	123	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	1646	182	49	1587	33	84	145	286	332	123	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	1646	182	49	1587	33	84	145	286	332	123	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:	238	1646	182	49	1587	33	84	145	286	332	123	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.11	0.01	0.23	0.02	0.02	0.04	0.10	0.06	0.03	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.61	0.61	0.04	0.50	0.50	0.15	0.22	0.22	0.14	0.21	0.21
Volume/Cap:	0.46	0.39	0.19	0.39	0.46	0.04	0.16	0.18	0.46	0.46	0.16	0.08
Uniform Del:	39.0	10.0	8.6	47.1	16.4	12.9	37.3	31.8	34.0	39.7	32.4	31.9
IncremntDel:	0.7	0.1	0.1	2.0	0.1	0.0	0.2	0.1	0.5	0.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.7	10.1	8.7	49.2	16.5	12.9	37.4	32.0	34.5	40.2	32.5	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:	39.7	10.1	8.7	49.2	16.5	12.9	37.4	32.0	34.5	40.2	32.5	32.0
LOS by Move:	D	B	A	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	4	7	2	1	9	1	1	2	5	4	2	1

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.467
Loss Time (sec):	0	Average Delay (sec/veh):	14.7
Optimal Cycle:	27	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	905	138	0	911	486	0	0	0	135	0	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	905	138	0	911	486	0	0	0	135	0	350
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	905	0	0	911	0	0	0	0	135	0	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	905	0	0	911	0	0	0	0	135	0	350
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	905	0	0	911	0	0	0	0	135	0	350
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.79	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1503	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.09	0.00	0.22
Crit Moves:		****										****
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.47	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.19	0.00	0.47
Uniform Del:	0.0	14.3	0.0	0.0	13.0	0.0	0.0	0.0	0.0	15.8	0.0	18.4
IncremntDel:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	14.5	0.0	0.0	13.1	0.0	0.0	0.0	0.0	15.9	0.0	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.5	0.0	0.0	13.1	0.0	0.0	0.0	0.0	15.9	0.0	18.8
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	9	0	0	6	0	0	0	0	2	0	8

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	0	Average Delay (sec/veh):	10.3
Optimal Cycle:	42	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1	0	1 0	2	0 0	1 0	1!	0 1	0 0	0 0 0
Volume Module:												
Base Vol:	0	713	187	283	764	0	338	2	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:	0	713	187	283	764	0	338	2	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	713	187	283	764	0	338	2	162	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	713	187	283	764	0	338	2	162	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	713	187	283	764	0	338	2	162	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	0.30	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.38	0.62	1.00	2.00	0.00	1.67	0.01	1.32	0.00	0.00	0.00
Final Sat.:	0	3982	1044	561	3610	0	2717	13	2149	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.50	0.21	0.00	0.12	0.15	0.08	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.77	0.77	0.77	0.77	0.00	0.23	0.23	0.23	0.00	0.00	0.00
Volume/Cap:	0.00	0.23	0.23	0.66	0.28	0.00	0.53	0.66	0.32	0.00	0.00	0.00
Uniform Del:	0.0	3.4	3.4	5.6	3.5	0.0	33.4	34.6	31.7	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	3.8	0.1	0.0	0.6	2.2	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.4	3.4	9.4	3.6	0.0	34.0	36.8	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	3.4	3.4	9.4	3.6	0.0	34.0	36.8	31.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	D	C	A	A	A
HCM2kAvgQ:	0	3	3	5	4	0	6	8	3	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.375
Loss Time (sec):	0	Average Delay (sec/veh):	25.8
Optimal Cycle:	36	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	216	425	190	470	426	497	629	0	161	55	0	391
Growth Adj:	1.00	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	425	190	470	426	497	629	0	161	55	0	391
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	425	0	470	426	0	629	0	161	55	0	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	425	0	470	426	0	629	0	161	55	0	391
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	425	0	470	426	0	629	0	161	55	0	391
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.13	0.08	0.00	0.18	0.00	0.06	0.02	0.00	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.16	0.00	0.36	0.30	0.00	0.48	0.00	0.22	0.48	0.00	0.36
Volume/Cap:	0.28	0.38	0.00	0.38	0.28	0.00	0.38	0.00	0.25	0.03	0.00	0.38
Uniform Del:	32.1	37.3	0.0	23.8	26.9	0.0	16.6	0.0	31.9	13.8	0.0	23.9
IncremntDel:	0.2	0.2	0.0	0.2	0.1	0.0	0.1	0.0	0.2	0.0	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	32.3	37.5	0.0	24.0	27.0	0.0	16.7	0.0	32.2	13.8	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:	32.3	37.5	0.0	24.0	27.0	0.0	16.7	0.0	32.2	13.8	0.0	24.2
LOS by Move:	C	D	A	C	C	A	B	A	C	B	A	C
HCM2kAvgQ:	3	3	0	6	4	0	6	0	2	0	0	5

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

Scenario Report

Scenario:	FP 2040 AM
Command:	FP 2040 AM
Volume:	FP 2040 AM
Geometry:	Future Ontario Plan
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 #1 Archibald Ave & Sixth St													
Base	29	1079	192	99	1311	49	96	307	126	116	129	66	3599
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	1079	192	99	1311	49	96	307	126	116	129	66	3599
#2 #2 N Vineyard Ave & Fourth St													
Base	181	1100	208	154	1538	133	195	411	191	284	487	121	5003
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	181	1100	208	154	1538	133	195	411	191	284	487	121	5003
#3 #3 Archibald Ave& Fourth St													
Base	132	1130	237	130	1230	121	79	450	228	276	464	156	4633
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	132	1130	237	130	1230	121	79	450	228	276	464	156	4633
#4 #4 Turner Ave & Fourth St													
Base	31	212	52	184	257	257	99	627	41	38	699	176	2673
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	212	52	184	257	257	99	627	41	38	699	176	2673
#5 #5 Haven Ave & Fourth St													
Base	262	2262	520	82	1836	98	112	398	150	249	654	171	6794
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	262	2262	520	82	1836	98	112	398	150	249	654	171	6794
#6 #6 N Vineyard Ave & Inland Empire Blvd													
Base	0	1607	414	354	1626	0	0	0	0	324	0	248	4573
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1607	414	354	1626	0	0	0	0	324	0	248	4573
#7 #7 N Archibald Ave & Inland Empire Blvd													
Base	534	1362	506	126	1508	391	181	113	392	335	212	89	5749
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	534	1362	506	126	1508	391	181	113	392	335	212	89	5749
#8 #8 Turner Ave & Inland Empire Blvd													
Base	40	13	24	156	29	142	98	342	78	115	342	70	1449
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	13	24	156	29	142	98	342	78	115	342	70	1449
#9 #9 N Haven Ave & Inland Empire Blvd													
Base	623	3373	526	72	2173	126	99	136	336	29	158	139	7790
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	623	3373	526	72	2173	126	99	136	336	29	158	139	7790
#10 #10 N Vineyard Ave & I-10 WB Ramps													
Base	0	1410	248	0	1513	160	0	0	0	255	0	615	4201
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1410	248	0	1513	160	0	0	0	255	0	615	4201

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#11 #11 N Vineyard Ave & I-10 EB Ramps													
Base	0	1011	415	545	1226	0	636	7	344	0	0	0	4184
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1011	415	545	1226	0	636	7	344	0	0	0	4184
#12 #12 N Archibald Ave & I-10 EB & WB Ramps													
Base	65	404	93	720	689	734	1207	0	264	249	0	772	5197
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	65	404	93	720	689	734	1207	0	264	249	0	772	5197

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	B	16.4	0.592	B	16.4	0.592	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	C	30.6	0.825	C	30.6	0.825	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	26.2	0.690	C	26.2	0.690	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	19.9	0.395	B	19.9	0.395	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	B	15.8	0.649	B	15.8	0.649	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	F	91.8	2.201	F	91.8	2.201	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	D	35.1	0.874	D	35.1	0.874	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	C	22.1	0.297	C	22.1	0.297	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	B	15.6	0.632	B	15.6	0.632	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	C	20.4	0.771	C	20.4	0.771	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	F	110.0	1.954	F	110.0	1.954	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	24.5	0.675	C	24.5	0.675	+ 0.000 D/V

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0	Average Delay (sec/veh):	16.4
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	29	1079	192	99	1311	49	96	307	126	116	129	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	1079	192	99	1311	49	96	307	126	116	129	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	1079	192	99	1311	49	96	307	126	116	129	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1079	192	99	1311	49	96	307	126	116	129	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:	29	1079	192	99	1311	49	96	307	126	116	129	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.43	0.91	0.91	0.34	0.95	0.95
Lanes:	1.00	1.70	0.30	1.00	1.93	0.07	1.00	1.42	0.58	1.00	0.66	0.34
Final Sat.:	1805	2994	533	1805	3463	129	825	2447	1004	656	1193	610
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.05	0.38	0.38	0.12	0.13	0.13	0.18	0.11	0.11
Crit Moves:		****		****						****		
Green/Cycle:	0.03	0.61	0.61	0.09	0.67	0.67	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.56	0.59	0.59	0.59	0.56	0.56	0.39	0.42	0.42	0.59	0.36	0.36
Uniform Del:	48.0	12.0	12.0	43.6	8.6	8.6	27.8	28.1	28.1	29.9	27.6	27.6
IncremntDel:	13.5	0.4	0.4	5.6	0.3	0.3	1.0	0.3	0.3	4.8	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.5	12.4	12.4	49.1	8.9	8.9	28.8	28.4	28.4	34.6	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:	61.5	12.4	12.4	49.1	8.9	8.9	28.8	28.4	28.4	34.6	28.0	28.0
LOS by Move:	E	B	B	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	13	13	4	12	12	3	6	6	4	5	5

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	0	Average Delay (sec/veh):	30.6
Optimal Cycle:	130	Level Of Service:	C

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	181	1100	208	154	1538	133	195	411	191	284	487	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:	181	1100	208	154	1538	133	195	411	191	284	487	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	1100	208	154	1538	133	195	411	191	284	487	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1100	208	154	1538	133	195	411	191	284	487	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	1100	208	154	1538	133	195	411	191	284	487	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.92	0.90	0.90	0.92	0.92	0.92
Lanes:	1.00	1.68	0.32	1.00	1.84	0.16	2.00	1.37	0.63	2.00	1.60	0.40
Final Sat.:	1805	2963	560	1805	3283	284	3502	2346	1090	3502	2805	697
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.37	0.09	0.47	0.47	0.06	0.18	0.18	0.08	0.17	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.56	0.56	0.13	0.57	0.57	0.08	0.21	0.21	0.10	0.24	0.24
Volume/Cap:	0.83	0.66	0.66	0.66	0.83	0.83	0.74	0.83	0.83	0.83	0.74	0.74
Uniform Del:	42.9	15.4	15.4	41.5	17.6	17.6	45.3	37.6	37.6	44.2	35.4	35.4
IncremntDel:	21.8	0.9	0.9	7.0	2.9	2.9	10.5	7.6	7.6	14.9	3.6	3.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.7	16.2	16.2	48.4	20.5	20.5	55.7	45.2	45.2	59.2	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:	64.7	16.2	16.2	48.4	20.5	20.5	55.7	45.2	45.2	59.2	38.9	38.9
LOS by Move:	E	B	B	D	C	C	E	D	D	E	D	D
HCM2kAvgQ:	8	15	15	6	24	24	5	12	12	7	11	11

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	0	Average Delay (sec/veh):	26.2
Optimal Cycle:	74	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	2 0	1	1 0	2 0	3	0 1
Volume Module:												
Base Vol:	132	1130	237	130	1230	121	79	450	228	276	464	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1130	237	130	1230	121	79	450	228	276	464	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1130	237	130	1230	121	79	450	228	276	464	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1130	237	130	1230	121	79	450	228	276	464	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1130	237	130	1230	121	79	450	228	276	464	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.48	0.52	1.00	2.00	1.00	2.00	1.33	0.67	2.00	3.00	1.00
Final Sat.:	1805	4176	876	1805	3610	1615	3502	2276	1153	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.07	0.34	0.07	0.02	0.20	0.20	0.08	0.09	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.47	0.47	0.13	0.49	0.49	0.08	0.29	0.29	0.11	0.32	0.32
Volume/Cap:	0.69	0.57	0.57	0.57	0.69	0.15	0.30	0.69	0.69	0.69	0.28	0.30
Uniform Del:	43.1	19.0	19.0	41.2	19.5	13.9	43.7	31.7	31.7	42.6	25.0	25.2
IncremntDel:	10.3	0.3	0.3	3.5	1.2	0.1	0.6	2.1	2.1	5.1	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.4	19.3	19.3	44.6	20.6	14.0	44.3	33.9	33.9	47.7	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:	53.4	19.3	19.3	44.6	20.6	14.0	44.3	33.9	33.9	47.7	25.1	25.6
LOS by Move:	D	B	B	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	5	11	11	5	16	2	1	11	11	6	4	4

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	0	Average Delay (sec/veh):	19.9
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	31	212	52	184	257	257	99	627	41	38	699	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	212	52	184	257	257	99	627	41	38	699	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	212	52	184	257	257	99	627	41	38	699	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	212	52	184	257	257	99	627	41	38	699	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:	31	212	52	184	257	257	99	627	41	38	699	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.52	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.21	1.44	0.35	1.00	1.00	1.00	1.00	1.88	0.12	1.00	3.00	1.00
Final Sat.:	335	2294	563	982	1900	1615	1805	3358	220	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.19	0.14	0.16	0.05	0.19	0.19	0.02	0.13	0.11
Crit Moves:				****				****		****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.15	0.47	0.47	0.05	0.37	0.37
Volume/Cap:	0.19	0.19	0.19	0.40	0.29	0.34	0.36	0.40	0.40	0.40	0.36	0.29
Uniform Del:	15.2	15.2	15.2	17.0	16.0	16.4	38.0	17.1	17.1	45.8	22.7	22.0
IncremntDel:	0.1	0.1	0.1	0.6	0.2	0.3	0.8	0.2	0.2	2.7	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.3	15.3	15.3	17.6	16.2	16.7	38.8	17.3	17.3	48.4	22.8	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:	15.3	15.3	15.3	17.6	16.2	16.7	38.8	17.3	17.3	48.4	22.8	22.3
LOS by Move:	B	B	B	B	B	B	D	B	B	D	C	C
HCM2kAvgQ:	3	3	3	4	5	5	3	7	7	2	6	4

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0	Average Delay (sec/veh):	15.8
Optimal Cycle:	53	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	262	2262	520	82	1836	98	112	398	150	249	654	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:	262	2262	520	82	1836	98	112	398	150	249	654	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	2262	520	82	1836	98	112	398	150	249	654	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	2262	520	82	1836	98	112	398	150	249	654	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:	262	2262	520	82	1836	98	112	398	150	249	654	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.91	0.85	0.33	0.90	0.90	0.92	0.87	0.87	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.80	0.20	2.00	2.18	0.82	2.00	2.00	1.00
Final Sat.:	980	5187	1615	1268	6513	348	3502	3613	1362	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.27	0.44	0.32	0.06	0.28	0.28	0.03	0.11	0.11	0.07	0.18	0.11
Crit Moves:		****					****				****	
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.05	0.20	0.20	0.13	0.28	0.28
Volume/Cap:	0.40	0.65	0.48	0.10	0.42	0.42	0.65	0.55	0.55	0.55	0.65	0.38
Uniform Del:	7.4	9.6	7.9	5.8	7.5	7.5	46.7	36.0	36.0	40.9	31.7	29.1
IncremntDel:	0.4	0.4	0.3	0.0	0.1	0.1	8.4	0.7	0.7	1.5	1.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	7.8	10.0	8.3	5.8	7.6	7.6	55.1	36.7	36.7	42.3	33.2	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:	7.8	10.0	8.3	5.8	7.6	7.6	55.1	36.7	36.7	42.3	33.2	29.6
LOS by Move:	A	A	A	A	A	A	E	D	D	D	C	C
HCM2kAvgQ:	2	15	8	1	7	7	3	6	6	4	10	4

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	2.201
Loss Time (sec):	0	Average Delay (sec/veh):	91.8
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	1607	414	354	1626	0	0	0	0	324	0	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1607	414	354	1626	0	0	0	0	324	0	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1607	414	354	1626	0	0	0	0	324	0	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1607	414	354	1626	0	0	0	0	324	0	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:	0	1607	414	354	1626	0	0	0	0	324	0	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.09	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.59	0.41	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2782	717	173	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.58	2.05	0.45	0.00	0.00	0.00	0.00	0.09	0.00	0.15
Crit Moves:				****								****
Green/Cycle:	0.00	0.93	0.93	0.93	0.93	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.62	0.62	2.20	0.48	0.00	0.00	0.00	0.00	1.28	0.00	2.20
Uniform Del:	0.0	0.6	0.6	3.5	0.4	0.0	0.0	0.0	0.0	46.5	0.0	46.5
IncremntDel:	0.0	0.4	0.4	560.2	0.1	0.0	0.0	0.0	0.0	154.4	0.0	568.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	1.0	1.0	563.7	0.6	0.0	0.0	0.0	0.0	200.9	0.0	614.8
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	1.0	1.0	563.7	0.6	0.0	0.0	0.0	0.0	200.9	0.0	614.8
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	6	6	36	4	0	0	0	0	12	0	25

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	0	Average Delay (sec/veh):	35.1
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	534	1362	506	126	1508	391	181	113	392	335	212	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	534	1362	506	126	1508	391	181	113	392	335	212	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	534	1362	506	126	1508	391	181	113	392	335	212	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	534	1362	506	126	1508	391	181	113	392	335	212	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:	534	1362	506	126	1508	391	181	113	392	335	212	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.84	0.84	0.95	0.91	0.91
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.41	0.59
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	1596	1596	1805	2431	1020
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.31	0.04	0.29	0.24	0.10	0.07	0.25	0.19	0.09	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.45	0.45	0.05	0.33	0.33	0.26	0.28	0.28	0.21	0.23	0.23
Volume/Cap:	0.87	0.58	0.69	0.69	0.87	0.73	0.38	0.25	0.87	0.87	0.38	0.38
Uniform Del:	40.2	20.2	21.7	46.6	31.4	29.4	30.1	27.8	34.3	38.1	32.5	32.5
IncremntDel:	13.3	0.4	2.8	10.6	5.3	5.0	0.5	0.1	13.9	19.5	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.5	20.5	24.4	57.2	36.7	34.4	30.6	27.9	48.2	57.6	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:	53.5	20.5	24.4	57.2	36.7	34.4	30.6	27.9	48.2	57.6	32.8	32.8
LOS by Move:	D	C	C	E	D	C	C	C	D	E	C	C
HCM2kAvgQ:	11	12	13	3	19	12	5	3	15	13	4	4

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.297
Loss Time (sec):	0	Average Delay (sec/veh):	22.1
Optimal Cycle:	26	Level Of Service:	C

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	40	13	24	156	29	142	98	342	78	115	342	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:	40	13	24	156	29	142	98	342	78	115	342	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	13	24	156	29	142	98	342	78	115	342	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	13	24	156	29	142	98	342	78	115	342	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:	40	13	24	156	29	142	98	342	78	115	342	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.86	0.86	0.73	1.00	0.85	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.63	0.37	1.00	1.66	0.34
Final Sat.:	1372	1630	1630	1378	1900	1615	1805	2857	652	1805	2922	598
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.11	0.02	0.09	0.05	0.12	0.12	0.06	0.12	0.12
Crit Moves:				****				****		****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.20	0.40	0.40	0.21	0.42	0.42
Volume/Cap:	0.08	0.02	0.04	0.30	0.04	0.23	0.28	0.30	0.30	0.30	0.28	0.28
Uniform Del:	19.7	19.3	19.4	21.6	19.4	21.0	34.2	20.2	20.2	32.9	18.9	18.9
IncremntDel:	0.1	0.0	0.0	0.3	0.0	0.2	0.4	0.1	0.1	0.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.7	19.3	19.4	21.9	19.4	21.1	34.6	20.3	20.3	33.4	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:	19.7	19.3	19.4	21.9	19.4	21.1	34.6	20.3	20.3	33.4	19.0	19.0
LOS by Move:	B	B	B	C	B	C	C	C	C	C	B	B
HCM2kAvgQ:	1	0	0	3	1	3	3	5	5	3	4	4

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	0	Average Delay (sec/veh):	15.6
Optimal Cycle:	62	Level Of Service:	B

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	623	3373	526	72	2173	126	99	136	336	29	158	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	623	3373	526	72	2173	126	99	136	336	29	158	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	623	3373	526	72	2173	126	99	136	336	29	158	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	623	3373	526	72	2173	126	99	136	336	29	158	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:	623	3373	526	72	2173	126	99	136	336	29	158	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.49	0.33	0.02	0.31	0.08	0.03	0.04	0.12	0.01	0.04	0.09
Crit Moves:		****		****					****	****		
Green/Cycle:	0.29	0.77	0.77	0.03	0.51	0.51	0.05	0.19	0.19	0.01	0.15	0.15
Volume/Cap:	0.61	0.63	0.42	0.63	0.61	0.15	0.58	0.20	0.63	0.63	0.30	0.58
Uniform Del:	30.6	5.1	3.9	47.8	17.3	12.8	46.6	34.3	37.5	49.4	38.0	39.8
IncremntDel:	1.1	0.2	0.2	11.0	0.3	0.1	5.1	0.1	2.5	25.2	0.3	3.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.7	5.3	4.1	58.8	17.6	12.9	51.7	34.5	39.9	74.6	38.3	43.5
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:	31.7	5.3	4.1	58.8	17.6	12.9	51.7	34.5	39.9	74.6	38.3	43.5
LOS by Move:	C	A	A	E	B	B	D	C	D	E	D	D
HCM2kAvgQ:	9	13	6	2	13	2	3	2	6	1	2	5

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	0	Average Delay (sec/veh):	20.4
Optimal Cycle:	63	Level Of Service:	C

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1410	248	0	1513	160	0	0	0	255	0	615
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1410	248	0	1513	160	0	0	0	255	0	615
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1410	0	0	1513	0	0	0	0	255	0	615
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1410	0	0	1513	0	0	0	0	255	0	615
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1410	0	0	1513	0	0	0	0	255	0	615
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.78	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1473	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.17	0.00	0.38
Crit Moves:		****										****
Green/Cycle:	0.00	0.51	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.00	0.77	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.35	0.00	0.77
Uniform Del:	0.0	20.0	0.0	0.0	17.2	0.0	0.0	0.0	0.0	15.5	0.0	20.7
IncremntDel:	0.0	2.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.3	0.0	4.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	22.1	0.0	0.0	17.5	0.0	0.0	0.0	0.0	15.8	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:	0.0	22.1	0.0	0.0	17.5	0.0	0.0	0.0	0.0	15.8	0.0	25.4
LOS by Move:	A	C	A	A	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	20	0	0	12	0	0	0	0	5	0	17

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.954
Loss Time (sec):	0	Average Delay (sec/veh):	110.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	2	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1011	415	545	1226	0	636	7	344	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1011	415	545	1226	0	636	7	344	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1011	415	545	1226	0	636	7	344	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1011	415	545	1226	0	636	7	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	1011	415	545	1226	0	636	7	344	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.17	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.13	0.87	1.00	2.00	0.00	1.64	0.01	1.35	0.00	0.00	0.00
Final Sat.:	0	3516	1443	331	3610	0	2667	23	2189	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	1.65	0.34	0.00	0.24	0.31	0.16	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.84	0.84	0.84	0.84	0.00	0.16	0.16	0.16	0.00	0.00	0.00
Volume/Cap:	0.00	0.34	0.34	1.95	0.40	0.00	1.52	1.95	1.00	0.00	0.00	0.00
Uniform Del:	0.0	1.7	1.7	7.8	1.9	0.0	42.2	42.2	42.2	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	442.2	0.1	0.0	244.0	437	29.9	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.8	1.8	450.0	1.9	0.0	286.2	479	72.1	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	1.8	1.8	450.0	1.9	0.0	286.2	479	72.1	0.0	0.0	0.0
LOS by Move:	A	A	A	F	A	A	F	F	E	A	A	A
HCM2kAvgQ:	0	4	4	50	5	0	30	46	13	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	0	Average Delay (sec/veh):	24.5
Optimal Cycle:	70	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	65	404	93	720	689	734	1207	0	264	249	0	772
Growth Adj:	1.00	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	404	93	720	689	734	1207	0	264	249	0	772
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	404	0	720	689	0	1207	0	264	249	0	772
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	404	0	720	689	0	1207	0	264	249	0	772
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	404	0	720	689	0	1207	0	264	249	0	772
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.00	0.21	0.13	0.00	0.34	0.00	0.09	0.07	0.00	0.27
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.09	0.00	0.30	0.34	0.00	0.51	0.00	0.36	0.30	0.00	0.60
Volume/Cap:	0.39	0.67	0.00	0.67	0.39	0.00	0.67	0.00	0.26	0.24	0.00	0.45
Uniform Del:	46.2	44.3	0.0	30.4	24.9	0.0	18.3	0.0	22.6	26.6	0.0	10.9
IncremntDel:	1.5	3.1	0.0	1.7	0.1	0.0	1.0	0.0	0.1	0.1	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	47.7	47.4	0.0	32.2	25.0	0.0	19.3	0.0	22.8	26.7	0.0	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:	47.7	47.4	0.0	32.2	25.0	0.0	19.3	0.0	22.8	26.7	0.0	11.0
LOS by Move:	D	D	A	C	C	A	B	A	C	C	A	B
HCM2kAvgQ:	1	5	0	11	6	0	15	0	3	3	0	7

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

Scenario Report

Scenario:	FP 2040 PM
Command:	FP 2040 PM
Volume:	FP 2040 PM
Geometry:	Future Ontario Plan
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 #1 Archibald Ave & Sixth St													
Base	84	1615	161	122	1268	105	52	248	83	210	292	124	4364
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	84	1615	161	122	1268	105	52	248	83	210	292	124	4364
#2 #2 N Vineyard Ave & Fourth St													
Base	263	1970	308	179	1248	149	240	436	174	482	567	193	6209
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	263	1970	308	179	1248	149	240	436	174	482	567	193	6209
#3 #3 Archibald Ave& Fourth St													
Base	269	1669	215	174	1186	111	128	496	185	385	799	177	5794
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	269	1669	215	174	1186	111	128	496	185	385	799	177	5794
#4 #4 Turner Ave & Fourth St													
Base	37	337	34	149	244	337	75	800	63	45	893	261	3275
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	337	34	149	244	337	75	800	63	45	893	261	3275
#5 #5 Haven Ave & Fourth St													
Base	275	2689	464	215	2244	165	105	796	236	434	745	212	8580
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	275	2689	464	215	2244	165	105	796	236	434	745	212	8580
#6 #6 N Vineyard Ave & Inland Empire Blvd													
Base	0	1863	453	412	1806	0	0	0	0	720	0	618	5872
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1863	453	412	1806	0	0	0	0	720	0	618	5872
#7 #7 N Archibald Ave & Inland Empire Blvd													
Base	596	1815	442	99	1645	400	575	142	567	479	279	93	7132
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	596	1815	442	99	1645	400	575	142	567	479	279	93	7132
#8 #8 Turner Ave & Inland Empire Blvd													
Base	83	46	93	117	22	141	217	440	62	62	491	160	1934
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	83	46	93	117	22	141	217	440	62	62	491	160	1934
#9 #9 N Haven Ave & Inland Empire Blvd													
Base	467	3166	350	93	3085	64	162	272	541	639	238	52	9129
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	467	3166	350	93	3085	64	162	272	541	639	238	52	9129
#10 #10 N Vineyard Ave & I-10 WB Ramps													
Base	0	1696	266	0	1676	876	0	0	0	260	0	657	5431
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1696	266	0	1676	876	0	0	0	260	0	657	5431

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#11 #11 N Vineyard Ave & I-10 EB Ramps													
Base	0	1345	360	506	1431	0	628	4	311	0	0	0	4585
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1345	360	506	1431	0	628	4	311	0	0	0	4585
#12 #12 N Archibald Ave & I-10 EB & WB Ramps													
Base	415	817	366	851	809	944	1208	0	310	105	0	735	6560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	415	817	366	851	809	944	1208	0	310	105	0	735	6560

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	C	22.8	0.822	C	22.8	0.822	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	E	59.8	1.057	E	59.8	1.057	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	31.1	0.784	C	31.1	0.784	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	19.0	0.475	B	19.0	0.475	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	C	21.6	0.848	C	21.6	0.848	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	F	325.8	4.121	F	325.8	4.121	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	E	66.5	1.110	E	66.5	1.110	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	C	21.1	0.413	C	21.1	0.413	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	C	27.8	0.891	C	27.8	0.891	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	C	22.9	0.877	C	22.9	0.877	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	F	137.6	2.324	F	137.6	2.324	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	29.1	0.722	C	29.1	0.722	+ 0.000 D/V

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	0	Average Delay (sec/veh):	22.8
Optimal Cycle:	105	Level Of Service:	C

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	84	1615	161	122	1268	105	52	248	83	210	292	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:	84	1615	161	122	1268	105	52	248	83	210	292	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1615	161	122	1268	105	52	248	83	210	292	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1615	161	122	1268	105	52	248	83	210	292	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:	84	1615	161	122	1268	105	52	248	83	210	292	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.15	0.91	0.91	0.43	0.96	0.96
Lanes:	1.00	1.82	0.18	1.00	1.85	0.15	1.00	1.50	0.50	1.00	0.70	0.30
Final Sat.:	1805	3237	323	1805	3297	273	277	2602	871	821	1274	541
Capacity Analysis Module:												
Vol/Sat:	0.05	0.50	0.50	0.07	0.38	0.38	0.19	0.10	0.10	0.26	0.23	0.23
Crit Moves:		****		****						****		
Green/Cycle:	0.07	0.61	0.61	0.08	0.61	0.61	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.63	0.82	0.82	0.82	0.63	0.63	0.60	0.31	0.31	0.82	0.74	0.74
Uniform Del:	44.9	15.4	15.4	45.2	12.1	12.1	29.2	26.2	26.2	31.9	30.8	30.8
IncremntDel:	9.0	2.7	2.7	29.4	0.6	0.6	11.4	0.2	0.2	18.9	5.1	5.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.9	18.1	18.1	74.6	12.6	12.6	40.6	26.4	26.4	50.8	35.9	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:	53.9	18.1	18.1	74.6	12.6	12.6	40.6	26.4	26.4	50.8	35.9	35.9
LOS by Move:	D	B	B	E	B	B	D	C	C	D	D	D
HCM2kAvgQ:	4	24	24	6	14	14	2	4	4	8	13	13

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.057
Loss Time (sec):	0	Average Delay (sec/veh):	59.8
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	263	1970	308	179	1248	149	240	436	174	482	567	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:	263	1970	308	179	1248	149	240	436	174	482	567	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	1970	308	179	1248	149	240	436	174	482	567	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	1970	308	179	1248	149	240	436	174	482	567	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	1970	308	179	1248	149	240	436	174	482	567	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.92	0.91	0.91	0.92	0.91	0.91
Lanes:	1.00	1.73	0.27	1.00	1.79	0.21	2.00	1.43	0.57	2.00	1.49	0.51
Final Sat.:	1805	3059	478	1805	3173	379	3502	2469	985	3502	2591	882
Capacity Analysis Module:												
Vol/Sat:	0.15	0.64	0.64	0.10	0.39	0.39	0.07	0.18	0.18	0.14	0.22	0.22
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.61	0.61	0.09	0.51	0.51	0.07	0.17	0.17	0.13	0.23	0.23
Volume/Cap:	0.77	1.06	1.06	1.06	0.77	0.77	0.97	1.06	1.06	1.06	0.97	0.97
Uniform Del:	38.4	19.5	19.5	45.3	19.6	19.6	46.3	41.6	41.6	43.5	38.3	38.3
IncremntDel:	10.0	36.6	36.6	85.2	2.0	2.0	47.7	53.5	53.5	58.1	24.2	24.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.4	56.2	56.2	130.5	21.6	21.6	94.1	95.2	95.2	101.6	62.5	62.5
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:	48.4	56.2	56.2	130.5	21.6	21.6	94.1	95.2	95.2	101.6	62.5	62.5
LOS by Move:	D	E	E	F	C	C	F	F	F	F	E	E
HCM2kAvgQ:	10	50	50	10	19	19	7	16	16	13	17	17

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	0	Average Delay (sec/veh):	31.1
Optimal Cycle:	106	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 0	1	2 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	269	1669	215	174	1186	111	128	496	185	385	799	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	1669	215	174	1186	111	128	496	185	385	799	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	1669	215	174	1186	111	128	496	185	385	799	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	1669	215	174	1186	111	128	496	185	385	799	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:	269	1669	215	174	1186	111	128	496	185	385	799	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.92	0.91	0.91	0.92	0.91	0.85
Lanes:	1.00	2.66	0.34	1.00	2.00	1.00	2.00	1.46	0.54	2.00	3.00	1.00
Final Sat.:	1805	4517	582	1805	3610	1615	3502	2522	940	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.37	0.37	0.10	0.33	0.07	0.04	0.20	0.20	0.11	0.15	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.19	0.48	0.48	0.13	0.42	0.42	0.07	0.25	0.25	0.14	0.32	0.32
Volume/Cap:	0.78	0.77	0.77	0.77	0.78	0.16	0.49	0.78	0.78	0.78	0.49	0.35
Uniform Del:	38.5	21.2	21.2	42.3	25.1	18.1	44.4	34.9	34.9	41.5	27.6	26.3
IncremntDel:	11.2	1.5	1.5	14.3	2.8	0.1	1.4	4.7	4.7	8.1	0.2	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.8	22.7	22.7	56.6	27.9	18.2	45.8	39.7	39.7	49.6	27.9	26.7
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:	49.8	22.7	22.7	56.6	27.9	18.2	45.8	39.7	39.7	49.6	27.9	26.7
LOS by Move:	D	C	C	E	C	B	D	D	D	D	C	C
HCM2kAvgQ:	10	19	19	7	18	2	3	12	12	8	8	4

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	0	Average Delay (sec/veh):	19.0
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	37	337	34	149	244	337	75	800	63	45	893	261
Growth Adj:	1.00	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	337	34	149	244	337	75	800	63	45	893	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	337	34	149	244	337	75	800	63	45	893	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	337	34	149	244	337	75	800	63	45	893	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	337	34	149	244	337	75	800	63	45	893	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.44	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.18	1.65	0.17	1.00	1.00	1.00	1.00	1.85	0.15	1.00	3.00	1.00
Final Sat.:	295	2684	271	830	1900	1615	1805	3310	261	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.18	0.13	0.21	0.04	0.24	0.24	0.02	0.17	0.16
Crit Moves:						****		****		****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.11	0.51	0.51	0.05	0.45	0.45
Volume/Cap:	0.29	0.29	0.29	0.41	0.29	0.48	0.38	0.48	0.48	0.48	0.38	0.36
Uniform Del:	18.0	18.0	18.0	19.2	18.1	19.9	41.4	15.9	15.9	46.0	18.1	17.9
IncremntDel:	0.1	0.1	0.1	0.7	0.2	0.5	1.2	0.2	0.2	3.7	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.1	18.1	18.1	19.9	18.3	20.4	42.6	16.1	16.1	49.8	18.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.1	18.1	18.1	19.9	18.3	20.4	42.6	16.1	16.1	49.8	18.2	18.2
LOS by Move:	B	B	B	B	B	C	D	B	B	D	B	B
HCM2kAvgQ:	4	4	4	4	5	8	3	9	9	2	7	5

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	0	Average Delay (sec/veh):	21.6
Optimal Cycle:	123	Level Of Service:	C

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	275	2689	464	215	2244	165	105	796	236	434	745	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	2689	464	215	2244	165	105	796	236	434	745	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	2689	464	215	2244	165	105	796	236	434	745	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	2689	464	215	2244	165	105	796	236	434	745	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	2689	464	215	2244	165	105	796	236	434	745	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.91	0.85	0.46	0.90	0.90	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.73	0.27	2.00	2.31	0.69	2.00	2.00	1.00
Final Sat.:	1364	5187	1615	1758	6378	469	3502	3865	1146	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.52	0.29	0.12	0.35	0.35	0.03	0.21	0.21	0.12	0.21	0.13
Crit Moves:		****						****		****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.05	0.24	0.24	0.15	0.34	0.34
Volume/Cap:	0.33	0.85	0.47	0.20	0.58	0.58	0.61	0.85	0.85	0.85	0.61	0.39
Uniform Del:	9.5	15.7	10.6	8.6	11.7	11.7	46.6	36.1	36.1	41.6	27.5	25.1
IncremntDel:	0.2	2.3	0.4	0.1	0.2	0.2	6.1	5.8	5.8	12.6	0.9	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	9.7	18.0	11.0	8.7	11.9	11.9	52.7	41.9	41.9	54.2	28.4	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:	9.7	18.0	11.0	8.7	11.9	11.9	52.7	41.9	41.9	54.2	28.4	25.6
LOS by Move:	A	B	B	A	B	B	D	D	D	D	C	C
HCM2kAvgQ:	2	27	8	2	12	12	3	14	14	9	11	5

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	4.121
Loss Time (sec):	0	Average Delay (sec/veh):	325.8
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	1863	453	412	1806	0	0	0	0	720	0	618
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1863	453	412	1806	0	0	0	0	720	0	618
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1863	453	412	1806	0	0	0	0	720	0	618
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1863	453	412	1806	0	0	0	0	720	0	618
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1863	453	412	1806	0	0	0	0	720	0	618
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.06	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.61	0.39	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2820	686	110	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.66	3.74	0.50	0.00	0.00	0.00	0.00	0.20	0.00	0.38
Crit Moves:				****								****
Green/Cycle:	0.00	0.91	0.91	0.91	0.91	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.00	0.73	0.73	4.12	0.55	0.00	0.00	0.00	0.00	2.14	0.00	4.12
Uniform Del:	0.0	1.3	1.3	4.6	0.9	0.0	0.0	0.0	0.0	45.4	0.0	45.4
IncremntDel:	0.0	0.9	0.9	1428	0.2	0.0	0.0	0.0	0.0	524.5	0.0	1420
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	2.1	2.1	1433	1.1	0.0	0.0	0.0	0.0	569.8	0.0	1466
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.1	2.1	1433	1.1	0.0	0.0	0.0	0.0	569.8	0.0	1466
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	12	12	52	6	0	0	0	0	36	0	77

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.110
Loss Time (sec):	0	Average Delay (sec/veh):	66.5
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	596	1815	442	99	1645	400	575	142	567	479	279	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:	596	1815	442	99	1645	400	575	142	567	479	279	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	596	1815	442	99	1645	400	575	142	567	479	279	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	596	1815	442	99	1645	400	575	142	567	479	279	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:	596	1815	442	99	1645	400	575	142	567	479	279	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.84	0.84	0.95	0.91	0.91
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.50	0.50
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	1588	1588	1805	2607	869
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.27	0.03	0.32	0.25	0.32	0.09	0.36	0.27	0.11	0.11
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.41	0.41	0.03	0.29	0.29	0.42	0.32	0.32	0.24	0.14	0.14
Volume/Cap:	1.11	0.86	0.67	0.86	1.11	0.87	0.76	0.28	1.11	1.11	0.76	0.76
Uniform Del:	42.3	27.1	24.3	48.1	35.7	33.9	24.7	25.3	33.9	38.0	41.3	41.3
IncremntDel:	72.5	3.9	2.8	44.2	59.5	15.8	4.5	0.1	69.6	76.6	6.8	6.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	114.8	31.0	27.0	92.4	95.2	49.7	29.2	25.3	103.5	114.6	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.8	31.0	27.0	92.4	95.2	49.7	29.2	25.3	103.5	114.6	48.1	48.1
LOS by Move:	F	C	C	F	F	D	C	C	F	F	D	D
HCM2kAvgQ:	17	21	12	3	30	15	16	3	30	25	8	8

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	0	Average Delay (sec/veh):	21.1
Optimal Cycle:	32	Level Of Service:	C

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	83	46	93	117	22	141	217	440	62	62	491	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	46	93	117	22	141	217	440	62	62	491	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	46	93	117	22	141	217	440	62	62	491	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	46	93	117	22	141	217	440	62	62	491	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:	83	46	93	117	22	141	217	440	62	62	491	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.86	0.86	0.59	1.00	0.85	0.95	0.93	0.93	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.75	0.25	1.00	1.51	0.49
Final Sat.:	1370	1625	1625	1112	1900	1615	1805	3104	437	1805	2622	854
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.06	0.11	0.01	0.09	0.12	0.14	0.14	0.03	0.19	0.19
Crit Moves:				****			****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.29	0.60	0.60	0.15	0.45	0.45
Volume/Cap:	0.24	0.11	0.22	0.41	0.05	0.34	0.41	0.24	0.24	0.24	0.41	0.41
Uniform Del:	29.5	28.6	29.4	31.0	28.1	30.4	28.5	9.3	9.3	37.8	18.4	18.4
IncremntDel:	0.4	0.0	0.2	1.0	0.0	0.5	0.5	0.1	0.1	0.5	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.9	28.6	29.6	32.0	28.1	30.9	29.1	9.4	9.4	38.3	18.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	28.6	29.6	32.0	28.1	30.9	29.1	9.4	9.4	38.3	18.5	18.5
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	2	1	2	3	1	4	6	4	4	2	7	7

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	0	Average Delay (sec/veh):	27.8
Optimal Cycle:	180	Level Of Service:	C

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	467	3166	350	93	3085	64	162	272	541	639	238	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	3166	350	93	3085	64	162	272	541	639	238	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	467	3166	350	93	3085	64	162	272	541	639	238	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	3166	350	93	3085	64	162	272	541	639	238	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	467	3166	350	93	3085	64	162	272	541	639	238	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.46	0.22	0.03	0.45	0.04	0.05	0.08	0.19	0.12	0.07	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.61	0.61	0.04	0.50	0.50	0.14	0.21	0.21	0.14	0.21	0.21
Volume/Cap:	0.89	0.75	0.35	0.75	0.89	0.08	0.32	0.35	0.89	0.89	0.32	0.16
Uniform Del:	41.7	13.7	9.5	47.8	22.5	13.0	38.4	33.4	38.2	42.4	33.8	32.6
IncremntDel:	17.2	0.7	0.2	21.4	3.3	0.0	0.4	0.3	15.3	13.4	0.3	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.0	14.5	9.7	69.2	25.8	13.0	38.8	33.7	53.5	55.8	34.0	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.0	14.5	9.7	69.2	25.8	13.0	38.8	33.7	53.5	55.8	34.0	32.8
LOS by Move:	E	B	A	E	C	B	D	C	D	E	C	C
HCM2kAvgQ:	11	20	5	3	27	1	3	4	13	10	3	1

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	0	Average Delay (sec/veh):	22.9
Optimal Cycle:	117	Level Of Service:	C

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1696	266	0	1676	876	0	0	0	260	0	657
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1696	266	0	1676	876	0	0	0	260	0	657
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1696	0	0	1676	0	0	0	0	260	0	657
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1696	0	0	1676	0	0	0	0	260	0	657
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1696	0	0	1676	0	0	0	0	260	0	657
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.78	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1473	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.18	0.00	0.41
Crit Moves:		****										****
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.88	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.38	0.00	0.88
Uniform Del:	0.0	20.3	0.0	0.0	15.9	0.0	0.0	0.0	0.0	17.4	0.0	24.2
IncremntDel:	0.0	4.9	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4	0.0	11.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	25.2	0.0	0.0	16.3	0.0	0.0	0.0	0.0	17.8	0.0	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:	0.0	25.2	0.0	0.0	16.3	0.0	0.0	0.0	0.0	17.8	0.0	35.6
LOS by Move:	A	C	A	A	B	A	A	A	A	B	A	D
HCM2kAvgQ:	0	27	0	0	13	0	0	0	0	5	0	21

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	2.324
Loss Time (sec):	0	Average Delay (sec/veh):	137.6
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	2	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1345	360	506	1431	0	628	4	311	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1345	360	506	1431	0	628	4	311	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1345	360	506	1431	0	628	4	311	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1345	360	506	1431	0	628	4	311	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	1345	360	506	1431	0	628	4	311	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	0.13	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.37	0.63	1.00	2.00	0.00	1.66	0.01	1.33	0.00	0.00	0.00
Final Sat.:	0	3961	1060	249	3610	0	2705	14	2160	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	2.03	0.40	0.00	0.23	0.29	0.14	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.87	0.87	0.87	0.87	0.00	0.13	0.13	0.13	0.00	0.00	0.00
Volume/Cap:	0.00	0.39	0.39	2.32	0.45	0.00	1.85	2.32	1.15	0.00	0.00	0.00
Uniform Del:	0.0	1.2	1.2	6.3	1.3	0.0	43.7	43.7	43.7	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.1	610.0	0.1	0.0	391.6	604	81.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.2	1.2	616.3	1.4	0.0	435.3	647	124.8	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	1.2	1.2	616.3	1.4	0.0	435.3	647	124.8	0.0	0.0	0.0
LOS by Move:	A	A	A	F	A	A	F	F	F	A	A	A
HCM2kAvgQ:	0	4	4	52	5	0	34	49	14	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	0	Average Delay (sec/veh):	29.1
Optimal Cycle:	82	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	415	817	366	851	809	944	1208	0	310	105	0	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	415	817	366	851	809	944	1208	0	310	105	0	735
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	415	817	0	851	809	0	1208	0	310	105	0	735
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	817	0	851	809	0	1208	0	310	105	0	735
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	415	817	0	851	809	0	1208	0	310	105	0	735
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.24	0.16	0.00	0.34	0.00	0.11	0.03	0.00	0.26
Crit Moves:		****		****			****					****
Green/Cycle:	0.22	0.16	0.00	0.34	0.28	0.00	0.48	0.00	0.69	0.50	0.00	0.36
Volume/Cap:	0.55	0.72	0.00	0.72	0.55	0.00	0.72	0.00	0.16	0.06	0.00	0.72
Uniform Del:	34.9	39.7	0.0	29.1	30.3	0.0	20.8	0.0	5.3	12.9	0.0	27.8
IncremntDel:	0.9	2.3	0.0	2.2	0.4	0.0	1.6	0.0	0.0	0.0	0.0	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	35.7	42.0	0.0	31.3	30.8	0.0	22.4	0.0	5.3	12.9	0.0	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	42.0	0.0	31.3	30.8	0.0	22.4	0.0	5.3	12.9	0.0	30.3
LOS by Move:	D	D	A	C	C	A	C	A	A	B	A	C
HCM2kAvgQ:	6	8	0	13	8	0	16	0	2	1	0	12

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

Scenario Report

Scenario:	FP 2040 Sat
Command:	FP 2040 Sat
Volume:	FP 2040 Sat
Geometry:	Future Ontario Plan
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 #1 Archibald Ave & Sixth St													
Base	44	876	91	63	686	55	27	129	43	113	151	65	2343
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	876	91	63	686	55	27	129	43	113	151	65	2343
#2 #2 N Vineyard Ave & Fourth St													
Base	145	1061	174	101	671	77	124	227	97	278	295	111	3361
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	145	1061	174	101	671	77	124	227	97	278	295	111	3361
#3 #3 Archibald Ave& Fourth St													
Base	171	910	119	101	636	60	72	269	100	204	416	92	3150
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	171	910	119	101	636	60	72	269	100	204	416	92	3150
#4 #4 Turner Ave & Fourth St													
Base	20	176	18	77	132	176	45	469	49	23	469	135	1789
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	176	18	77	132	176	45	469	49	23	469	135	1789
#5 #5 Haven Ave & Fourth St													
Base	143	1398	242	112	1172	85	60	425	159	226	392	110	4524
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	143	1398	242	112	1172	85	60	425	159	226	392	110	4524
#6 #6 N Vineyard Ave & Inland Empire Blvd													
Base	0	975	275	253	986	0	0	0	0	426	0	367	3282
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	975	275	253	986	0	0	0	0	426	0	367	3282
#7 #7 N Archibald Ave & Inland Empire Blvd													
Base	352	1002	229	51	855	244	359	81	348	265	149	78	4013
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	352	1002	229	51	855	244	359	81	348	265	149	78	4013
#8 #8 Turner Ave & Inland Empire Blvd													
Base	43	24	49	61	11	94	113	236	33	33	283	83	1063
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	43	24	49	61	11	94	113	236	33	33	283	83	1063
#9 #9 N Haven Ave & Inland Empire Blvd													
Base	254	1646	182	49	1641	41	84	145	286	332	131	27	4818
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	254	1646	182	49	1641	41	84	145	286	332	131	27	4818
#10 #10 N Vineyard Ave & I-10 WB Ramps													
Base	0	921	138	0	911	517	0	0	0	135	0	350	2972
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	921	138	0	911	517	0	0	0	135	0	350	2972

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#11 #11 N Vineyard Ave & I-10 EB Ramps													
Base	0	713	187	283	764	0	354	2	162	0	0	0	2465
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	713	187	283	764	0	354	2	162	0	0	0	2465
#12 #12 N Archibald Ave & I-10 EB & WB Ramps													
Base	216	441	190	470	434	512	662	0	161	55	0	424	3565
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	216	441	190	470	434	512	662	0	161	55	0	424	3565

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 #1 Archibald Ave & Sixth St	B	14.9	0.426	B	14.9	0.426	+ 0.000
# 2 #2 N Vineyard Ave & Fourth St	C	24.3	0.579	C	24.3	0.579	+ 0.000
# 3 #3 Archibald Ave& Fourth St	C	25.0	0.436	C	25.0	0.436	+ 0.000
# 4 #4 Turner Ave & Fourth St	B	16.9	0.267	B	16.9	0.267	+ 0.000
# 5 #5 Haven Ave & Fourth St	B	16.6	0.451	B	16.6	0.451	+ 0.000
# 6 #6 N Vineyard Ave & Inland Em	B	19.4	0.955	B	19.4	0.955	+ 0.000
# 7 #7 N Archibald Ave & Inland Em	C	30.2	0.632	C	30.2	0.632	+ 0.000
# 8 #8 Turner Ave & Inland Empire	B	19.6	0.226	B	19.6	0.226	+ 0.000
# 9 #9 N Haven Ave & Inland Empire	B	19.5	0.474	B	19.5	0.474	+ 0.000
# 10 #10 N Vineyard Ave & I-10 WB R	B	14.6	0.472	B	14.6	0.472	+ 0.000
# 11 #11 N Vineyard Ave & I-10 EB R	B	10.5	0.667	B	10.5	0.667	+ 0.000
# 12 #12 N Archibald Ave & I-10 EB	C	25.0	0.402	C	25.0	0.402	+ 0.000

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	0	Average Delay (sec/veh):	14.9
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	44	876	91	63	686	55	27	129	43	113	151	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:	44	876	91	63	686	55	27	129	43	113	151	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	876	91	63	686	55	27	129	43	113	151	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	876	91	63	686	55	27	129	43	113	151	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	876	91	63	686	55	27	129	43	113	151	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.38	0.91	0.91	0.56	0.96	0.96
Lanes:	1.00	1.81	0.19	1.00	1.85	0.15	1.00	1.50	0.50	1.00	0.70	0.30
Final Sat.:	1805	3224	335	1805	3305	265	728	2607	869	1062	1268	546
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.03	0.21	0.21	0.04	0.05	0.05	0.11	0.12	0.12
Crit Moves:		****		****							****	
Green/Cycle:	0.08	0.64	0.64	0.08	0.64	0.64	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.32	0.43	0.43	0.43	0.32	0.32	0.13	0.18	0.18	0.38	0.43	0.43
Uniform Del:	43.8	9.0	9.0	43.7	8.0	8.0	26.9	27.3	27.3	29.0	29.4	29.4
IncremntDel:	1.4	0.1	0.1	2.0	0.1	0.1	0.3	0.1	0.1	0.8	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.2	9.1	9.1	45.6	8.1	8.1	27.2	27.4	27.4	29.8	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	9.1	9.1	45.6	8.1	8.1	27.2	27.4	27.4	29.8	30.0	30.0
LOS by Move:	D	A	A	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	8	8	2	5	5	1	2	2	3	6	6

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	0	Average Delay (sec/veh):	24.3
Optimal Cycle:	54	Level Of Service:	C

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	145	1061	174	101	671	77	124	227	97	278	295	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:	145	1061	174	101	671	77	124	227	97	278	295	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	1061	174	101	671	77	124	227	97	278	295	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1061	174	101	671	77	124	227	97	278	295	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1061	174	101	671	77	124	227	97	278	295	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.92	0.91	0.91	0.92	0.91	0.91
Lanes:	1.00	1.72	0.28	1.00	1.79	0.21	2.00	1.40	0.60	2.00	1.45	0.55
Final Sat.:	1805	3036	498	1805	3190	366	3502	2415	1032	3502	2515	947
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.35	0.06	0.21	0.21	0.04	0.09	0.09	0.08	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.60	0.60	0.10	0.51	0.51	0.07	0.16	0.16	0.14	0.23	0.23
Volume/Cap:	0.42	0.58	0.58	0.58	0.42	0.42	0.51	0.58	0.58	0.58	0.51	0.51
Uniform Del:	35.4	12.1	12.1	43.2	15.4	15.4	44.9	38.7	38.7	40.4	33.6	33.6
IncremntDel:	0.8	0.4	0.4	4.8	0.2	0.2	1.8	1.5	1.5	1.8	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.2	12.5	12.5	48.0	15.6	15.6	46.7	40.2	40.2	42.2	34.1	34.1
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:	36.2	12.5	12.5	48.0	15.6	15.6	46.7	40.2	40.2	42.2	34.1	34.1
LOS by Move:	D	B	B	D	B	B	D	D	D	D	C	C
HCM2kAvgQ:	4	12	12	4	8	8	3	6	6	5	6	6

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	0	Average Delay (sec/veh):	25.0
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 0	1	2 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	171	910	119	101	636	60	72	269	100	204	416	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	910	119	101	636	60	72	269	100	204	416	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	910	119	101	636	60	72	269	100	204	416	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	910	119	101	636	60	72	269	100	204	416	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	910	119	101	636	60	72	269	100	204	416	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.92	0.91	0.91	0.92	0.91	0.85
Lanes:	1.00	2.65	0.35	1.00	2.00	1.00	2.00	1.46	0.54	2.00	3.00	1.00
Final Sat.:	1805	4509	590	1805	3610	1615	3502	2524	938	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.06	0.18	0.04	0.02	0.11	0.11	0.06	0.08	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.22	0.49	0.49	0.13	0.40	0.40	0.08	0.24	0.24	0.13	0.30	0.30
Volume/Cap:	0.44	0.41	0.41	0.41	0.44	0.09	0.27	0.44	0.44	0.44	0.27	0.19
Uniform Del:	33.8	16.5	16.5	39.6	21.5	18.4	43.5	31.9	31.9	39.8	26.6	25.9
IncremntDel:	0.8	0.1	0.1	1.1	0.2	0.1	0.5	0.4	0.4	0.7	0.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.6	16.6	16.6	40.8	21.7	18.5	44.0	32.3	32.3	40.5	26.6	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:	34.6	16.6	16.6	40.8	21.7	18.5	44.0	32.3	32.3	40.5	26.6	26.1
LOS by Move:	C	B	B	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	5	7	7	3	7	1	1	5	5	3	4	2

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.267
Loss Time (sec):	0	Average Delay (sec/veh):	16.9
Optimal Cycle:	25	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	20	176	18	77	132	176	45	469	49	23	469	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:	20	176	18	77	132	176	45	469	49	23	469	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	176	18	77	132	176	45	469	49	23	469	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	176	18	77	132	176	45	469	49	23	469	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	176	18	77	132	176	45	469	49	23	469	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.56	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.19	1.64	0.17	1.00	1.00	1.00	1.00	1.81	0.19	1.00	3.00	1.00
Final Sat.:	309	2722	278	1064	1900	1615	1805	3223	337	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.07	0.07	0.11	0.02	0.15	0.15	0.01	0.09	0.08
Crit Moves:						****		****		****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.13	0.54	0.54	0.05	0.46	0.46
Volume/Cap:	0.16	0.16	0.16	0.18	0.17	0.27	0.19	0.27	0.27	0.27	0.19	0.18
Uniform Del:	18.7	18.7	18.7	18.9	18.8	19.7	39.0	12.1	12.1	45.9	15.8	15.7
IncremntDel:	0.1	0.1	0.1	0.2	0.1	0.2	0.4	0.1	0.1	1.7	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.8	18.8	18.8	19.1	19.0	19.9	39.4	12.2	12.2	47.6	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	18.8	18.8	19.1	19.0	19.9	39.4	12.2	12.2	47.6	15.8	15.8
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	2	2	2	2	3	4	1	4	4	1	3	2

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	0	Average Delay (sec/veh):	16.6
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	143	1398	242	112	1172	85	60	425	159	226	392	110
Growth Adj:	1.00	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	1398	242	112	1172	85	60	425	159	226	392	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1398	242	112	1172	85	60	425	159	226	392	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1398	242	112	1172	85	60	425	159	226	392	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1398	242	112	1172	85	60	425	159	226	392	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.91	0.85	0.23	0.90	0.90	0.92	0.87	0.87	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.73	0.27	2.00	2.18	0.82	2.00	2.00	1.00
Final Sat.:	748	5187	1615	855	6384	463	3502	3620	1354	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.27	0.15	0.13	0.18	0.18	0.02	0.12	0.12	0.06	0.11	0.07
Crit Moves:		****						****		****		
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.05	0.26	0.26	0.14	0.35	0.35
Volume/Cap:	0.32	0.45	0.25	0.22	0.31	0.31	0.31	0.45	0.45	0.45	0.31	0.20
Uniform Del:	10.0	11.1	9.6	9.3	9.9	9.9	45.4	31.0	31.0	39.3	23.8	22.8
IncremntDel:	0.4	0.1	0.1	0.2	0.0	0.0	0.9	0.3	0.3	0.6	0.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	10.5	11.2	9.7	9.6	10.0	10.0	46.4	31.3	31.3	39.9	24.0	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:	10.5	11.2	9.7	9.6	10.0	10.0	46.4	31.3	31.3	39.9	24.0	23.0
LOS by Move:	B	B	A	A	A	A	D	C	C	D	C	C
HCM2kAvgQ:	1	9	4	1	5	5	1	6	6	4	5	2

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.955
Loss Time (sec):	0	Average Delay (sec/veh):	19.4
Optimal Cycle:	180	Level Of Service:	B

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	975	275	253	986	0	0	0	0	426	0	367
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	975	275	253	986	0	0	0	0	426	0	367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	975	275	253	986	0	0	0	0	426	0	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	975	275	253	986	0	0	0	0	426	0	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	975	275	253	986	0	0	0	0	426	0	367
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.18	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.56	0.44	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2723	768	348	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.73	0.27	0.00	0.00	0.00	0.00	0.12	0.00	0.23
Crit Moves:				****								****
Green/Cycle:	0.00	0.76	0.76	0.76	0.76	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.47	0.47	0.95	0.36	0.00	0.00	0.00	0.00	0.49	0.00	0.95
Uniform Del:	0.0	4.4	4.4	10.4	3.9	0.0	0.0	0.0	0.0	32.9	0.0	37.6
IncremntDel:	0.0	0.1	0.1	42.9	0.1	0.0	0.0	0.0	0.0	0.4	0.0	34.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	4.5	4.5	53.3	4.0	0.0	0.0	0.0	0.0	33.4	0.0	71.8
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	4.5	4.5	53.3	4.0	0.0	0.0	0.0	0.0	33.4	0.0	71.8
LOS by Move:	A	A	A	D	A	A	A	A	A	C	A	E
HCM2kAvgQ:	0	8	8	11	5	0	0	0	0	6	0	16

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	0	Average Delay (sec/veh):	30.2
Optimal Cycle:	62	Level Of Service:	C

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	352	1002	229	51	855	244	359	81	348	265	149	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	1002	229	51	855	244	359	81	348	265	149	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	1002	229	51	855	244	359	81	348	265	149	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	1002	229	51	855	244	359	81	348	265	149	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:	352	1002	229	51	855	244	359	81	348	265	149	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.83	0.83	0.95	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.31	0.69
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	1585	1585	1805	2246	1176
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.14	0.01	0.16	0.15	0.20	0.05	0.22	0.15	0.07	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.39	0.39	0.03	0.26	0.26	0.43	0.35	0.35	0.23	0.15	0.15
Volume/Cap:	0.63	0.49	0.36	0.49	0.63	0.58	0.46	0.15	0.63	0.63	0.46	0.46
Uniform Del:	39.3	23.0	21.6	47.8	32.7	32.2	19.9	22.4	27.3	34.5	39.1	39.1
IncremntDel:	2.4	0.2	0.4	3.7	1.0	2.0	0.4	0.0	1.9	3.1	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.7	23.2	22.0	51.5	33.7	34.2	20.4	22.5	29.2	37.6	39.8	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	23.2	22.0	51.5	33.7	34.2	20.4	22.5	29.2	37.6	39.8	39.8
LOS by Move:	D	C	C	D	C	C	C	C	C	D	D	D
HCM2kAvgQ:	6	9	5	2	9	7	8	2	10	8	4	4

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.226
Loss Time (sec):	0	Average Delay (sec/veh):	19.6
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	43	24	49	61	11	94	113	236	33	33	283	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	24	49	61	11	94	113	236	33	33	283	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	24	49	61	11	94	113	236	33	33	283	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	24	49	61	11	94	113	236	33	33	283	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:	43	24	49	61	11	94	113	236	33	33	283	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.85	0.85	0.67	1.00	0.85	0.95	0.93	0.93	0.95	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.75	0.25	1.00	1.55	0.45
Final Sat.:	1416	1623	1623	1267	1900	1615	1805	3110	435	1805	2696	791
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.03	0.05	0.01	0.06	0.06	0.08	0.08	0.02	0.10	0.10
Crit Moves:						****	****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.28	0.60	0.60	0.14	0.46	0.46
Volume/Cap:	0.12	0.06	0.12	0.19	0.02	0.23	0.23	0.13	0.13	0.13	0.23	0.23
Uniform Del:	28.4	28.0	28.4	28.9	27.7	29.2	27.9	8.7	8.7	37.3	16.0	16.0
IncremntDel:	0.1	0.0	0.1	0.3	0.0	0.3	0.2	0.0	0.0	0.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.5	28.0	28.5	29.2	27.7	29.5	28.1	8.8	8.8	37.5	16.1	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	28.0	28.5	29.2	27.7	29.5	28.1	8.8	8.8	37.5	16.1	16.1
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	1	1	1	2	0	2	3	2	2	1	3	3

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	0	Average Delay (sec/veh):	19.5
Optimal Cycle:	43	Level Of Service:	B

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	254	1646	182	49	1641	41	84	145	286	332	131	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:	254	1646	182	49	1641	41	84	145	286	332	131	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	1646	182	49	1641	41	84	145	286	332	131	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	1646	182	49	1641	41	84	145	286	332	131	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:	254	1646	182	49	1641	41	84	145	286	332	131	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.11	0.01	0.24	0.03	0.02	0.04	0.10	0.06	0.04	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.62	0.62	0.04	0.50	0.50	0.14	0.21	0.21	0.13	0.21	0.21
Volume/Cap:	0.47	0.39	0.18	0.39	0.47	0.05	0.17	0.19	0.47	0.47	0.17	0.08
Uniform Del:	38.7	9.6	8.2	47.1	16.3	12.8	38.1	32.3	34.5	40.1	32.5	31.9
IncremntDel:	0.7	0.1	0.1	1.9	0.1	0.0	0.2	0.1	0.6	0.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.3	9.6	8.3	49.0	16.4	12.8	38.3	32.4	35.1	40.6	32.6	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:	39.3	9.6	8.3	49.0	16.4	12.8	38.3	32.4	35.1	40.6	32.6	32.0
LOS by Move:	D	A	A	D	B	B	D	C	D	D	C	C
HCM2kAvgQ:	4	7	2	1	9	1	1	2	5	4	2	1

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	0	Average Delay (sec/veh):	14.6
Optimal Cycle:	27	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	921	138	0	911	517	0	0	0	135	0	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	921	138	0	911	517	0	0	0	135	0	350
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	921	0	0	911	0	0	0	0	135	0	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	921	0	0	911	0	0	0	0	135	0	350
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	921	0	0	911	0	0	0	0	135	0	350
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.79	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1503	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.09	0.00	0.22
Crit Moves:		****										****
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.47	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.20	0.00	0.47
Uniform Del:	0.0	14.2	0.0	0.0	12.8	0.0	0.0	0.0	0.0	16.1	0.0	18.7
IncremntDel:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	14.3	0.0	0.0	12.9	0.0	0.0	0.0	0.0	16.2	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:	0.0	14.3	0.0	0.0	12.9	0.0	0.0	0.0	0.0	16.2	0.0	19.1
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	9	0	0	6	0	0	0	0	2	0	8

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	0	Average Delay (sec/veh):	10.5
Optimal Cycle:	43	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1	0	1 0	2	0 0	1 0	1!	0 1	0 0	0 0 0
Volume Module:												
Base Vol:	0	713	187	283	764	0	354	2	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:	0	713	187	283	764	0	354	2	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	713	187	283	764	0	354	2	162	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	713	187	283	764	0	354	2	162	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	713	187	283	764	0	354	2	162	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	0.29	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.38	0.62	1.00	2.00	0.00	1.68	0.01	1.31	0.00	0.00	0.00
Final Sat.:	0	3982	1044	559	3610	0	2733	13	2133	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.51	0.21	0.00	0.13	0.16	0.08	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.76	0.76	0.76	0.76	0.00	0.24	0.24	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.24	0.24	0.67	0.28	0.00	0.54	0.67	0.32	0.00	0.00	0.00
Uniform Del:	0.0	3.5	3.5	5.8	3.7	0.0	33.2	34.4	31.3	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	4.0	0.1	0.0	0.6	2.2	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.5	3.5	9.8	3.7	0.0	33.8	36.6	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	3.5	3.5	9.8	3.7	0.0	33.8	36.6	31.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	D	C	A	A	A
HCM2kAvgQ:	0	3	3	6	4	0	6	8	3	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	0	Average Delay (sec/veh):	25.0
Optimal Cycle:	38	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	216	441	190	470	434	512	662	0	161	55	0	424
Growth Adj:	1.00	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	441	190	470	434	512	662	0	161	55	0	424
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	441	0	470	434	0	662	0	161	55	0	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	441	0	470	434	0	662	0	161	55	0	424
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	441	0	470	434	0	662	0	161	55	0	424
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.13	0.08	0.00	0.19	0.00	0.06	0.02	0.00	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.21	0.16	0.00	0.33	0.28	0.00	0.47	0.00	0.68	0.51	0.00	0.37
Volume/Cap:	0.30	0.40	0.00	0.40	0.30	0.00	0.40	0.00	0.08	0.03	0.00	0.40
Uniform Del:	33.3	37.8	0.0	25.6	28.0	0.0	17.3	0.0	5.5	12.3	0.0	23.2
IncremntDel:	0.2	0.2	0.0	0.2	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	33.6	38.0	0.0	25.9	28.1	0.0	17.5	0.0	5.5	12.3	0.0	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	38.0	0.0	25.9	28.1	0.0	17.5	0.0	5.5	12.3	0.0	23.5
LOS by Move:	C	D	A	C	C	A	B	A	A	B	A	C
HCM2kAvgQ:	3	4	0	6	4	0	7	0	1	0	0	6

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

Scenario Report

Scenario:	FP 2040 AM
Command:	FP 2040 AM
Volume:	FP 2040 AM
Geometry:	Future 2035 Mit
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	B	16.4	0.592	B	16.4	0.592	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	C	30.6	0.825	C	30.6	0.825	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	26.2	0.690	C	26.2	0.690	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	19.9	0.395	B	19.9	0.395	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	B	15.8	0.649	B	15.8	0.649	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	A	9.5	0.731	A	9.5	0.731	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	D	35.1	0.874	D	35.1	0.874	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	C	22.1	0.297	C	22.1	0.297	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	B	15.6	0.632	B	15.6	0.632	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	C	20.4	0.771	C	20.4	0.771	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	D	50.8	1.434	D	50.8	1.434	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	24.5	0.675	C	24.5	0.675	+ 0.000 D/V

Scenario Report

Scenario:	FP 2040 PM
Command:	FP 2040 PM
Volume:	FP 2040 PM
Geometry:	Future 2035 Mit
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	C	22.8	0.822	C	22.8	0.822	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	E	59.8	1.057	E	59.8	1.057	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	31.1	0.784	C	31.1	0.784	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	19.0	0.475	B	19.0	0.475	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	C	21.6	0.848	C	21.6	0.848	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	D	36.7	1.043	D	36.7	1.043	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	E	66.5	1.110	E	66.5	1.110	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	C	21.1	0.413	C	21.1	0.413	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	C	27.8	0.891	C	27.8	0.891	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	C	25.4	0.941	C	25.4	0.941	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	C	21.0	1.094	C	21.0	1.094	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	29.1	0.722	C	29.1	0.722	+ 0.000 D/V

Scenario Report

Scenario:	FP 2040 Sat
Command:	FP 2040 Sat
Volume:	FP 2040 Sat
Geometry:	Future 2035 Mit
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 #1 Archibald Ave & Sixth St	B	14.9	0.426	B	14.9	0.426	+ 0.000
# 2 #2 N Vineyard Ave & Fourth St	C	24.3	0.579	C	24.3	0.579	+ 0.000
# 3 #3 Archibald Ave& Fourth St	C	25.0	0.436	C	25.0	0.436	+ 0.000
# 4 #4 Turner Ave & Fourth St	B	16.9	0.267	B	16.9	0.267	+ 0.000
# 5 #5 Haven Ave & Fourth St	B	16.6	0.451	B	16.6	0.451	+ 0.000
# 6 #6 N Vineyard Ave & Inland Em	B	14.4	0.585	B	14.4	0.585	+ 0.000
# 7 #7 N Archibald Ave & Inland Em	C	30.2	0.632	C	30.2	0.632	+ 0.000
# 8 #8 Turner Ave & Inland Empire	B	19.6	0.226	B	19.6	0.226	+ 0.000
# 9 #9 N Haven Ave & Inland Empire	B	19.5	0.474	B	19.5	0.474	+ 0.000
# 10 #10 N Vineyard Ave & I-10 WB R	B	13.2	0.533	B	13.2	0.533	+ 0.000
# 11 #11 N Vineyard Ave & I-10 EB R	B	10.6	0.704	B	10.6	0.704	+ 0.000
# 12 #12 N Archibald Ave & I-10 EB	C	25.0	0.402	C	25.0	0.402	+ 0.000

Appendix E

Traffic Impact Analysis for the Ontario Plan Implementation Scenario

Appendix E

Traffic Impact Analysis for the Ontario Plan Implementation Scenario

This Appendix presents the traffic impact analysis of the Project with the implementation of the Ontario Plan design requirements.

ONTARIO PLAN

As a requirement of the Ontario Plan *Master Plan of Streets and Highways*, raised medians would be implemented along the Project frontage on Archibald Avenue and 4th Street, restricting access to right-turn ingress and right-turn egress at the Project driveways.

The Project was analyzed based on the restricted access conditions described above.

ANALYSIS

The Project description and trip generation estimates would remain the same as described in Chapter 4, with the exception of the restricted access at the three Project driveways. The 12 signalized study intersections were analyzed using the same methodology utilized in the Traffic Impact Analysis.

Project trips were distributed through the Study Area based on the location of employment and residential centers from which residents of the Project would be drawn, characteristics of the street system serving the Project Site, the location of the Project Site driveways, and existing traffic conditions. In general, traffic was distributed to/from the north (25%), the south (10%), the east (35%), and the west (30%), as shown in Figure E-1. In this manner, Project trips were distributed to the study intersections for the analysis as shown in Figures E-2A and E-2B.

ANALYSIS RESULTS

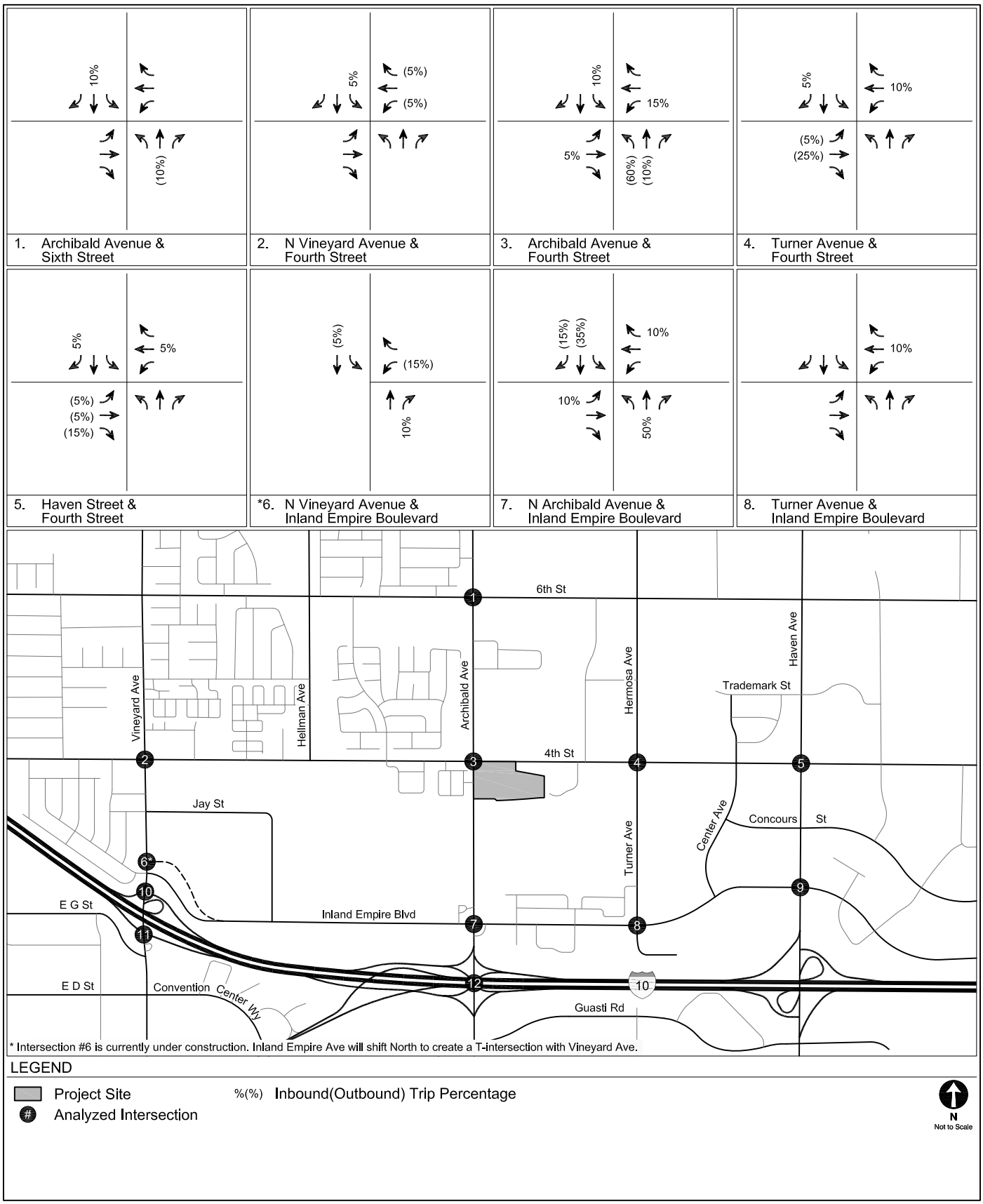
As with the full access impact analysis detailed in Chapter 7, two of the signalized study intersections would be significantly impacted by Project traffic during the morning and/or afternoon peak hours under Future with Project Year 2020 Conditions or Future with Project Year 2040 Conditions, as shown in Tables E-1 and E-2, respectively. Intersection #6, N. Vineyard Avenue & Inland Empire Boulevard, would be significantly impacted during the afternoon peak hour in Future with Project Year 2020 Conditions and during both the morning and afternoon peak hours in Future with Project Year 2040 Conditions. Intersection #11, N. Vineyard Avenue & I-10 Eastbound Ramps, would be significantly impacted during both the morning and afternoon peak hours in Future with Project Year 2020 and Future with Project Year 2040 Conditions. Therefore, further mitigation is required.

Traffic volumes for Future with Project Year 2020 Conditions and Future with Project Year 2040 Conditions at the 12 signalized study intersections are illustrated in Figures E-3A though E-4B.

The physical improvements that successfully mitigated the impacts identified in the full access impact analysis detailed in Chapter 7 were applied to the two impacted intersections identified above to determine if they would also mitigate the significant impacts under the restricted access conditions analysis. The physical improvements at Intersection #6 consist of the realignment of Vineyard Avenue to three northbound through lanes, an exclusive northbound right-turn lane, three southbound through lanes and two southbound exclusive left-turn lanes. The westbound approach consists of two left-turn lanes and an exclusive right-turn lane with overlap phasing. The physical improvements for Intersection #11 consist of the realignment of Vineyard Avenue to three northbound through lanes, two exclusive northbound right-turn lanes, two southbound through lanes, and two exclusive southbound left-turn lanes. As with the full access mitigation analysis detailed in Chapter 8, the two intersections would no longer be significantly impacted under the restricted access conditions analysis with the implementation of the physical improvements described above.

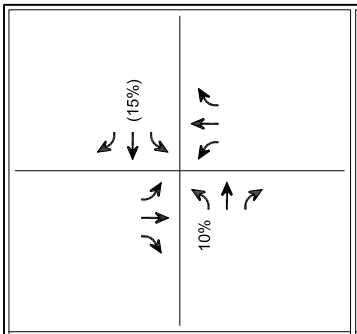
The recommended improvement costs also remain the same as identified in Chapter 8. As shown in Tables 12-14 in Chapter 8, recommended improvement costs without acquisition of right-of-way costs were estimated to be $250,000 for Intersection #6 and $200,000 for Intersection #11

based on the CMP. The Project fair-share contribution is estimated to be $2,500 for Intersection #6 and $1,200 for Intersection #11.

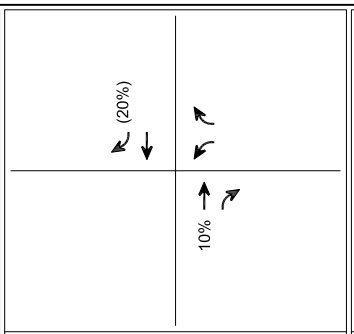


PROJECT TRIP DISTRIBUTION
ONTARIO PLAN

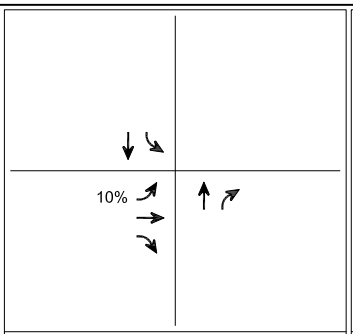
FIGURE
E-1



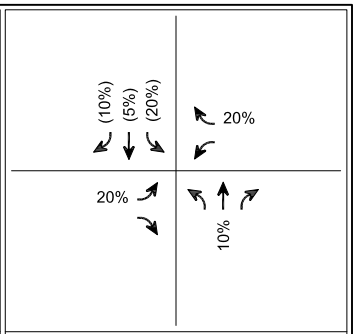
9. N Haven Avenue & Inland Empire Boulevard



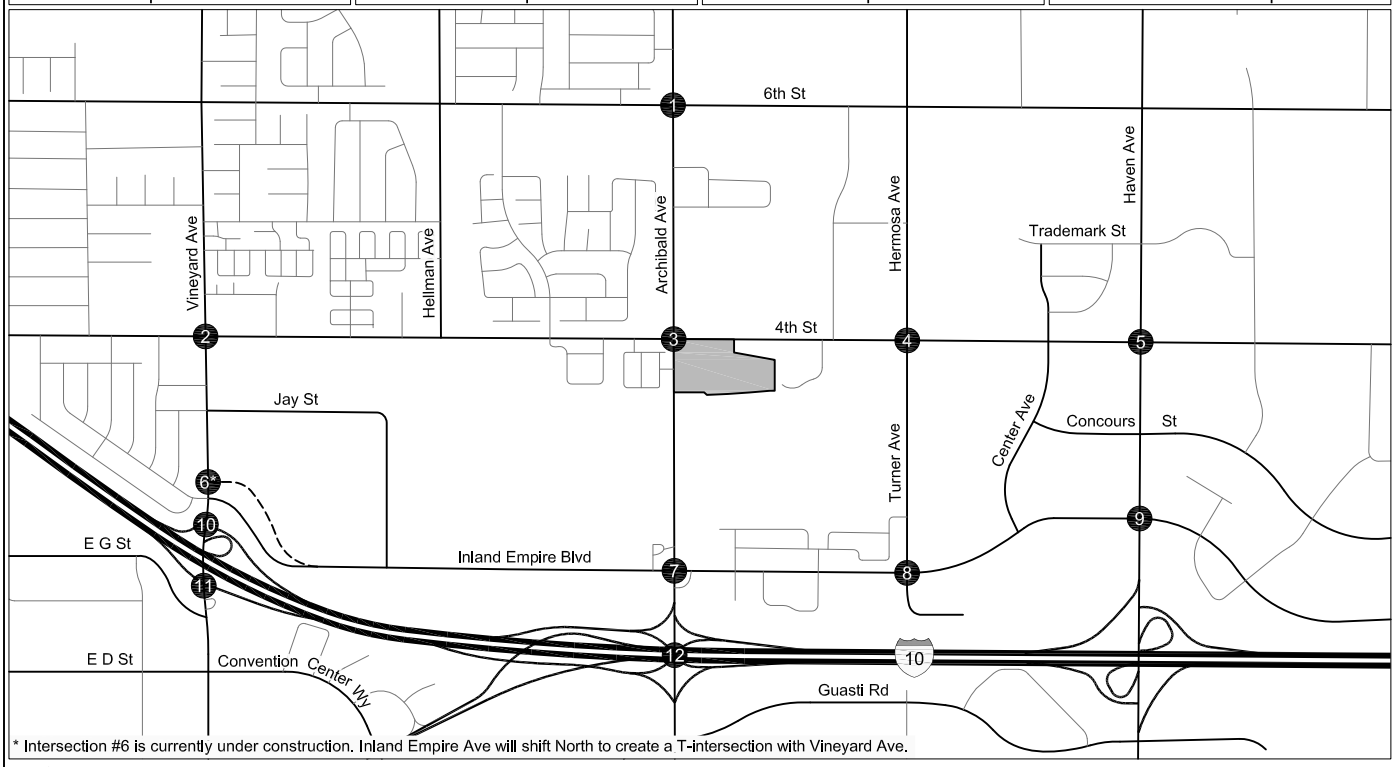
10. N Vineyard Avenue & I-10 WB Ramps



11. N Vineyard Avenue & I-10 EB Ramps



12. N Archibald Avenue & I-10 EB & WB Ramps



* Intersection #6 is currently under construction. Inland Empire Ave will shift North to create a T-intersection with Vineyard Ave.

LEGEND

Project Site

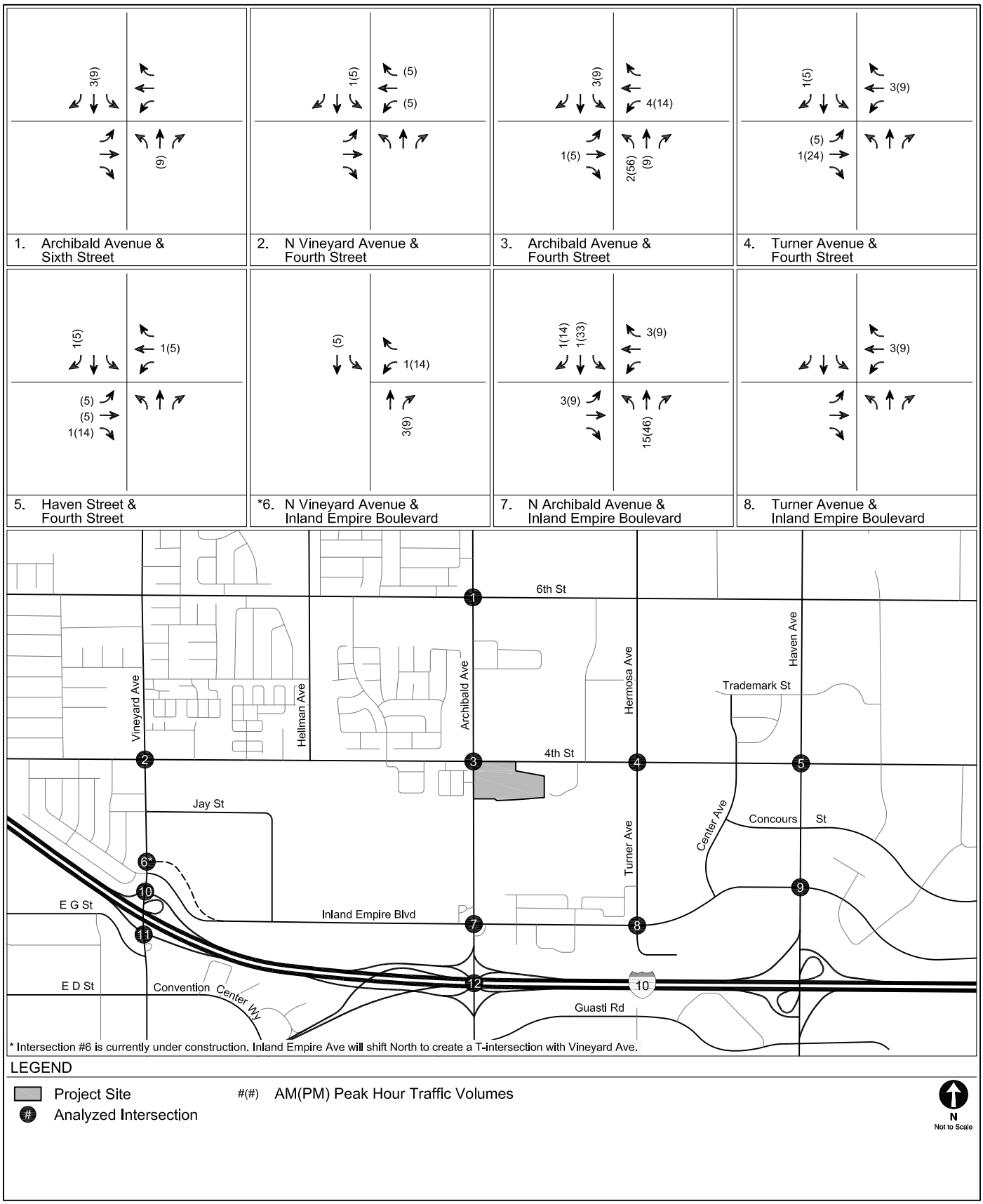
Analyzed Intersection

%(%) Inbound(Outbound) Trip Percentage

N
Not to Scale

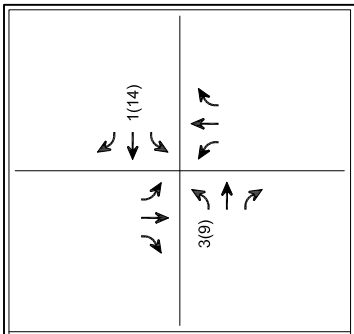
PROJECT TRIP DISTRIBUTION
ONTARIO PLAN

FIGURE
E-1 (CONT.)

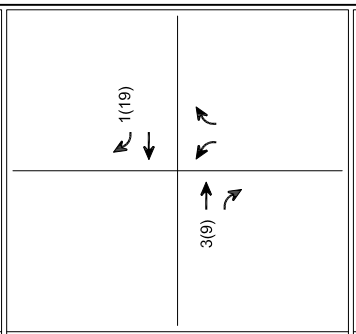


PROJECT-ONLY (ONTARIO PLAN)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

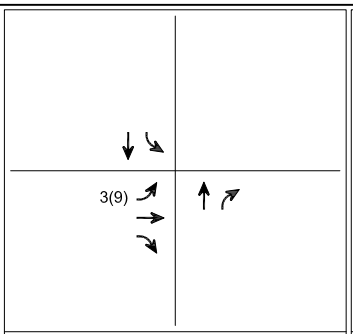
FIGURE E-2A



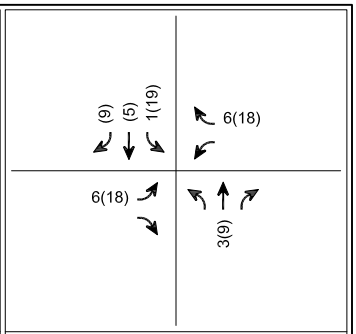
9. N Haven Avenue & Inland Empire Boulevard



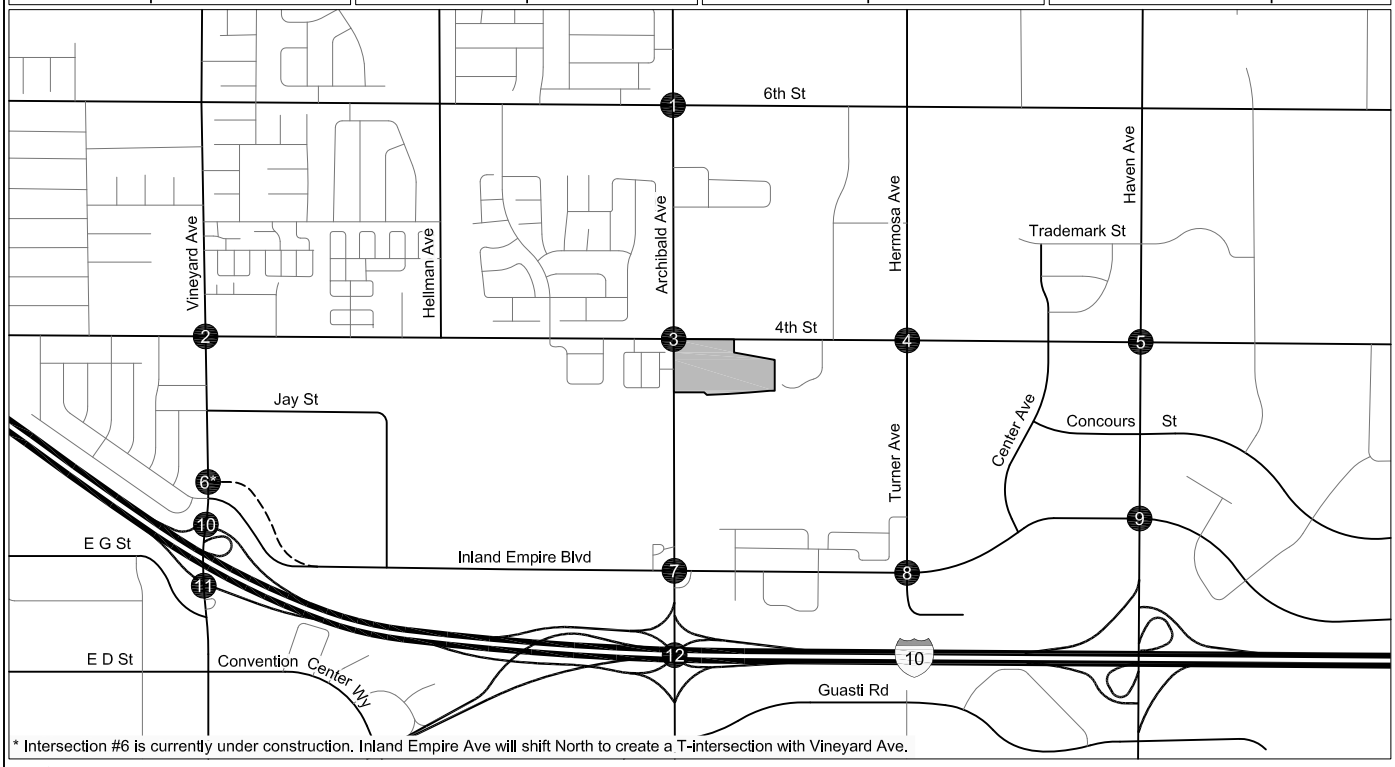
10. N Vineyard Avenue & I-10 WB Ramps



11. N Vineyard Avenue & I-10 EB Ramps



12. N Archibald Avenue & I-10 EB & WB Ramps



LEGEND

Project Site

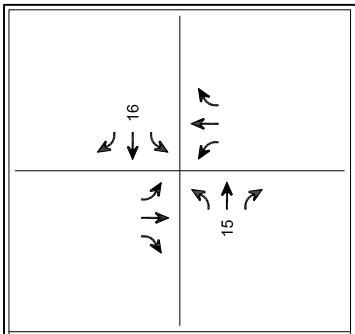
Analyzed Intersection

#(#) AM(PM) Peak Hour Traffic Volumes

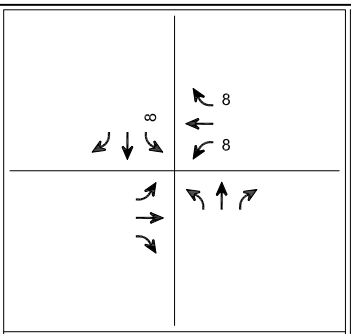
N
Not to Scale

PROJECT-ONLY (ONTARIO PLAN)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

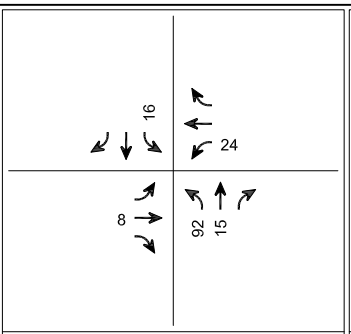
FIGURE
E-2A (CONT.)



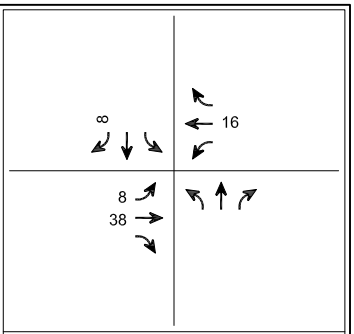
1. Archibald Avenue & Sixth Street



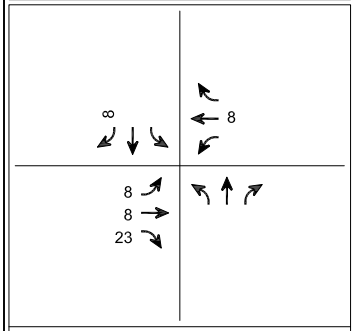
2. N Vineyard Avenue & Fourth Street



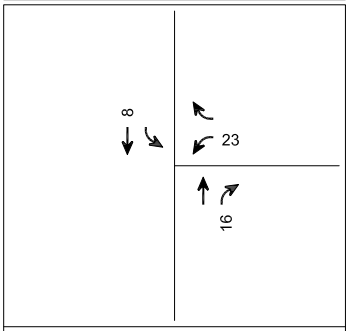
3. Archibald Avenue & Fourth Street



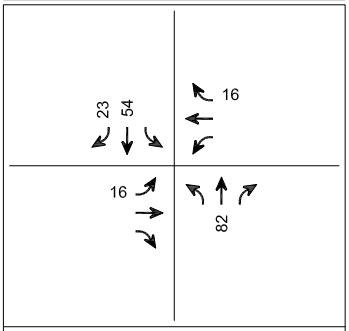
4. Turner Avenue & Fourth Street



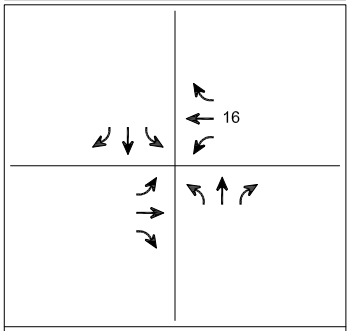
5. Haven Street & Fourth Street



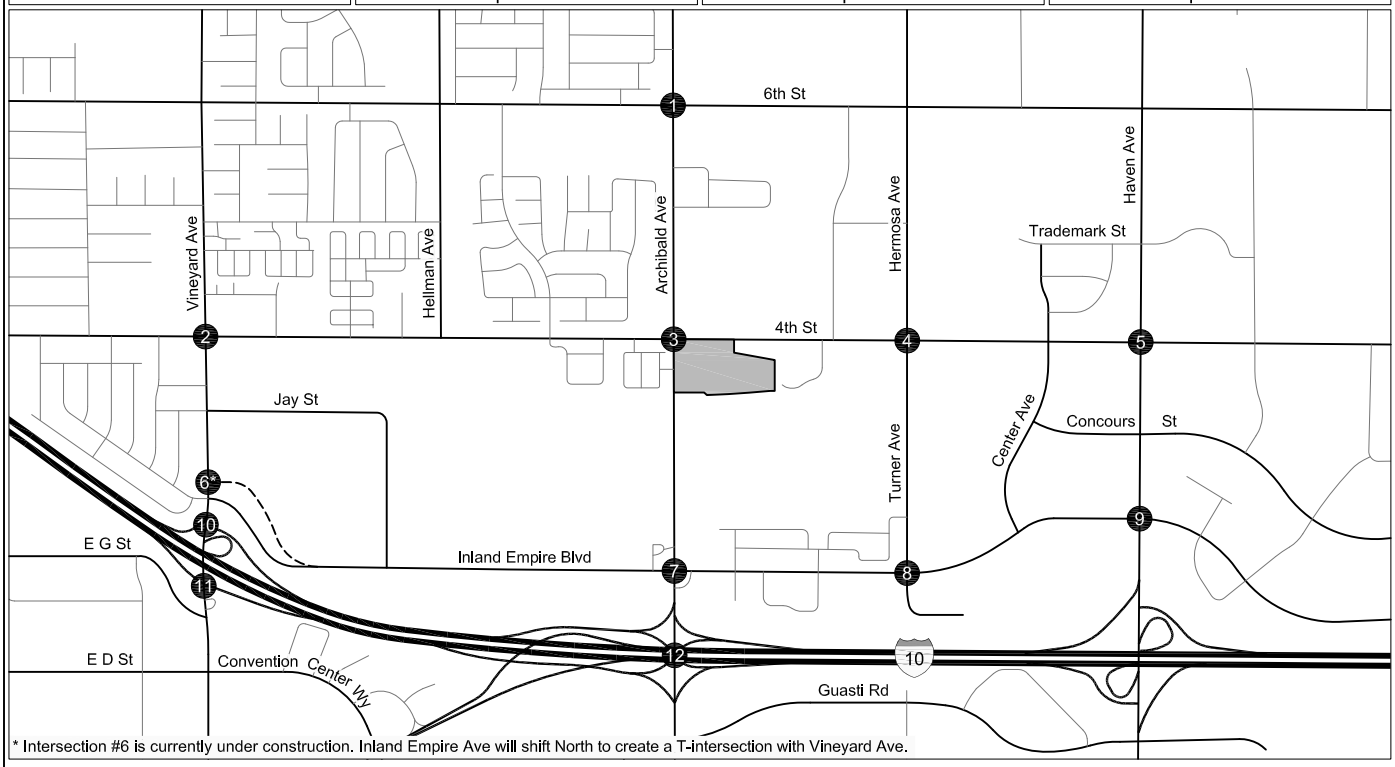
*6. N Vineyard Avenue & Inland Empire Boulevard



7. N Archibald Avenue & Inland Empire Boulevard



8. Turner Avenue & Inland Empire Boulevard



* Intersection #6 is currently under construction. Inland Empire Ave will shift North to create a T-intersection with Vineyard Ave.

LEGEND

Project Site

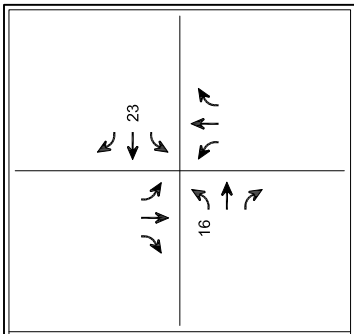
Analyzed Intersection

Midday Peak Hour Traffic Volumes

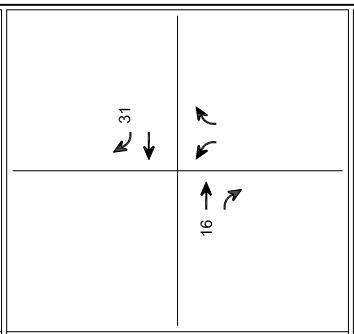
N
Not to Scale

PROJECT-ONLY (ONTARIO PLAN)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

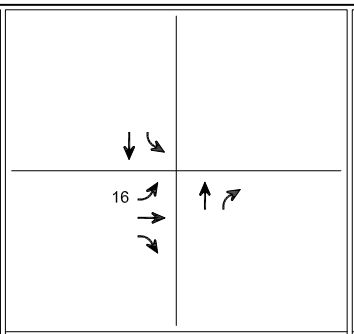
FIGURE
E-2B



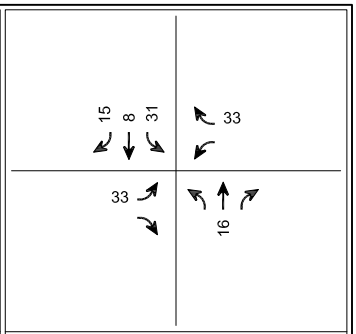
9. N Haven Avenue & Inland Empire Boulevard



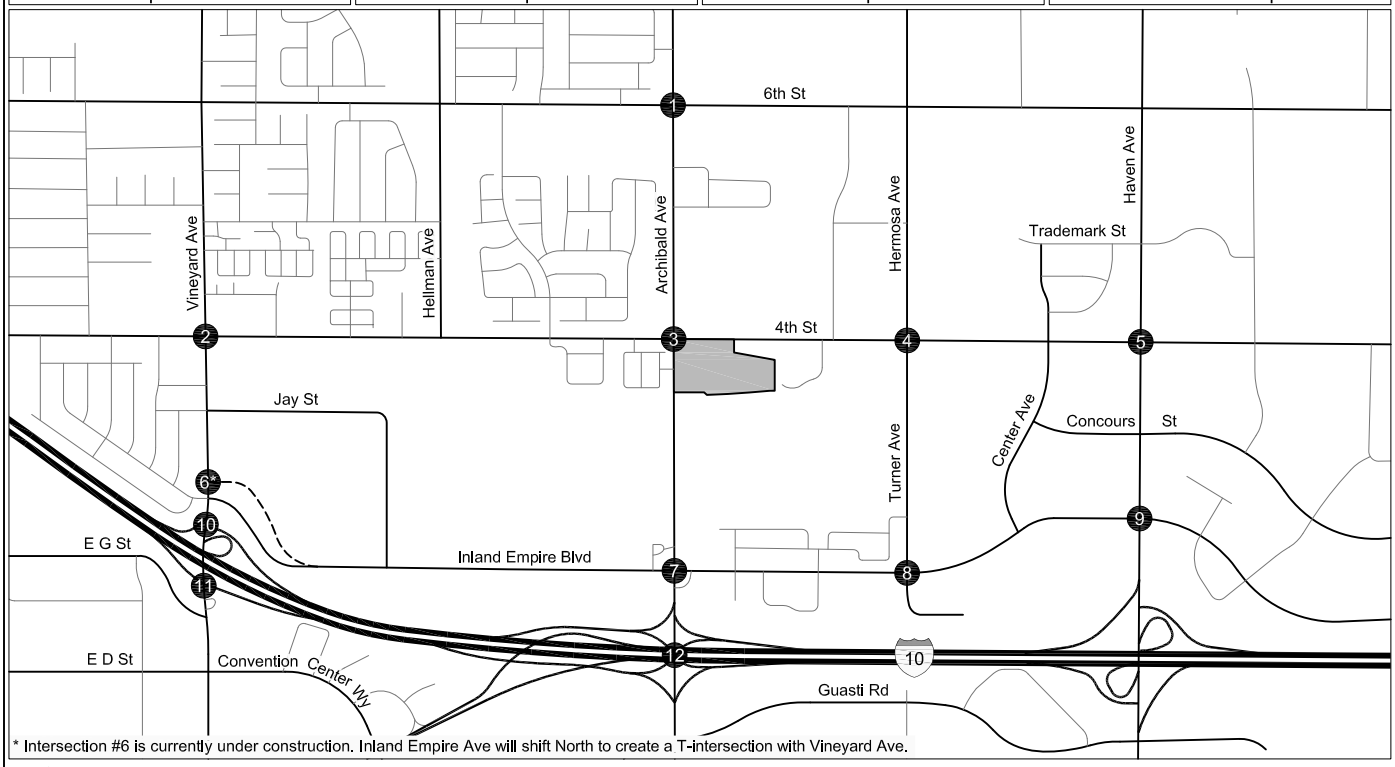
10. N Vineyard Avenue & I-10 WB Ramps



11. N Vineyard Avenue & I-10 EB Ramps



12. N Archibald Avenue & I-10 EB & WB Ramps



LEGEND

Project Site

Analyzed Intersection

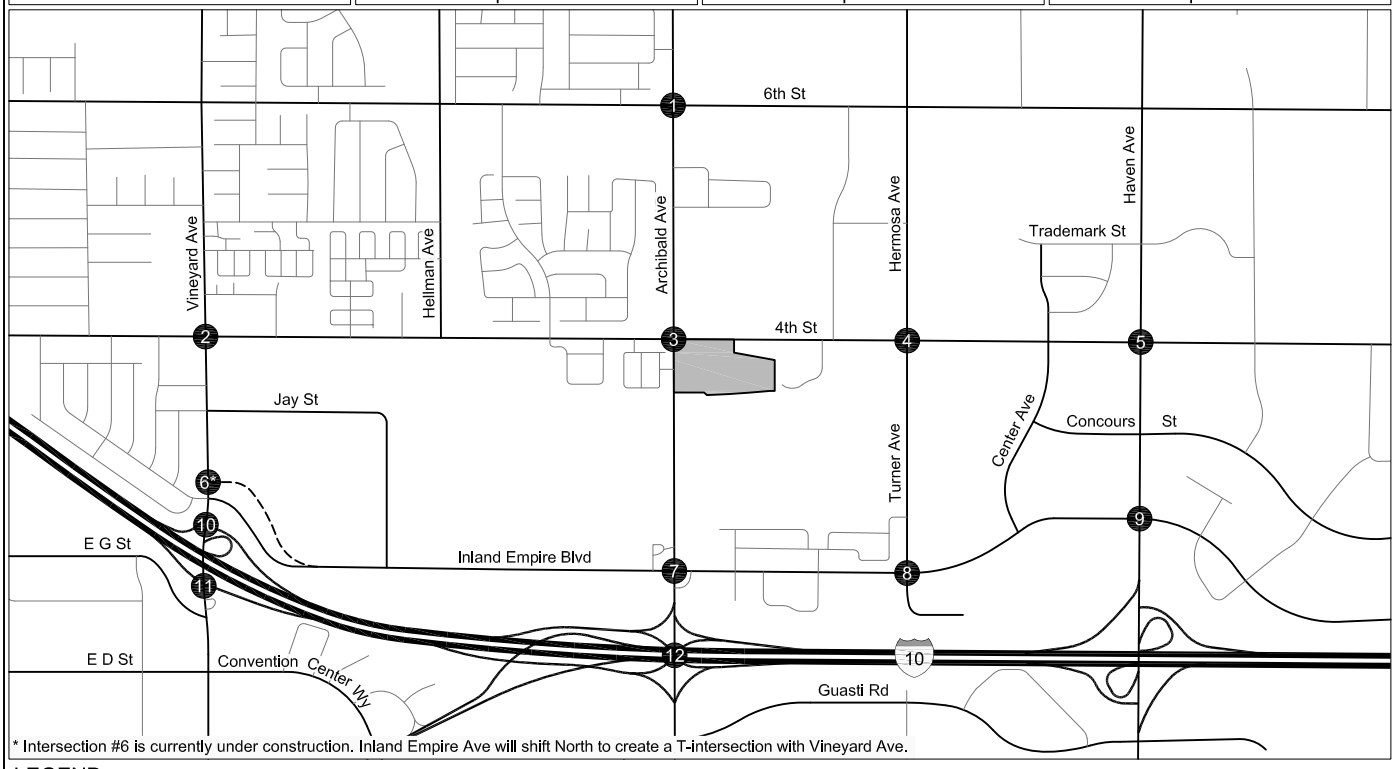
Midday Peak Hour Traffic Volumes

N
Not to Scale

PROJECT-ONLY (ONTARIO PLAN)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
E-2B (CONT.)

42(89) ↓ 1,148(1,105) ↘ 84(104) ↖ 56(106) ← 110(249) ↙ 106(184) 82(45) ↗ 262(211) → 107(71) ↘ ↖ 25(72) ↑ 933(1,416) ↗ 167(146)	113(127) ↓ 1,353(1,096) ↘ 137(158) ↖ 105(173) ← 415(484) ↙ 249(408) 166(205) ↗ 350(371) → 172(156) ↘ ↖ 159(236) ↑ 956(1,733) ↗ 180(270)	109(99) ↓ 1,086(1,039) ↘ 111(149) ↖ 133(151) ← 395(681) ↙ 246(347) 69(117) ↗ 382(420) → 201(164) ↘ ↖ 117(273) ↑ 980(1,471) ↗ 205(192)	220(292) ↓ 218(204) ↘ 157(127) ↖ 150(223) ← 606(775) ↙ 32(38) 84(64) ↗ 537(679) → 34(42) ↘ ↖ 26(31) ↑ 181(287) ↗ 45(29)
1. Archibald Avenue & Sixth Street	2. N Vineyard Avenue & Fourth Street	3. Archibald Avenue & Fourth Street	4. Turner Avenue & Fourth Street
84(145) ↓ 1,564(1,908) ↘ 70(183) ↖ 146(181) ← 566(645) ↙ 212(370) 96(90) ↗ 342(688) → 128(187) ↘ ↖ 224(234) ↑ 1,928(2,292) ↗ 443(395)	1,396(1,568) ↓ 344(406) ↘ ↖ 236(594) ↙ 305(706) ↑ 1,422(1,585) ↗ 408(442)	387(407) ↓ 1,286(1,435) ↘ 107(84) ↖ 73(68) ← 188(244) ↙ 285(396) 180(574) ↗ 100(131) → 386(563) ↘ ↖ 511(570) ↑ 1,163(1,554) ↗ 432(376)	120(104) ↓ 25(19) ↘ 133(100) ↖ 59(136) ← 297(418) ↙ 98(53) 83(185) ↗ 295(385) → 67(53) ↘ ↖ 34(71) ↑ 11(40) ↗ 21(79)
5. Haven Street & Fourth Street	*6. N Vineyard Avenue & Inland Empire Boulevard	7. N Archibald Avenue & Inland Empire Boulevard	8. Turner Avenue & Inland Empire Boulevard



* Intersection #6 is currently under construction. Inland Empire Ave will shift North to create a T-intersection with Vineyard Ave.

LEGEND

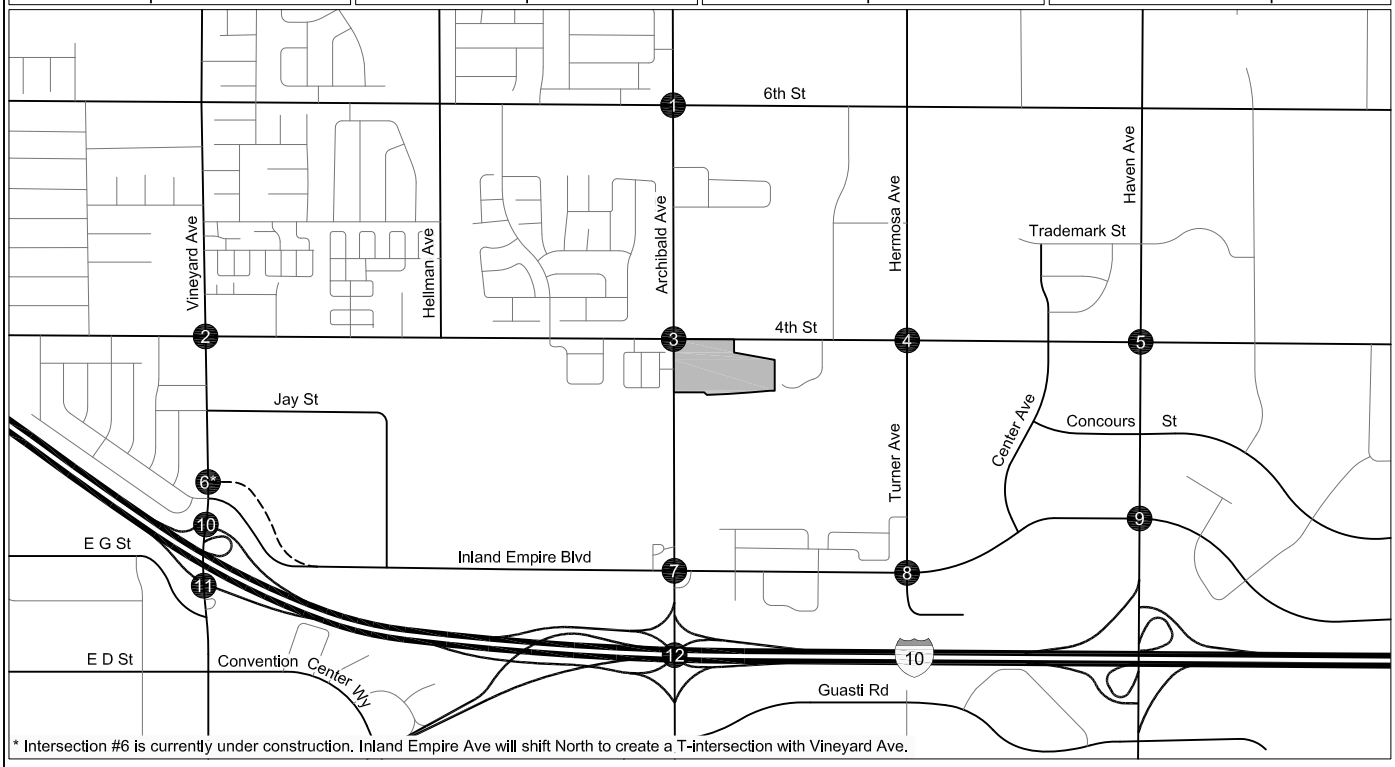
Project Site
Analyzed Intersection
#(#) AM(PM) Peak Hour Traffic Volumes
* Negligible Volume

N
Not to Scale

FUTURE WITH PROJECT CONDITIONS (YEAR 2020, ONTARIO PLAN)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE E-3A

9. N Haven Avenue & Inland Empire Boulevard	10. N Vineyard Avenue & I-10 WB Ramps	11. N Vineyard Avenue & I-10 EB Ramps	12. N Archibald Avenue & I-10 EB & WB Ramps
110(53) 1,852(2,616) 61(79)	153(809) 1,313(1,487)	1,061(1,249) 471(460)	637(823) 594(702) 633(784)
119(45) 137(202) 25(545)	551(571) 217(222)		691(654) 212(89)
86(138) 118(237) 286(467)		595(559) 6(3) 293(265)	1,041(1,048) 225(264)
531(399) 2,876(2,699) 448(298)	1,281(1,489) 211(227)	887(1,166) 354(307)	55(354) 356(705) 79(312)



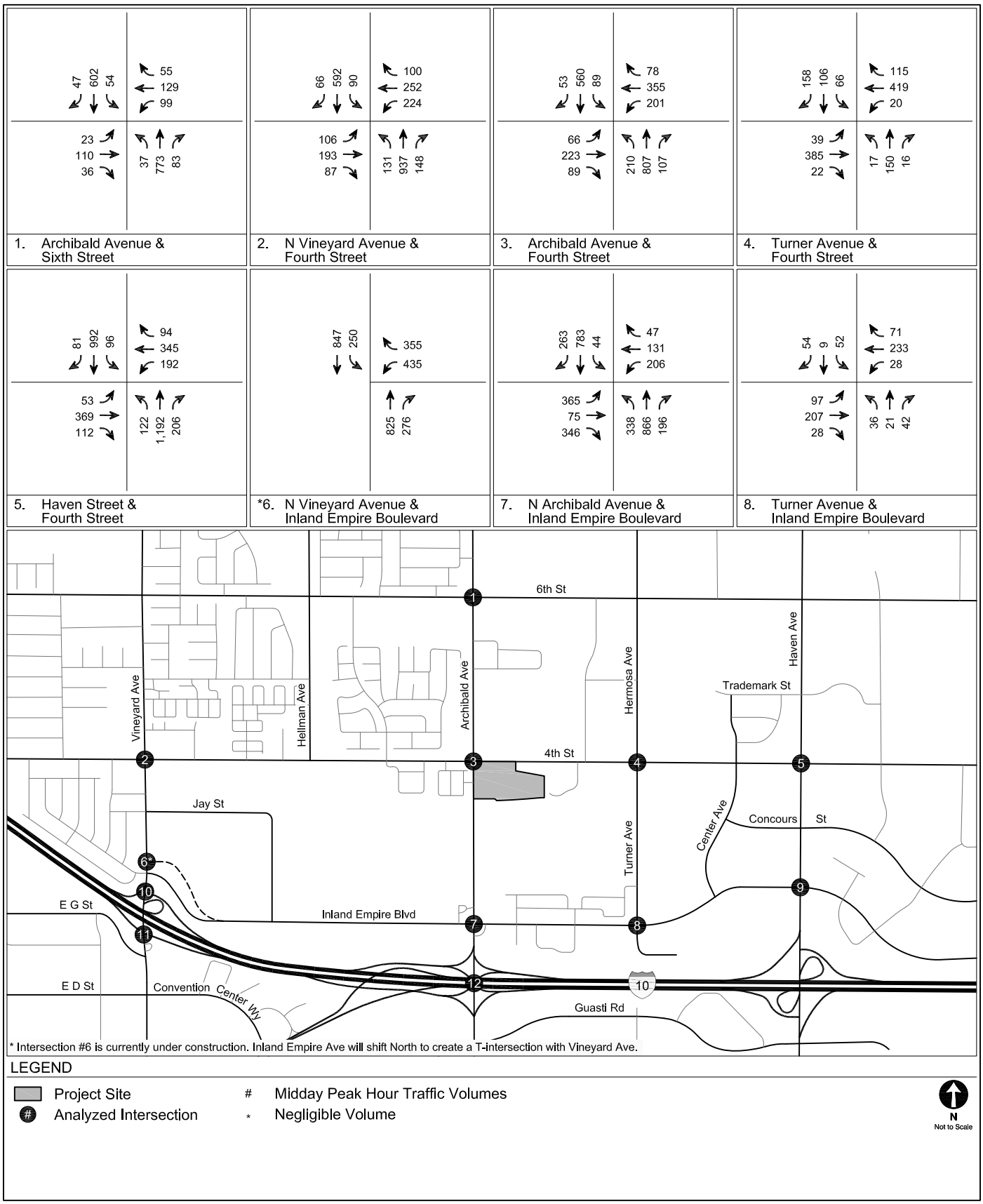
LEGEND

- Project Site
- # Analyzed Intersection
- #(#) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

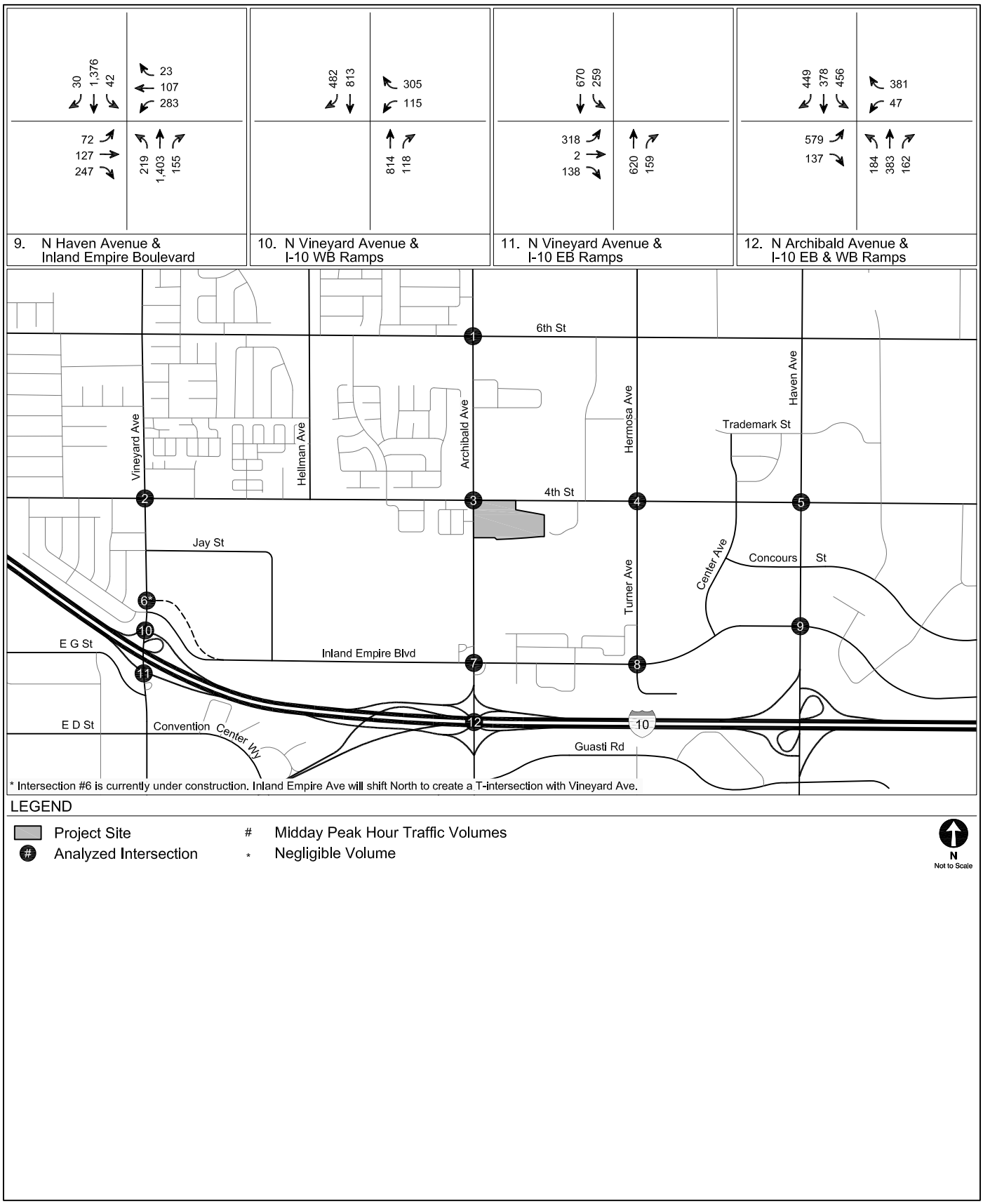
FUTURE WITH PROJECT CONDITIONS (YEAR 2020, ONTARIO PLAN)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
E-3A (CONT.)



FUTURE WITH PROJECT CONDITIONS (YEAR 2020, ONTARIO PLAN)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

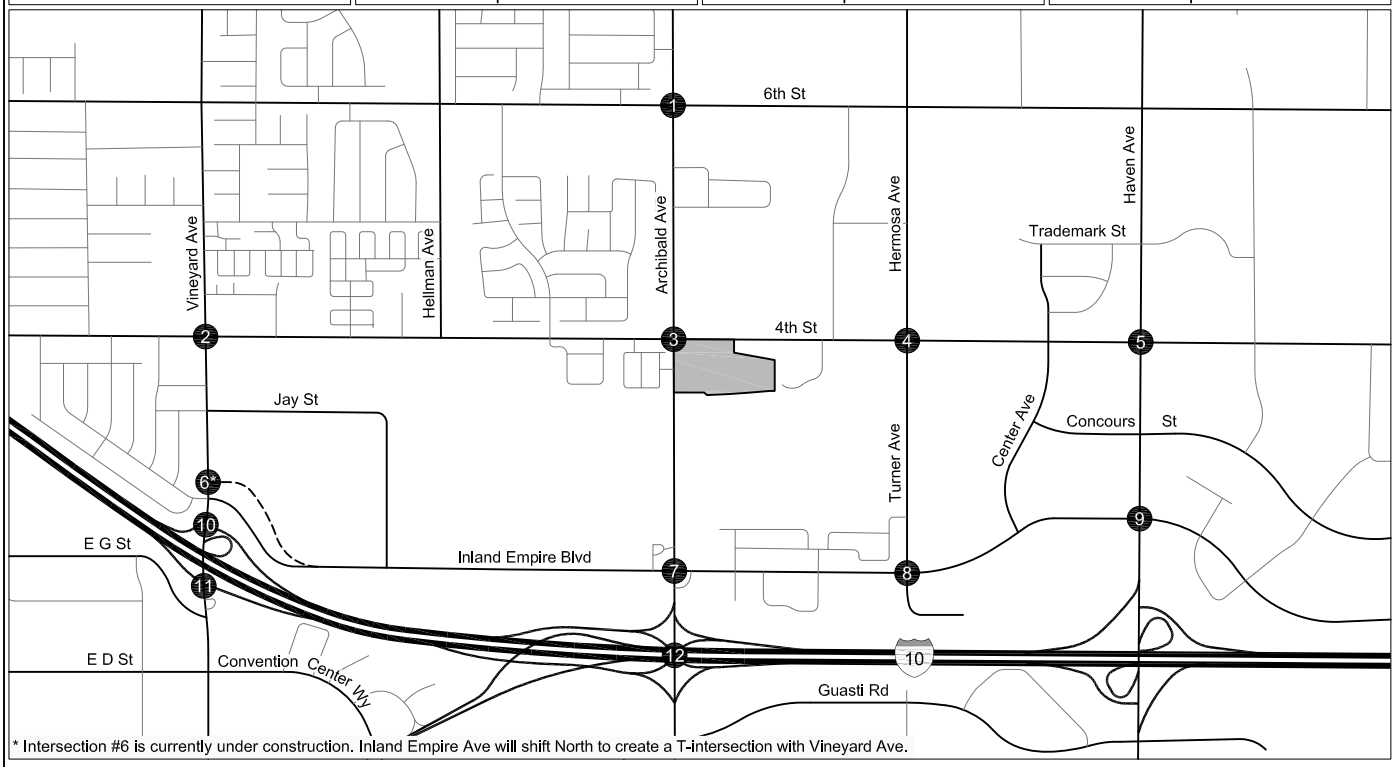
FIGURE E-3B



FUTURE WITH PROJECT CONDITIONS (YEAR 2020, ONTARIO PLAN)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
E-3B (CONT.)

49(105) 1,311(1,268) 99(122) 66(124) 129(292) 116(210) 96(52) 307(248) 126(83) 29(84) 1,079(1,615) 192(161)	133(149) 1,538(1,248) 154(179) 121(193) 487(567) 283(468) 195(240) 411(436) 191(174) 181(263) 1,100(1,970) 207(303)	121(111) 1,230(1,186) 130(174) 156(177) 464(799) 280(399) 79(128) 448(492) 228(185) 133(301) 1,130(1,669) 237(215)	258(342) 256(239) 184(149) 176(261) 702(902) 38(45) 99(75) 626(782) 40(49) 31(37) 212(337) 52(34)
1. Archibald Avenue & Sixth Street	2. N Vineyard Avenue & Fourth Street	3. Archibald Avenue & Fourth Street	4. Turner Avenue & Fourth Street
99(170) 1,835(2,239) 82(215) 171(212) 655(750) 249(434) 112(105) 398(796) 150(217) 262(275) 2,262(2,689) 520(464)	1,625(1,792) 354(412) 248(618) 325(734) 1,606(1,858) 416(457)	392(414) 1,509(1,678) 126(99) 85(79) 212(279) 334(465) 183(579) 113(142) 392(567) 534(596) 1,362(1,815) 506(442)	140(122) 29(22) 156(117) 70(160) 339(482) 115(62) 98(217) 342(440) 78(62) 40(83) 13(46) 24(93)
5. Haven Street & Fourth Street	*6. N Vineyard Avenue & Inland Empire Boulevard	7. N Archibald Avenue & Inland Empire Boulevard	8. Turner Avenue & Inland Empire Boulevard



* Intersection #6 is currently under construction. Inland Empire Ave will shift North to create a T-intersection with Vineyard Ave.

LEGEND

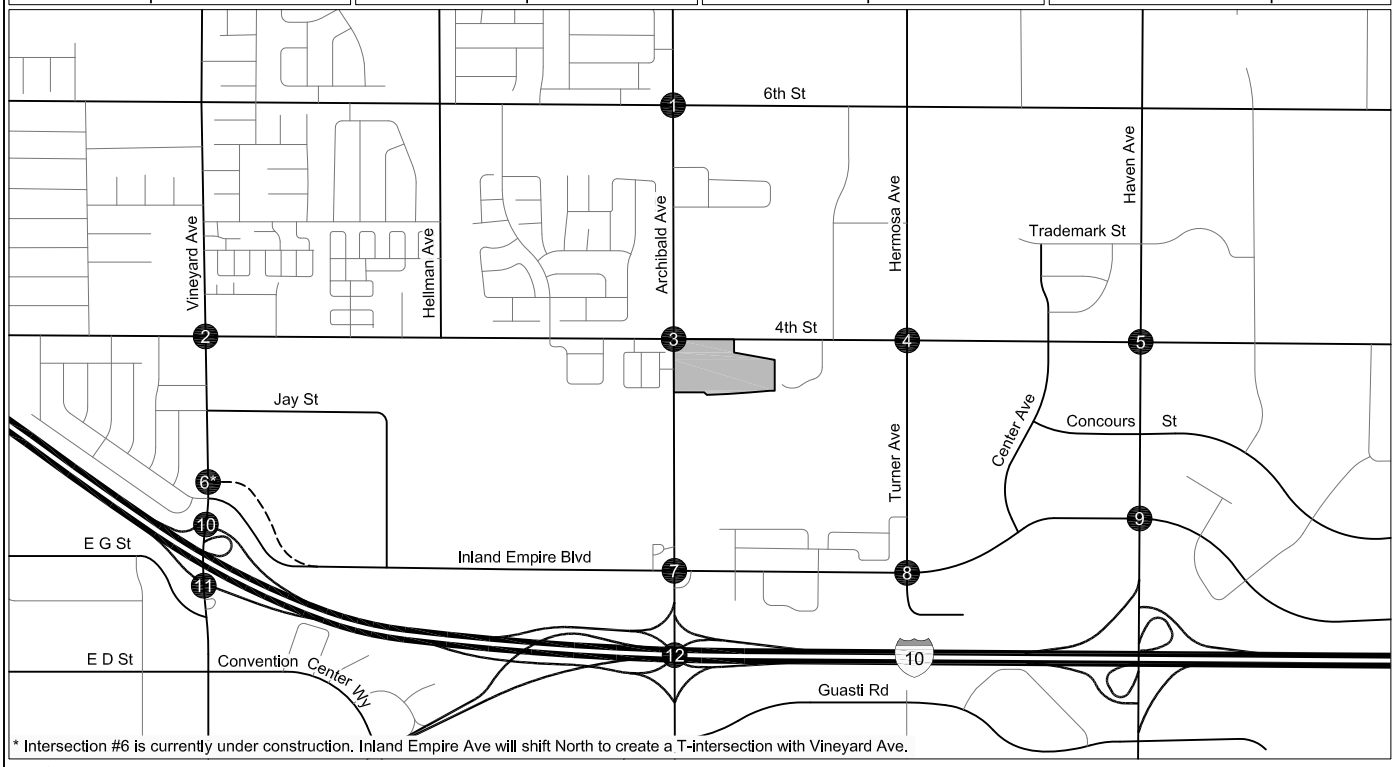
Project Site
Analyzed Intersection
#(#) AM(PM) Peak Hour Traffic Volumes
* Negligible Volume

N
Not to Scale

FUTURE WITH PROJECT CONDITIONS (YEAR 2040, ONTARIO PLAN)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE E-4A

9. N Haven Avenue & Inland Empire Boulevard	10. N Vineyard Avenue & I-10 WB Ramps	11. N Vineyard Avenue & I-10 EB Ramps	12. N Archibald Avenue & I-10 EB & WB Ramps
125(59) 2,173(3,066) 72(93)	160(876) 1,513(1,676)	1,226(1,431) 545(506)	734(944) 689(809) 721(870)
139(52) 157(233) 29(639)	615(657) 255(260)		772(735) 249(105)
99(162) 136(272) 336(541)		636(628) 7(4) 344(311)	1,207(1,208) 264(310)
623(467) 3,373(3,166) 526(350)	1,410(1,696) 248(266)	1,011(1,345) 415(360)	65(415) 404(817) 93(366)



* Intersection #6 is currently under construction. Inland Empire Ave will shift North to create a T-intersection with Vineyard Ave.

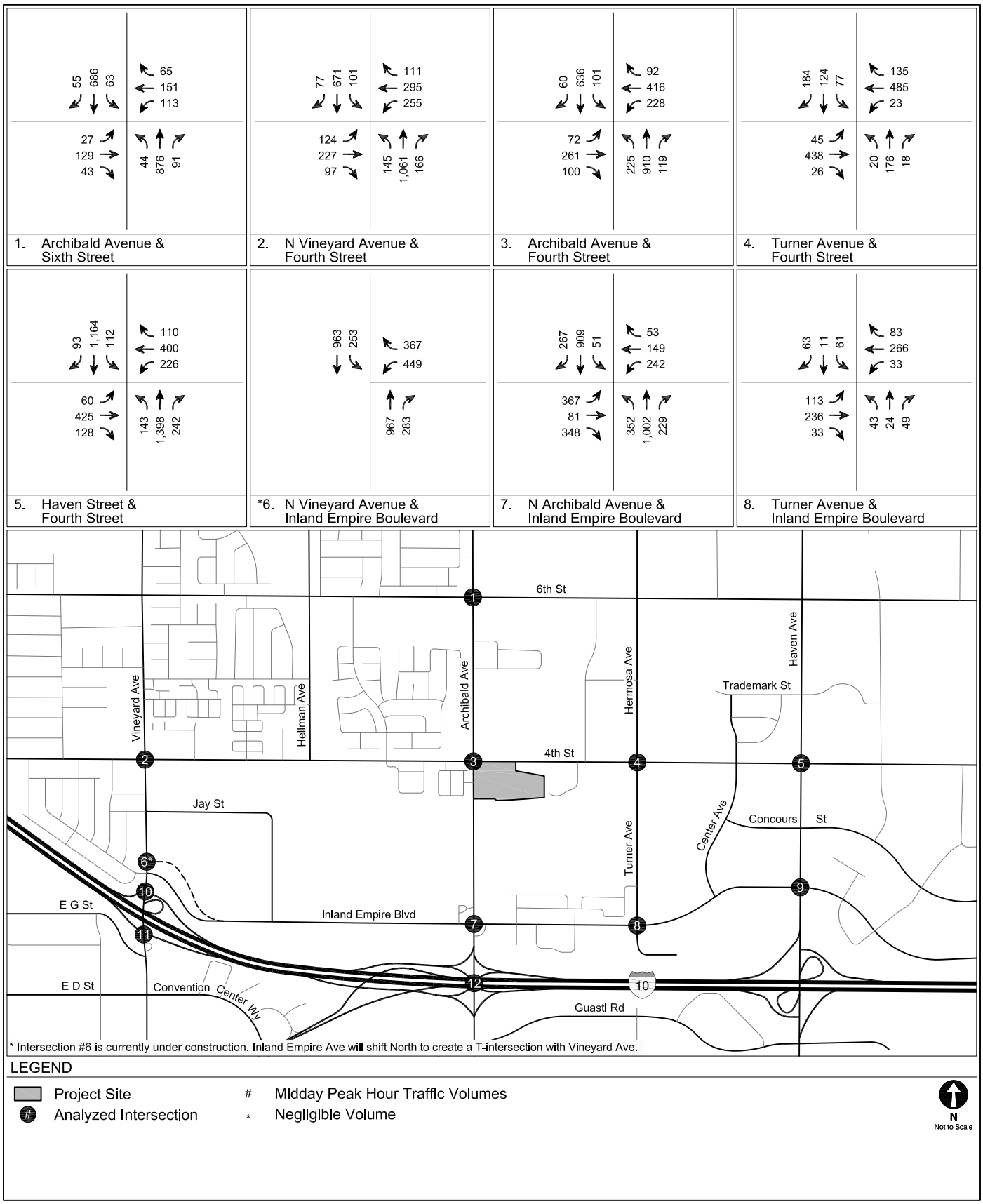
LEGEND

Project Site	#(#)	AM(PM) Peak Hour Traffic Volumes	
# Analyzed Intersection	*	Negligible Volume	

N
Not to Scale

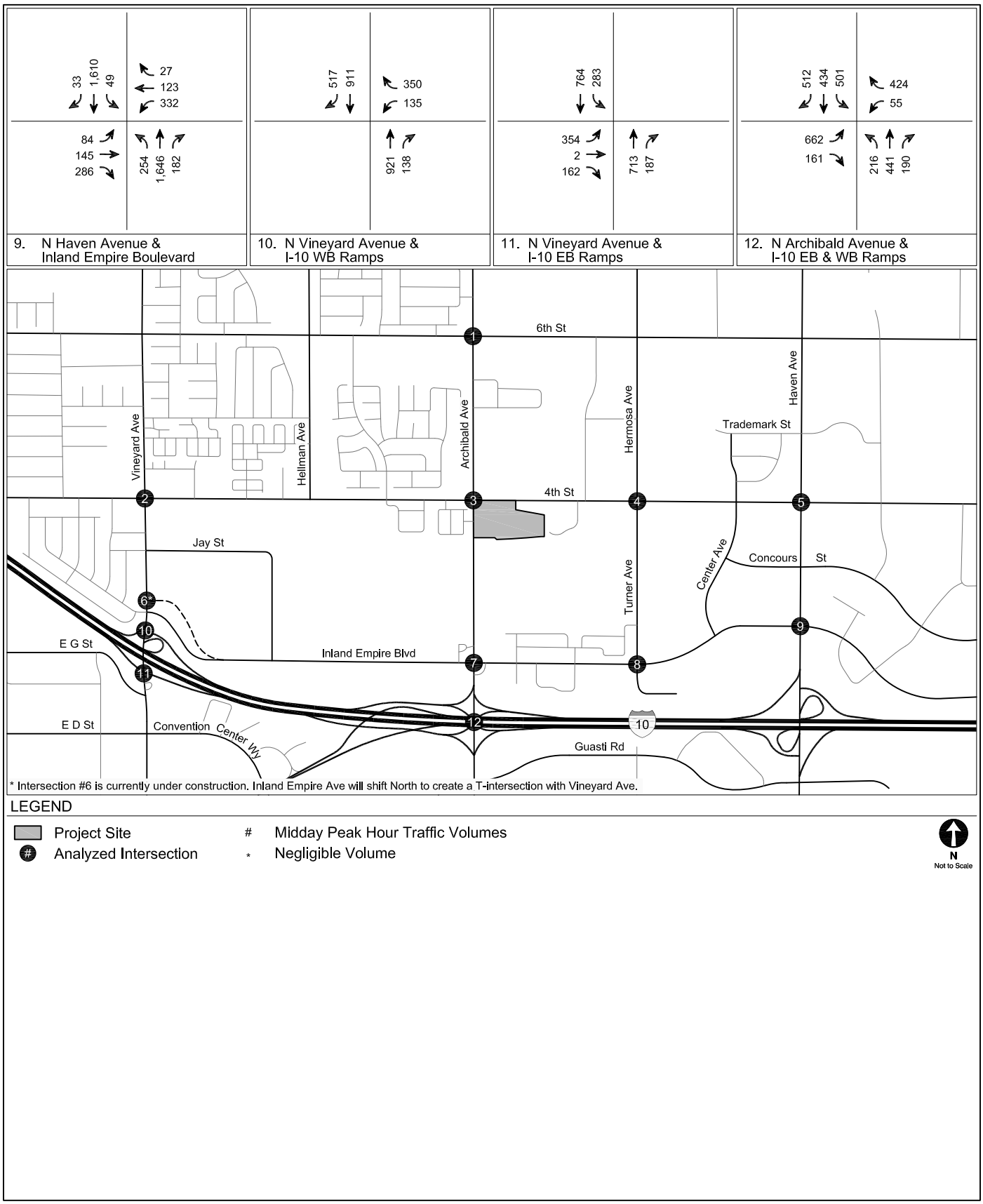
FUTURE WITH PROJECT CONDITIONS (YEAR 2040, ONTARIO PLAN)
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
E-4A (CONT.)



FUTURE WITH PROJECT CONDITIONS (YEAR 2040, ONTARIO PLAN)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE E-4B



FUTURE WITH PROJECT CONDITIONS (YEAR 2040, ONTARIO PLAN)
SATURDAY PEAK HOUR TRAFFIC VOLUMES

FIGURE
E-4B (CONT.)

TABLE E-1
FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future Without Project Conditions			Future with Project Conditions				
			Delay	V/C	LOS	Delay	V/C	LOS	Change in Delay	Significant Impact*
1.	Archibald Avenue &	AM	15.0	0.503	B	15.0	0.503	B	0.0	NO
	Sixth Street	PM	19.0	0.703	B	19.0	0.706	B	0.0	NO
		SAT	14.4	0.368	B	14.2	0.372	B	-0.2	NO
2.	N Vineyard Avenue &	AM	26.9	0.722	C	26.9	0.722	C	0.0	NO
	Fourth Street	PM	36.7	0.919	D	37.2	0.923	D	0.5	NO
		SAT	22.8	0.495	C	23.1	0.502	C	0.3	NO
3.	Archibald Avenue &	AM	24.5	0.604	C	24.7	0.606	C	0.2	NO
	Fourth Street	PM	27.8	0.671	C	28.8	0.707	C	1.0	NO
		SAT	23.7	0.359	C	25.2	0.419	C	1.5	NO
4.	Turner Avenue &	AM	19.3	0.329	B	19.2	0.329	B	-0.1	NO
	Fourth Street	PM	18.3	0.394	B	18.4	0.403	B	0.1	NO
		SAT	16.7	0.207	B	17.0	0.223	B	0.3	NO
5.	Haven Avenue &	AM	15.0	0.556	B	15.0	0.556	B	0.0	NO
	Fourth Street	PM	18.7	0.718	B	18.9	0.722	B	0.2	NO
		SAT	15.6	0.374	B	16.0	0.381	B	0.4	NO
6.	N Vineyard Avenue &	AM	64.0	1.777	E	64.1	1.777	E	0.1	NO
[a]	Inland Empire Boulevard	PM	221.4	3.006	F	222.9	3.006	F	1.5	**YES**
		SAT	15.3	0.821	B	15.7	0.832	B	0.4	NO
7.	N Archibald Avenue &	AM	32.7	0.794	C	32.7	0.794	C	0.0	NO
	Inland Empire Boulevard	PM	50.4	1.008	D	51.3	1.014	D	0.9	NO
		SAT	29.0	0.578	C	28.7	0.592	C	-0.3	NO
8.	Turner Avenue &	AM	21.9	0.242	C	21.8	0.243	C	-0.1	NO
	Inland Empire Boulevard	PM	20.4	0.346	C	20.3	0.349	C	-0.1	NO
		SAT	19.0	0.177	B	18.8	0.182	B	-0.2	NO
9.	N Haven Avenue &	AM	14.5	0.539	B	14.5	0.539	B	0.0	NO
	Inland Empire Boulevard	PM	23.5	0.756	C	23.6	0.760	C	0.1	NO
		SAT	19.1	0.394	B	19.1	0.402	B	0.0	NO
10.	N Vineyard Avenue &	AM	18.6	0.695	B	18.6	0.696	B	0.0	NO
	I-10 WB Ramps	PM	19.0	0.764	B	19.0	0.766	B	0.0	NO
		SAT	14.1	0.410	B	14.0	0.414	B	-0.1	NO
11.	N Vineyard Avenue &	AM	55.9	1.462	E	56.1	1.463	E	0.2	**YES**
[b]	I-10 EB Ramps	PM	74.4	1.711	E	75.2	1.714	E	0.8	**YES**
		SAT	9.8	0.550	A	10.1	0.556	B	0.3	NO
12.	N Archibald Avenue &	AM	23.4	0.588	C	23.5	0.592	C	0.1	NO
	I-10 EB & WB Ramps	PM	27.0	0.619	C	27.1	0.631	C	0.1	NO
		SAT	25.2	0.330	C	23.8	0.351	C	-1.4	NO

Notes

* Based on the City of Ontario, City of Rancho Cucamonga, County of San Bernardino, and Caltrans criteria, an impact is considered significant if the following criteria are met:

City of Ontario
- The intersection operates at a LOS F.

City of Rancho Cucamonga
- The intersection operates at a LOS E or F.

County of San Bernardino
- The intersection operates at a LOS E or F.

Caltrans
- The intersection operates at a LOS E or F.

TABLE E-2
FUTURE WITH PROJECT CONDITIONS (YEAR 2040)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future Without Project Conditions			Future with Project Conditions				
			Delay	V/C	LOS	Delay	V/C	LOS	Change in Delay	Significant Impact*
1.	Archibald Avenue &	AM	16.4	0.592	B	16.4	0.592	B	0.0	NO
	Sixth Street	PM	22.8	0.820	C	22.8	0.822	C	0.0	NO
		SAT	15	0.421	B	14.9	0.426	B	-0.1	NO
2.	N Vineyard Avenue &	AM	30.6	0.825	C	30.6	0.825	C	0.0	NO
	Fourth Street	PM	57.8	1.048	E	58.9	1.052	E	1.1	NO
		SAT	23.7	0.563	C	24	0.570	C	0.3	NO
3.	Archibald Avenue &	AM	26.1	0.689	C	26.3	0.692	C	0.2	NO
	Fourth Street	PM	30.4	0.768	C	31.7	0.805	C	1.3	NO
		SAT	24.2	0.410	C	25.7	0.470	C	1.5	NO
4.	Turner Avenue &	AM	19.9	0.394	B	19.9	0.395	B	0.0	NO
	Fourth Street	PM	19	0.459	B	19.1	0.469	B	0.1	NO
		SAT	17.1	0.241	B	17.3	0.256	B	0.2	NO
5.	Haven Avenue &	AM	15.8	0.649	B	15.9	0.650	B	0.1	NO
	Fourth Street	PM	21.2	0.840	C	21.4	0.844	C	0.2	NO
		SAT	15.9	0.438	B	16.3	0.445	B	0.4	NO
6.	N Vineyard Avenue &	AM	91.9	2.201	F	92	2.201	F	0.1	**YES**
[a]	Inland Empire Boulevard	PM	320.5	4.058	F	322.6	4.058	F	2.1	**YES**
		SAT	19	0.943	B	19.6	0.955	B	0.6	NO
7.	N Archibald Avenue &	AM	35.1	0.874	D	35.1	0.874	D	0.0	NO
	Inland Empire Boulevard	PM	64.7	1.102	E	66	1.108	E	1.3	NO
		SAT	29.6	0.619	C	29.5	0.629	C	-0.1	NO
8.	Turner Avenue &	AM	22.2	0.297	C	22.1	0.297	C	-0.1	NO
	Inland Empire Boulevard	PM	21	0.408	C	21	0.410	C	0.0	NO
		SAT	19.3	0.207	B	19.2	0.212	B	-0.1	NO
9.	N Haven Avenue &	AM	15.6	0.632	B	15.6	0.632	B	0.0	NO
	Inland Empire Boulevard	PM	27.5	0.884	C	27.7	0.889	C	0.2	NO
		SAT	19.5	0.461	B	19.6	0.469	B	0.1	NO
10.	N Vineyard Avenue &	AM	20.4	0.771	C	20.4	0.771	C	0.0	NO
	I-10 WB Ramps	PM	22.8	0.874	C	22.9	0.877	C	0.1	NO
		SAT	14.7	0.467	B	14.6	0.472	B	-0.1	NO
11.	N Vineyard Avenue &	AM	109.7	1.953	F	110	1.954	F	0.3	**YES**
[b]	I-10 EB Ramps	PM	136.6	2.321	F	137.6	2.324	F	1.0	**YES**
		SAT	10.3	0.660	B	10.5	0.667	B	0.2	NO
12.	N Archibald Avenue &	AM	24.4	0.670	C	24.5	0.675	C	0.1	NO
	I-10 EB & WB Ramps	PM	28.7	0.709	C	29	0.722	C	0.3	NO
		SAT	25.8	0.375	C	24.5	0.402	C	-1.3	NO

Notes

* Based on the City of Ontario, City of Rancho Cucamonga, County of San Bernardino, and Caltrans criteria, an impact is considered significant if the following criteria are met:

City of Ontario
- The intersection operates at a LOS F.

City of Rancho Cucamonga
- The intersection operates at a LOS E or F.

County of San Bernardino
- The intersection operates at a LOS E or F.

Caltrans
- The intersection operates at a LOS E or F.

TABLE E-3
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2040)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future Without Project Conditions			Future with Project Conditions					Future with Project Mitigations Conditions				
			Delay	V/C	LOS	Delay	V/C	LOS	Change in Delay	Significant Impact*	Delay	V/C	LOS	Change in Delay	Significant Impact*
1.	Archibald Avenue &	AM	16.4	0.592	B	16.4	0.592	B	0.0	NO	16.4	0.592	B	0.0	NO
	Sixth Street	PM	22.8	0.820	C	22.8	0.822	C	0.0	NO	22.8	0.822	C	0.0	NO
		SAT	15	0.421	B	14.9	0.426	B	-0.1	NO	14.9	0.426	B	-0.1	NO
2.	N Vineyard Avenue &	AM	30.6	0.825	C	30.6	0.825	C	0.0	NO	30.6	0.825	C	0.0	NO
	Fourth Street	PM	57.8	1.048	E	58.9	1.052	E	1.1	NO	58.9	1.052	E	1.1	NO
		SAT	23.7	0.563	C	24	0.570	C	0.3	NO	24.0	0.570	C	0.3	NO
3.	Archibald Avenue &	AM	26.1	0.689	C	26.3	0.692	C	0.2	NO	26.3	0.692	C	0.2	NO
	Fourth Street	PM	30.4	0.768	C	31.7	0.805	C	1.3	NO	31.7	0.805	C	1.3	NO
		SAT	24.2	0.410	C	25.7	0.470	C	1.5	NO	25.7	0.470	C	1.5	NO
4.	Turner Avenue &	AM	19.9	0.394	B	19.9	0.395	B	0.0	NO	19.9	0.395	B	0.0	NO
	Fourth Street	PM	19	0.459	B	19.1	0.469	B	0.1	NO	19.1	0.469	B	0.1	NO
		SAT	17.1	0.241	B	17.3	0.256	B	0.2	NO	17.3	0.256	B	0.2	NO
5.	Haven Avenue &	AM	15.8	0.649	B	15.9	0.650	B	0.1	NO	15.9	0.650	B	0.1	NO
	Fourth Street	PM	21.2	0.840	C	21.4	0.844	C	0.2	NO	21.4	0.844	C	0.2	NO
		SAT	15.9	0.438	B	16.3	0.445	B	0.4	NO	16.3	0.445	B	0.4	NO
6.	N Vineyard Avenue &	AM	91.9	2.201	F	92	2.201	F	0.1	**YES**	9.5	0.732	A	-82.4	NO
[a]	Inland Empire Boulevard	PM	320.5	4.058	F	322.6	4.058	F	2.1	**YES**	36.7	1.044	D	-283.8	NO
		SAT	19	0.943	B	19.6	0.955	B	0.6	NO	14.4	0.586	B	-4.6	NO
7.	N Archibald Avenue &	AM	35.1	0.874	D	35.1	0.874	D	0.0	NO	35.1	0.874	D	0.0	NO
	Inland Empire Boulevard	PM	64.7	1.102	E	66	1.108	E	1.3	NO	66.0	1.108	E	1.3	NO
		SAT	29.6	0.619	C	29.5	0.629	C	-0.1	NO	29.5	0.629	C	-0.1	NO
8.	Turner Avenue &	AM	22.2	0.297	C	22.1	0.297	C	-0.1	NO	22.1	0.297	C	-0.1	NO
	Inland Empire Boulevard	PM	21	0.408	C	21	0.410	C	0.0	NO	21.0	0.410	C	0.0	NO
		SAT	19.3	0.207	B	19.2	0.212	B	-0.1	NO	19.2	0.212	B	-0.1	NO
9.	N Haven Avenue &	AM	15.6	0.632	B	15.6	0.632	B	0.0	NO	15.6	0.632	B	0.0	NO
	Inland Empire Boulevard	PM	27.5	0.884	C	27.7	0.889	C	0.2	NO	27.7	0.889	C	0.2	NO
		SAT	19.5	0.461	B	19.6	0.469	B	0.1	NO	19.6	0.469	B	0.1	NO
10.	N Vineyard Avenue &	AM	20.4	0.771	C	20.4	0.771	C	0.0	NO	20.4	0.771	C	0.0	NO
	I-10 WB Ramps	PM	22.8	0.874	C	22.9	0.877	C	0.1	NO	25.4	0.941	C	2.6	NO
		SAT	14.7	0.467	B	14.6	0.472	B	-0.1	NO	13.2	0.533	B	-1.5	NO
11.	N Vineyard Avenue &	AM	109.7	1.953	F	110	1.954	F	0.3	**YES**	50.8	1.434	D	-58.9	NO
[b]	I-10 EB Ramps	PM	136.6	2.321	F	137.6	2.324	F	1.0	**YES**	21.0	1.094	C	-115.6	NO
		SAT	10.3	0.660	B	10.5	0.667	B	0.2	NO	10.6	0.704	B	0.3	NO
12.	N Archibald Avenue &	AM	24.4	0.670	C	24.5	0.675	C	0.1	NO	24.5	0.675	C	0.1	NO
	I-10 EB & WB Ramps	PM	28.7	0.709	C	29	0.722	C	0.3	NO	29.0	0.722	C	0.3	NO
		SAT	25.8	0.375	C	24.5	0.402	C	-1.3	NO	24.5	0.402	C	-1.3	NO

Notes

* Based on the City of Ontario, City of Rancho Cucamonga, County of San Bernardino, and Caltrans criteria, an impact is considered significant if the following criteria are met:

City of Ontario
- The intersection operates at a LOS F.

City of Rancho Cucamonga
- The intersection operates at a LOS E or F.

County of San Bernardino
- The intersection operates at a LOS E or F.

Caltrans
- The intersection operates at a LOS E or F.

[a] Project enhancements consist of the realignment of Vineyard Avenue with three NBT lanes and an exclusive right-turn lane, three SBT lanes and two exclusive left-turn lanes. The WB approach consists of two left-turn lanes and an exclusive right-turn lane with overlap phasing. Figure 14 provides a graphical representation of the intersection improvements.

[b] Project enhancements consist of the realignment of Vineyard Avenue with three NBT lanes and two exclusive right-turn lanes, two SBT lanes and two exclusive left-turn lanes. Figures 14 provides a graphical representation of the intersection improvements.

Attachment

Level of Service Worksheets

Scenario Report

Scenario:	FP AM
Command:	FP AM
Volume:	FP AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 #1 Archibald Ave & Sixth St													
Base	25	933	167	84	1148	42	82	262	107	106	110	56	3122
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	933	167	84	1148	42	82	262	107	106	110	56	3122
#2 #2 N Vineyard Ave & Fourth St													
Base	159	956	180	137	1353	113	166	350	172	249	415	105	4355
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	159	956	180	137	1353	113	166	350	172	249	415	105	4355
#3 #3 Archibald Ave& Fourth St													
Base	117	980	205	111	1086	109	69	382	201	246	395	133	4034
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	117	980	205	111	1086	109	69	382	201	246	395	133	4034
#4 #4 Turner Ave & Fourth St													
Base	26	181	45	157	218	220	84	537	34	32	606	150	2290
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	181	45	157	218	220	84	537	34	32	606	150	2290
#5 #5 Haven Ave & Fourth St													
Base	224	1928	443	70	1564	84	96	342	128	212	566	146	5803
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	224	1928	443	70	1564	84	96	342	128	212	566	146	5803
#6 #6 N Vineyard Ave & Inland Empire Blvd													
Base	0	1422	408	344	1396	0	0	0	0	305	0	236	4111
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1422	408	344	1396	0	0	0	0	305	0	236	4111
#7 #7 N Archibald Ave & Inland Empire Blvd													
Base	511	1163	432	107	1286	387	180	100	386	285	188	73	5098
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	511	1163	432	107	1286	387	180	100	386	285	188	73	5098
#8 #8 Turner Ave & Inland Empire Blvd													
Base	34	11	21	133	25	120	83	295	67	98	297	59	1243
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	11	21	133	25	120	83	295	67	98	297	59	1243
#9 #9 N Haven Ave & Inland Empire Blvd													
Base	531	2876	448	61	1852	110	86	118	286	25	137	119	6649
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	531	2876	448	61	1852	110	86	118	286	25	137	119	6649
#10 #10 N Vineyard Ave & I-10 WB Ramps													
Base	0	1281	211	0	1313	153	0	0	0	217	0	551	3726
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1281	211	0	1313	153	0	0	0	217	0	551	3726

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#11 #11 N Vineyard Ave & I-10 EB Ramps													
Base	0	887	354	471	1061	0	595	6	293	0	0	0	3667
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	887	354	471	1061	0	595	6	293	0	0	0	3667
#12 #12 N Archibald Ave & I-10 EB & WB Ramps													
Base	55	356	79	633	594	637	1041	0	225	212	0	691	4523
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	55	356	79	633	594	637	1041	0	225	212	0	691	4523

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	B	15.0	0.503	B	15.0	0.503	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	C	26.9	0.722	C	26.9	0.722	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	24.7	0.606	C	24.7	0.606	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	19.2	0.329	B	19.2	0.329	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	B	15.0	0.556	B	15.0	0.556	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	E	64.1	1.777	E	64.1	1.777	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	C	32.7	0.794	C	32.7	0.794	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	C	21.8	0.243	C	21.8	0.243	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	B	14.5	0.539	B	14.5	0.539	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	B	18.6	0.696	B	18.6	0.696	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	E	56.1	1.463	E	56.1	1.463	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	23.5	0.592	C	23.5	0.592	+ 0.000 D/V

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	0	Average Delay (sec/veh):	15.0
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	25	933	167	84	1148	42	82	262	107	106	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:	25	933	167	84	1148	42	82	262	107	106	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	933	167	84	1148	42	82	262	107	106	110	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	933	167	84	1148	42	82	262	107	106	110	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:	25	933	167	84	1148	42	82	262	107	106	110	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.47	0.91	0.91	0.39	0.95	0.95
Lanes:	1.00	1.70	0.30	1.00	1.93	0.07	1.00	1.42	0.58	1.00	0.66	0.34
Final Sat.:	1805	2992	535	1805	3465	127	891	2453	1002	735	1195	608
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.05	0.33	0.33	0.09	0.11	0.11	0.14	0.09	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.03	0.62	0.62	0.09	0.68	0.68	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.48	0.50	0.50	0.50	0.48	0.48	0.32	0.37	0.37	0.50	0.32	0.32
Uniform Del:	47.8	10.5	10.5	43.2	7.4	7.4	28.0	28.5	28.5	29.7	28.0	28.0
IncremntDel:	7.0	0.2	0.2	2.4	0.2	0.2	0.7	0.2	0.2	1.9	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.8	10.6	10.6	45.6	7.6	7.6	28.7	28.7	28.7	31.6	28.4	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:	54.8	10.6	10.6	45.6	7.6	7.6	28.7	28.7	28.7	31.6	28.4	28.4
LOS by Move:	D	B	B	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	10	10	3	9	9	2	5	5	3	4	4

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	0	Average Delay (sec/veh):	26.9
Optimal Cycle:	82	Level Of Service:	C

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	159	956	180	137	1353	113	166	350	172	249	415	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:	159	956	180	137	1353	113	166	350	172	249	415	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	956	180	137	1353	113	166	350	172	249	415	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	956	180	137	1353	113	166	350	172	249	415	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:	159	956	180	137	1353	113	166	350	172	249	415	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.92	0.90	0.90	0.92	0.92	0.92
Lanes:	1.00	1.68	0.32	1.00	1.85	0.15	2.00	1.34	0.66	2.00	1.60	0.40
Final Sat.:	1805	2965	558	1805	3292	275	3502	2302	1131	3502	2795	707
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.32	0.08	0.41	0.41	0.05	0.15	0.15	0.07	0.15	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.56	0.56	0.13	0.57	0.57	0.07	0.21	0.21	0.10	0.23	0.23
Volume/Cap:	0.72	0.58	0.58	0.58	0.72	0.72	0.63	0.72	0.72	0.72	0.63	0.63
Uniform Del:	42.3	14.3	14.3	40.8	15.8	15.8	44.9	36.8	36.8	43.8	34.4	34.4
IncremntDel:	11.2	0.4	0.4	3.5	1.3	1.3	5.0	3.6	3.6	7.3	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.4	14.8	14.8	44.3	17.1	17.1	50.0	40.3	40.3	51.1	36.1	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:	53.4	14.8	14.8	44.3	17.1	17.1	50.0	40.3	40.3	51.1	36.1	36.1
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	6	12	12	5	18	18	4	9	9	5	8	8

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	0	Average Delay (sec/veh):	24.7
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 0	1	2 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	117	980	205	111	1086	109	69	382	201	246	395	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:	117	980	205	111	1086	109	69	382	201	246	395	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	980	205	111	1086	109	69	382	201	246	395	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	980	205	111	1086	109	69	382	201	246	395	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	980	205	111	1086	109	69	382	201	246	395	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.48	0.52	1.00	2.00	1.00	2.00	1.31	0.69	2.00	3.00	1.00
Final Sat.:	1805	4178	874	1805	3610	1615	3502	2242	1180	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.06	0.30	0.07	0.02	0.17	0.17	0.07	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.48	0.48	0.13	0.50	0.50	0.08	0.28	0.28	0.12	0.32	0.32
Volume/Cap:	0.61	0.49	0.49	0.49	0.61	0.14	0.26	0.61	0.61	0.61	0.24	0.26
Uniform Del:	42.6	17.8	17.8	40.8	18.2	13.6	43.5	31.2	31.2	42.0	25.0	25.2
IncremntDel:	5.4	0.2	0.2	1.7	0.6	0.1	0.5	1.1	1.1	2.6	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.1	18.0	18.0	42.4	18.8	13.7	44.0	32.3	32.3	44.7	25.1	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:	48.1	18.0	18.0	42.4	18.8	13.7	44.0	32.3	32.3	44.7	25.1	25.4
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	4	9	9	4	13	2	1	9	9	5	3	3

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.329
Loss Time (sec):	0	Average Delay (sec/veh):	19.2
Optimal Cycle:	28	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	26	181	45	157	218	220	84	537	34	32	606	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	181	45	157	218	220	84	537	34	32	606	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	181	45	157	218	220	84	537	34	32	606	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	181	45	157	218	220	84	537	34	32	606	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	181	45	157	218	220	84	537	34	32	606	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.54	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.20	1.44	0.36	1.00	1.00	1.00	1.00	1.88	0.12	1.00	3.00	1.00
Final Sat.:	332	2311	575	1034	1900	1615	1805	3364	213	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.15	0.11	0.14	0.05	0.16	0.16	0.02	0.12	0.09
Crit Moves:				****				****		****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.15	0.48	0.48	0.05	0.39	0.39
Volume/Cap:	0.17	0.17	0.17	0.33	0.25	0.30	0.30	0.33	0.33	0.33	0.30	0.24
Uniform Del:	15.7	15.7	15.7	17.1	16.4	16.8	37.6	15.8	15.8	45.6	21.4	20.8
IncremntDel:	0.1	0.1	0.1	0.4	0.1	0.2	0.6	0.1	0.1	2.0	0.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.8	15.8	15.8	17.5	16.5	17.0	38.2	15.9	15.9	47.6	21.5	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.8	15.8	15.8	17.5	16.5	17.0	38.2	15.9	15.9	47.6	21.5	21.0
LOS by Move:	B	B	B	B	B	B	D	B	B	D	C	C
HCM2kAvgQ:	2	2	2	3	4	4	2	6	6	1	5	3

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	0	Average Delay (sec/veh):	15.0
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	224	1928	443	70	1564	84	96	342	128	212	566	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	1928	443	70	1564	84	96	342	128	212	566	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	1928	443	70	1564	84	96	342	128	212	566	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	1928	443	70	1564	84	96	342	128	212	566	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	1928	443	70	1564	84	96	342	128	212	566	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.91	0.85	0.28	0.90	0.90	0.92	0.87	0.87	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.80	0.20	2.00	2.18	0.82	2.00	2.00	1.00
Final Sat.:	837	5187	1615	1051	6511	350	3502	3620	1355	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.27	0.37	0.27	0.07	0.24	0.24	0.03	0.09	0.09	0.06	0.16	0.09
Crit Moves:		****					****				****	
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.05	0.20	0.20	0.13	0.28	0.28
Volume/Cap:	0.40	0.56	0.41	0.10	0.36	0.36	0.56	0.47	0.47	0.47	0.56	0.32
Uniform Del:	7.5	8.7	7.6	5.9	7.2	7.2	46.5	35.2	35.2	40.3	30.6	28.3
IncremntDel:	0.5	0.2	0.3	0.1	0.0	0.0	4.0	0.3	0.3	0.8	0.7	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	8.0	8.9	7.8	5.9	7.3	7.3	50.4	35.5	35.5	41.1	31.2	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:	8.0	8.9	7.8	5.9	7.3	7.3	50.4	35.5	35.5	41.1	31.2	28.7
LOS by Move:	A	A	A	A	A	A	D	D	D	D	C	C
HCM2kAvgQ:	2	12	6	0	6	6	2	5	5	4	8	4

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.777
Loss Time (sec):	0	Average Delay (sec/veh):	64.1
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	1422	408	344	1396	0	0	0	0	305	0	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1422	408	344	1396	0	0	0	0	305	0	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1422	408	344	1396	0	0	0	0	305	0	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1422	408	344	1396	0	0	0	0	305	0	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	1422	408	344	1396	0	0	0	0	305	0	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.11	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.55	0.45	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2713	778	211	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.52	1.63	0.39	0.00	0.00	0.00	0.00	0.08	0.00	0.15
Crit Moves:				****								****
Green/Cycle:	0.00	0.92	0.92	0.92	0.92	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.57	0.57	1.78	0.42	0.00	0.00	0.00	0.00	1.03	0.00	1.78
Uniform Del:	0.0	0.7	0.7	4.1	0.6	0.0	0.0	0.0	0.0	45.9	0.0	45.9
IncremntDel:	0.0	0.2	0.2	369.9	0.1	0.0	0.0	0.0	0.0	58.9	0.0	378.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	1.0	1.0	374.0	0.6	0.0	0.0	0.0	0.0	104.7	0.0	424.3
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	1.0	1.0	374.0	0.6	0.0	0.0	0.0	0.0	104.7	0.0	424.3
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	6	6	30	3	0	0	0	0	9	0	21

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 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	0	Average Delay (sec/veh):	32.7
Optimal Cycle:	111	Level Of Service:	C

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	511	1163	432	107	1286	387	180	100	386	285	188	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:	511	1163	432	107	1286	387	180	100	386	285	188	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	511	1163	432	107	1286	387	180	100	386	285	188	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	511	1163	432	107	1286	387	180	100	386	285	188	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	511	1163	432	107	1286	387	180	100	386	285	188	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.84	0.84	0.95	0.91	0.91
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.44	0.56
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	1590	1590	1805	2491	967
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.27	0.03	0.25	0.24	0.10	0.06	0.24	0.16	0.08	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.18	0.44	0.44	0.05	0.31	0.31	0.29	0.31	0.31	0.20	0.22	0.22
Volume/Cap:	0.79	0.50	0.60	0.60	0.79	0.77	0.35	0.21	0.79	0.79	0.35	0.35
Uniform Del:	39.0	19.9	21.0	46.5	31.5	31.1	28.2	25.7	31.8	38.1	33.1	33.1
IncremntDel:	6.8	0.2	1.4	5.6	2.8	7.0	0.4	0.0	7.1	11.6	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.8	20.0	22.5	52.1	34.3	38.2	28.6	25.8	38.9	49.7	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:	45.8	20.0	22.5	52.1	34.3	38.2	28.6	25.8	38.9	49.7	33.4	33.4
LOS by Move:	D	C	C	D	C	D	C	C	D	D	C	C
HCM2kAvgQ:	10	9	11	3	15	13	4	2	13	10	4	4

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.243
Loss Time (sec):	0	Average Delay (sec/veh):	21.8
Optimal Cycle:	25	Level Of Service:	C

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	34	11	21	133	25	120	83	295	67	98	297	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:	34	11	21	133	25	120	83	295	67	98	297	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	11	21	133	25	120	83	295	67	98	297	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	11	21	133	25	120	83	295	67	98	297	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:	34	11	21	133	25	120	83	295	67	98	297	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.86	0.86	0.73	1.00	0.85	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.63	0.37	1.00	1.67	0.33
Final Sat.:	1387	1628	1628	1391	1900	1615	1805	2859	649	1805	2936	583
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.10	0.01	0.07	0.05	0.10	0.10	0.05	0.10	0.10
Crit Moves:				****			****				****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.19	0.40	0.40	0.21	0.42	0.42
Volume/Cap:	0.06	0.02	0.03	0.24	0.03	0.19	0.24	0.26	0.26	0.26	0.24	0.24
Uniform Del:	18.8	18.5	18.6	20.3	18.6	19.8	34.4	20.3	20.3	33.1	18.9	18.9
IncremntDel:	0.0	0.0	0.0	0.2	0.0	0.1	0.4	0.1	0.1	0.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.9	18.5	18.6	20.5	18.6	20.0	34.8	20.4	20.4	33.4	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:	18.9	18.5	18.6	20.5	18.6	20.0	34.8	20.4	20.4	33.4	19.0	19.0
LOS by Move:	B	B	B	C	B	B	C	C	C	C	B	B
HCM2kAvgQ:	1	0	0	3	0	2	2	4	4	3	4	4

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	0	Average Delay (sec/veh):	14.5
Optimal Cycle:	49	Level Of Service:	B

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	531	2876	448	61	1852	110	86	118	286	25	137	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:	531	2876	448	61	1852	110	86	118	286	25	137	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	531	2876	448	61	1852	110	86	118	286	25	137	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	531	2876	448	61	1852	110	86	118	286	25	137	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:	531	2876	448	61	1852	110	86	118	286	25	137	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.42	0.28	0.02	0.27	0.07	0.02	0.03	0.10	0.00	0.04	0.07
Crit Moves:		****		****					****	****		
Green/Cycle:	0.29	0.77	0.77	0.03	0.51	0.51	0.05	0.19	0.19	0.01	0.15	0.15
Volume/Cap:	0.52	0.54	0.36	0.54	0.52	0.13	0.50	0.17	0.54	0.54	0.26	0.50
Uniform Del:	29.6	4.4	3.6	47.6	16.2	12.7	46.4	34.2	36.8	49.4	37.8	39.3
IncremntDel:	0.5	0.1	0.2	5.1	0.1	0.1	2.3	0.1	1.1	12.1	0.3	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.1	4.6	3.8	52.8	16.3	12.8	48.7	34.3	37.9	61.4	38.1	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	4.6	3.8	52.8	16.3	12.8	48.7	34.3	37.9	61.4	38.1	41.0
LOS by Move:	C	A	A	D	B	B	D	C	D	E	D	D
HCM2kAvgQ:	7	10	4	2	10	2	2	2	5	1	2	4

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	0	Average Delay (sec/veh):	18.6
Optimal Cycle:	47	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1281	211	0	1313	153	0	0	0	217	0	551
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1281	211	0	1313	153	0	0	0	217	0	551
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1281	0	0	1313	0	0	0	0	217	0	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1281	0	0	1313	0	0	0	0	217	0	551
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1281	0	0	1313	0	0	0	0	217	0	551
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.78	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1478	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.15	0.00	0.34
Crit Moves:		****										****
Green/Cycle:	0.00	0.51	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.00	0.70	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Uniform Del:	0.0	18.6	0.0	0.0	16.1	0.0	0.0	0.0	0.0	15.2	0.0	19.7
IncremntDel:	0.0	1.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	2.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	19.8	0.0	0.0	16.2	0.0	0.0	0.0	0.0	15.5	0.0	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.8	0.0	0.0	16.2	0.0	0.0	0.0	0.0	15.5	0.0	22.4
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	16	0	0	10	0	0	0	0	4	0	14

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.463
Loss Time (sec):	0	Average Delay (sec/veh):	56.1
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	2	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	887	354	471	1061	0	595	6	293	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	887	354	471	1061	0	595	6	293	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	887	354	471	1061	0	595	6	293	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	887	354	471	1061	0	595	6	293	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	887	354	471	1061	0	595	6	293	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.21	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.14	0.86	1.00	2.00	0.00	1.66	0.01	1.33	0.00	0.00	0.00
Final Sat.:	0	3548	1416	397	3610	0	2701	22	2156	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	1.19	0.29	0.00	0.22	0.28	0.14	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.81	0.81	0.81	0.81	0.00	0.19	0.19	0.19	0.00	0.00	0.00
Volume/Cap:	0.00	0.31	0.31	1.46	0.36	0.00	1.16	1.46	0.72	0.00	0.00	0.00
Uniform Del:	0.0	2.4	2.4	9.5	2.5	0.0	40.5	40.5	38.0	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	224.6	0.1	0.0	87.9	217	2.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	2.4	2.4	234.1	2.6	0.0	128.5	258	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:	0.0	2.4	2.4	234.1	2.6	0.0	128.5	258	40.1	0.0	0.0	0.0
LOS by Move:	A	A	A	F	A	A	F	F	D	A	A	A
HCM2kAvgQ:	0	4	4	34	5	0	21	33	8	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0	Average Delay (sec/veh):	23.5
Optimal Cycle:	56	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	55	356	79	633	594	637	1041	0	225	212	0	691
Growth Adj:	1.00	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	356	79	633	594	637	1041	0	225	212	0	691
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	356	0	633	594	0	1041	0	225	212	0	691
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	356	0	633	594	0	1041	0	225	212	0	691
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	356	0	633	594	0	1041	0	225	212	0	691
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.00	0.18	0.11	0.00	0.30	0.00	0.08	0.06	0.00	0.24
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.09	0.00	0.31	0.35	0.00	0.50	0.00	0.36	0.30	0.00	0.60
Volume/Cap:	0.33	0.59	0.00	0.59	0.33	0.00	0.59	0.00	0.22	0.20	0.00	0.40
Uniform Del:	46.1	43.9	0.0	29.4	24.2	0.0	17.6	0.0	22.4	26.3	0.0	10.5
IncremntDel:	1.2	1.6	0.0	0.9	0.1	0.0	0.5	0.0	0.1	0.1	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	47.3	45.5	0.0	30.3	24.3	0.0	18.2	0.0	22.5	26.4	0.0	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:	47.3	45.5	0.0	30.3	24.3	0.0	18.2	0.0	22.5	26.4	0.0	10.6
LOS by Move:	D	D	A	C	C	A	B	A	C	C	A	B
HCM2kAvgQ:	1	4	0	9	5	0	12	0	3	3	0	6

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

Scenario Report

Scenario:	FP PM
Command:	FP PM
Volume:	FP PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 #1 Archibald Ave & Sixth St													
Base	72	1416	146	104	1105	89	45	211	71	184	249	106	3798
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	72	1416	146	104	1105	89	45	211	71	184	249	106	3798
#2 #2 N Vineyard Ave & Fourth St													
Base	236	1733	270	158	1096	127	205	371	156	408	484	173	5417
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	236	1733	270	158	1096	127	205	371	156	408	484	173	5417
#3 #3 Archibald Ave& Fourth St													
Base	273	1471	192	149	1039	99	117	420	164	347	681	151	5103
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	273	1471	192	149	1039	99	117	420	164	347	681	151	5103
#4 #4 Turner Ave & Fourth St													
Base	31	287	29	127	204	292	64	679	42	38	775	223	2791
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	287	29	127	204	292	64	679	42	38	775	223	2791
#5 #5 Haven Ave & Fourth St													
Base	234	2292	395	183	1908	145	90	688	187	370	645	181	7318
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	234	2292	395	183	1908	145	90	688	187	370	645	181	7318
#6 #6 N Vineyard Ave & Inland Empire Blvd													
Base	0	1585	442	406	1568	0	0	0	0	706	0	594	5301
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1585	442	406	1568	0	0	0	0	706	0	594	5301
#7 #7 N Archibald Ave & Inland Empire Blvd													
Base	570	1554	376	84	1435	407	574	131	563	396	244	68	6402
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	570	1554	376	84	1435	407	574	131	563	396	244	68	6402
#8 #8 Turner Ave & Inland Empire Blvd													
Base	71	40	79	100	19	104	185	385	53	53	418	136	1643
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	71	40	79	100	19	104	185	385	53	53	418	136	1643
#9 #9 N Haven Ave & Inland Empire Blvd													
Base	399	2699	298	79	2616	53	138	237	467	545	202	45	7778
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	399	2699	298	79	2616	53	138	237	467	545	202	45	7778
#10 #10 N Vineyard Ave & I-10 WB Ramps													
Base	0	1489	227	0	1487	809	0	0	0	222	0	571	4805
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1489	227	0	1487	809	0	0	0	222	0	571	4805

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#11 #11 N Vineyard Ave & I-10 EB Ramps													
Base	0	1166	307	460	1249	0	559	3	265	0	0	0	4009
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1166	307	460	1249	0	559	3	265	0	0	0	4009
#12 #12 N Archibald Ave & I-10 EB & WB Ramps													
Base	354	705	312	784	702	823	1048	0	264	89	0	654	5735
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	354	705	312	784	702	823	1048	0	264	89	0	654	5735

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	B	19.0	0.706	B	19.0	0.706	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	D	37.2	0.923	D	37.2	0.923	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	28.8	0.707	C	28.8	0.707	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	18.4	0.403	B	18.4	0.403	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	B	18.9	0.722	B	18.9	0.722	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	F	222.9	3.006	F	222.9	3.006	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	D	51.3	1.014	D	51.3	1.014	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	C	20.3	0.349	C	20.3	0.349	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	C	23.6	0.760	C	23.6	0.760	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	B	19.0	0.766	B	19.0	0.766	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	E	75.2	1.714	E	75.2	1.714	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	27.1	0.631	C	27.1	0.631	+ 0.000 D/V

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	0	Average Delay (sec/veh):	19.0
Optimal Cycle:	63	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	72	1416	146	104	1105	89	45	211	71	184	249	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	1416	146	104	1105	89	45	211	71	184	249	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1416	146	104	1105	89	45	211	71	184	249	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1416	146	104	1105	89	45	211	71	184	249	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:	72	1416	146	104	1105	89	45	211	71	184	249	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.20	0.91	0.91	0.46	0.96	0.96
Lanes:	1.00	1.81	0.19	1.00	1.85	0.15	1.00	1.50	0.50	1.00	0.70	0.30
Final Sat.:	1805	3227	333	1805	3304	266	386	2598	874	880	1273	542
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.44	0.06	0.33	0.33	0.12	0.08	0.08	0.21	0.20	0.20
Crit Moves:		****		****						****		
Green/Cycle:	0.07	0.62	0.62	0.08	0.63	0.63	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.53	0.71	0.71	0.71	0.53	0.53	0.39	0.27	0.27	0.71	0.66	0.66
Uniform Del:	44.6	12.7	12.7	44.7	10.4	10.4	28.0	26.9	26.9	31.3	30.8	30.8
IncremntDel:	4.0	1.1	1.1	14.5	0.2	0.2	2.2	0.1	0.1	8.5	3.0	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.6	13.8	13.8	59.2	10.6	10.6	30.2	27.1	27.1	39.8	33.8	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:	48.6	13.8	13.8	59.2	10.6	10.6	30.2	27.1	27.1	39.8	33.8	33.8
LOS by Move:	D	B	B	E	B	B	C	C	C	D	C	C
HCM2kAvgQ:	3	18	18	5	11	11	2	4	4	7	10	10

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	0	Average Delay (sec/veh):	37.2
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	236	1733	270	158	1096	127	205	371	156	408	484	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	1733	270	158	1096	127	205	371	156	408	484	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	1733	270	158	1096	127	205	371	156	408	484	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1733	270	158	1096	127	205	371	156	408	484	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	1733	270	158	1096	127	205	371	156	408	484	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.92	0.91	0.91	0.92	0.91	0.91
Lanes:	1.00	1.73	0.27	1.00	1.79	0.21	2.00	1.41	0.59	2.00	1.47	0.53
Final Sat.:	1805	3061	477	1805	3183	369	3502	2430	1022	3502	2556	914
Capacity Analysis Module:												
Vol/Sat:	0.13	0.57	0.57	0.09	0.34	0.34	0.06	0.15	0.15	0.12	0.19	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.61	0.61	0.09	0.51	0.51	0.07	0.17	0.17	0.13	0.22	0.22
Volume/Cap:	0.67	0.92	0.92	0.92	0.67	0.67	0.85	0.92	0.92	0.92	0.85	0.85
Uniform Del:	37.3	17.2	17.2	44.9	18.1	18.1	46.0	41.1	41.1	43.2	37.3	37.3
IncremntDel:	5.0	7.2	7.2	46.9	1.0	1.0	23.8	20.7	20.7	24.9	8.9	8.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.2	24.4	24.4	91.8	19.0	19.0	69.8	61.8	61.8	68.1	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	24.4	24.4	91.8	19.0	19.0	69.8	61.8	61.8	68.1	46.1	46.1
LOS by Move:	D	C	C	F	B	B	E	E	E	E	D	D
HCM2kAvgQ:	8	33	33	8	15	15	6	12	12	10	13	13

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	0	Average Delay (sec/veh):	28.8
Optimal Cycle:	78	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 0	1	2 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	273	1471	192	149	1039	99	117	420	164	347	681	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:	273	1471	192	149	1039	99	117	420	164	347	681	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	1471	192	149	1039	99	117	420	164	347	681	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	1471	192	149	1039	99	117	420	164	347	681	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	1471	192	149	1039	99	117	420	164	347	681	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.92	0.91	0.91	0.92	0.91	0.85
Lanes:	1.00	2.65	0.35	1.00	2.00	1.00	2.00	1.44	0.56	2.00	3.00	1.00
Final Sat.:	1805	4510	589	1805	3610	1615	3502	2487	971	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.33	0.33	0.08	0.29	0.06	0.03	0.17	0.17	0.10	0.13	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.21	0.50	0.50	0.13	0.41	0.41	0.08	0.24	0.24	0.14	0.30	0.30
Volume/Cap:	0.71	0.66	0.66	0.66	0.71	0.15	0.43	0.71	0.71	0.71	0.43	0.31
Uniform Del:	36.4	18.9	18.9	41.7	24.7	18.7	44.1	34.9	34.9	41.0	28.0	26.9
IncremntDel:	5.9	0.6	0.6	6.9	1.6	0.1	1.1	2.8	2.8	4.7	0.2	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.3	19.5	19.5	48.6	26.3	18.8	45.2	37.7	37.7	45.7	28.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	19.5	19.5	48.6	26.3	18.8	45.2	37.7	37.7	45.7	28.2	27.2
LOS by Move:	D	B	B	D	C	B	D	D	D	D	C	C
HCM2kAvgQ:	9	15	15	6	15	2	2	10	10	7	6	4

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	0	Average Delay (sec/veh):	18.4
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	31	287	29	127	204	292	64	679	42	38	775	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	287	29	127	204	292	64	679	42	38	775	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	287	29	127	204	292	64	679	42	38	775	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	287	29	127	204	292	64	679	42	38	775	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	287	29	127	204	292	64	679	42	38	775	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.48	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.18	1.65	0.17	1.00	1.00	1.00	1.00	1.88	0.12	1.00	3.00	1.00
Final Sat.:	293	2708	274	906	1900	1615	1805	3369	208	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.14	0.11	0.18	0.04	0.20	0.20	0.02	0.15	0.14
Crit Moves:						****		****		****		
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.11	0.50	0.50	0.05	0.45	0.45
Volume/Cap:	0.24	0.24	0.24	0.31	0.24	0.40	0.34	0.40	0.40	0.40	0.34	0.31
Uniform Del:	17.0	17.0	17.0	17.7	17.1	18.6	41.4	15.7	15.7	45.9	18.0	17.8
IncremntDel:	0.1	0.1	0.1	0.4	0.1	0.4	1.0	0.1	0.1	2.8	0.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	17.1	17.1	17.1	18.1	17.2	19.0	42.5	15.8	15.8	48.7	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	17.1	17.1	18.1	17.2	19.0	42.5	15.8	15.8	48.7	18.1	18.1
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	3	3	3	3	4	6	2	7	7	2	6	4

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	0	Average Delay (sec/veh):	18.9
Optimal Cycle:	67	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	234	2292	395	183	1908	145	90	688	187	370	645	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	2292	395	183	1908	145	90	688	187	370	645	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	2292	395	183	1908	145	90	688	187	370	645	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	2292	395	183	1908	145	90	688	187	370	645	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	2292	395	183	1908	145	90	688	187	370	645	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	0.91	0.85	0.38	0.90	0.90	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.72	0.28	2.00	2.36	0.64	2.00	2.00	1.00
Final Sat.:	1146	5187	1615	1445	6357	483	3502	3948	1073	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.44	0.24	0.13	0.30	0.30	0.03	0.17	0.17	0.11	0.18	0.11
Crit Moves:		****						****		****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.05	0.24	0.24	0.15	0.34	0.34
Volume/Cap:	0.33	0.72	0.40	0.21	0.49	0.49	0.53	0.72	0.72	0.72	0.53	0.33
Uniform Del:	9.4	13.5	10.0	8.6	10.7	10.7	46.4	34.8	34.8	40.7	26.6	24.6
IncremntDel:	0.3	0.8	0.3	0.1	0.1	0.1	3.0	2.2	2.2	5.0	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	9.7	14.3	10.2	8.7	10.8	10.8	49.5	37.0	37.0	45.7	27.0	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:	9.7	14.3	10.2	8.7	10.8	10.8	49.5	37.0	37.0	45.7	27.0	25.0
LOS by Move:	A	B	B	A	B	B	D	D	D	D	C	C
HCM2kAvgQ:	2	19	6	1	10	10	2	10	10	7	9	4

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	3.006
Loss Time (sec):	0	Average Delay (sec/veh):	222.9
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	1585	442	406	1568	0	0	0	0	706	0	594
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1585	442	406	1568	0	0	0	0	706	0	594
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1585	442	406	1568	0	0	0	0	706	0	594
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1585	442	406	1568	0	0	0	0	706	0	594
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1585	442	406	1568	0	0	0	0	706	0	594
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.08	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.56	0.44	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2730	761	154	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.58	2.64	0.43	0.00	0.00	0.00	0.00	0.20	0.00	0.37
Crit Moves:				****								****
Green/Cycle:	0.00	0.88	0.88	0.88	0.88	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.00	0.66	0.66	3.01	0.49	0.00	0.00	0.00	0.00	1.59	0.00	3.01
Uniform Del:	0.0	1.8	1.8	6.1	1.3	0.0	0.0	0.0	0.0	43.9	0.0	43.9
IncremntDel:	0.0	0.5	0.5	922.2	0.1	0.0	0.0	0.0	0.0	278.2	0.0	916.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	2.3	2.3	928.3	1.4	0.0	0.0	0.0	0.0	322.1	0.0	960.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.3	2.3	928.3	1.4	0.0	0.0	0.0	0.0	322.1	0.0	960.0
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	11	11	47	6	0	0	0	0	29	0	68

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.014
Loss Time (sec):	0	Average Delay (sec/veh):	51.3
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	570	1554	376	84	1435	407	574	131	563	396	244	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:	570	1554	376	84	1435	407	574	131	563	396	244	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	570	1554	376	84	1435	407	574	131	563	396	244	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	1554	376	84	1435	407	574	131	563	396	244	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:	570	1554	376	84	1435	407	574	131	563	396	244	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.83	0.83	0.95	0.92	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.56	0.44
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	1585	1585	1805	2730	761
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.23	0.02	0.28	0.25	0.32	0.08	0.36	0.22	0.09	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.40	0.40	0.03	0.27	0.27	0.44	0.35	0.35	0.22	0.12	0.12
Volume/Cap:	1.01	0.75	0.58	0.75	1.01	0.92	0.72	0.24	1.01	1.01	0.72	0.72
Uniform Del:	42.0	25.6	23.4	48.0	36.4	35.3	22.8	23.0	32.5	39.2	42.1	42.1
IncremntDel:	41.5	1.5	1.3	23.7	27.5	25.1	3.2	0.0	38.0	49.1	5.7	5.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.5	27.1	24.7	71.6	63.8	60.4	26.0	23.0	70.4	88.3	47.9	47.9
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:	83.5	27.1	24.7	71.6	63.8	60.4	26.0	23.0	70.4	88.3	47.9	47.9
LOS by Move:	F	C	C	E	E	E	C	C	E	F	D	D
HCM2kAvgQ:	14	16	9	3	23	16	15	3	26	18	6	6

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.349
Loss Time (sec):	0	Average Delay (sec/veh):	20.3
Optimal Cycle:	29	Level Of Service:	C

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	71	40	79	100	19	104	185	385	53	53	418	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	40	79	100	19	104	185	385	53	53	418	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	40	79	100	19	104	185	385	53	53	418	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	40	79	100	19	104	185	385	53	53	418	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	40	79	100	19	104	185	385	53	53	418	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.86	0.86	0.61	1.00	0.85	0.95	0.93	0.93	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.51	0.49
Final Sat.:	1381	1625	1625	1153	1900	1615	1805	3116	429	1805	2623	853
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.05	0.09	0.01	0.06	0.10	0.12	0.12	0.03	0.16	0.16
Crit Moves:				****			****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.29	0.61	0.61	0.14	0.46	0.46
Volume/Cap:	0.21	0.10	0.20	0.35	0.04	0.26	0.35	0.20	0.20	0.20	0.35	0.35
Uniform Del:	29.7	28.9	29.7	30.9	28.5	30.2	27.8	8.8	8.8	37.7	17.5	17.5
IncremntDel:	0.3	0.0	0.2	0.7	0.0	0.3	0.4	0.0	0.0	0.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.0	29.0	29.8	31.6	28.5	30.5	28.2	8.9	8.9	38.1	17.7	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:	30.0	29.0	29.8	31.6	28.5	30.5	28.2	8.9	8.9	38.1	17.7	17.7
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	2	1	2	3	0	3	5	3	3	2	6	6

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	0	Average Delay (sec/veh):	23.6
Optimal Cycle:	95	Level Of Service:	C

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	399	2699	298	79	2616	53	138	237	467	545	202	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:	399	2699	298	79	2616	53	138	237	467	545	202	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	399	2699	298	79	2616	53	138	237	467	545	202	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	2699	298	79	2616	53	138	237	467	545	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:	399	2699	298	79	2616	53	138	237	467	545	202	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.39	0.18	0.02	0.38	0.03	0.04	0.07	0.16	0.10	0.06	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.61	0.61	0.04	0.50	0.50	0.15	0.22	0.22	0.14	0.21	0.21
Volume/Cap:	0.76	0.64	0.30	0.64	0.76	0.07	0.27	0.30	0.76	0.76	0.27	0.13
Uniform Del:	40.8	12.3	9.2	47.6	20.3	13.1	38.0	32.9	36.8	41.6	33.3	32.4
IncremntDel:	6.4	0.3	0.2	10.6	1.0	0.0	0.3	0.2	5.5	4.8	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.2	12.7	9.4	58.2	21.3	13.1	38.3	33.1	42.3	46.4	33.5	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:	47.2	12.7	9.4	58.2	21.3	13.1	38.3	33.1	42.3	46.4	33.5	32.5
LOS by Move:	D	B	A	E	C	B	D	C	D	D	C	C
HCM2kAvgQ:	8	15	4	2	19	1	2	3	9	7	3	1

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	0	Average Delay (sec/veh):	19.0
Optimal Cycle:	62	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1489	227	0	1487	809	0	0	0	222	0	571
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1489	227	0	1487	809	0	0	0	222	0	571
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1489	0	0	1487	0	0	0	0	222	0	571
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1489	0	0	1487	0	0	0	0	222	0	571
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1489	0	0	1487	0	0	0	0	222	0	571
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.78	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1476	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.15	0.00	0.35
Crit Moves:		****										****
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.77	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.33	0.00	0.77
Uniform Del:	0.0	18.1	0.0	0.0	14.9	0.0	0.0	0.0	0.0	17.1	0.0	22.4
IncremntDel:	0.0	1.9	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.3	0.0	4.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	20.0	0.0	0.0	15.1	0.0	0.0	0.0	0.0	17.3	0.0	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.0	0.0	0.0	15.1	0.0	0.0	0.0	0.0	17.3	0.0	27.2
LOS by Move:	A	C	A	A	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	20	0	0	11	0	0	0	0	4	0	16

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.714
Loss Time (sec):	0	Average Delay (sec/veh):	75.2
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	2	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1166	307	460	1249	0	559	3	265	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1166	307	460	1249	0	559	3	265	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1166	307	460	1249	0	559	3	265	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1166	307	460	1249	0	559	3	265	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	1166	307	460	1249	0	559	3	265	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	0.17	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.37	0.63	1.00	2.00	0.00	1.67	0.01	1.32	0.00	0.00	0.00
Final Sat.:	0	3979	1048	315	3610	0	2721	12	2145	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	1.46	0.35	0.00	0.21	0.26	0.12	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.85	0.85	0.85	0.85	0.00	0.15	0.15	0.15	0.00	0.00	0.00
Volume/Cap:	0.00	0.34	0.34	1.71	0.41	0.00	1.38	1.71	0.83	0.00	0.00	0.00
Uniform Del:	0.0	1.6	1.6	7.4	1.7	0.0	42.6	42.6	41.3	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	336.5	0.1	0.0	181.0	330	5.9	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.6	1.6	344.0	1.8	0.0	223.5	372	47.2	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	1.6	1.6	344.0	1.8	0.0	223.5	372	47.2	0.0	0.0	0.0
LOS by Move:	A	A	A	F	A	A	F	F	D	A	A	A
HCM2kAvgQ:	0	4	4	39	5	0	24	35	8	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	0	Average Delay (sec/veh):	27.1
Optimal Cycle:	62	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	354	705	312	784	702	823	1048	0	264	89	0	654
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	354	705	312	784	702	823	1048	0	264	89	0	654
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	705	0	784	702	0	1048	0	264	89	0	654
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	705	0	784	702	0	1048	0	264	89	0	654
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	354	705	0	784	702	0	1048	0	264	89	0	654
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.22	0.14	0.00	0.30	0.00	0.09	0.03	0.00	0.23
Crit Moves:		****		****			****					****
Green/Cycle:	0.22	0.16	0.00	0.35	0.30	0.00	0.47	0.00	0.69	0.48	0.00	0.36
Volume/Cap:	0.46	0.63	0.00	0.63	0.46	0.00	0.63	0.00	0.13	0.05	0.00	0.63
Uniform Del:	33.8	39.1	0.0	26.8	28.7	0.0	19.7	0.0	5.1	13.7	0.0	26.2
IncremntDel:	0.4	1.2	0.0	1.1	0.2	0.0	0.8	0.0	0.0	0.0	0.0	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	34.2	40.3	0.0	27.9	28.9	0.0	20.5	0.0	5.2	13.7	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:	34.2	40.3	0.0	27.9	28.9	0.0	20.5	0.0	5.2	13.7	0.0	27.5
LOS by Move:	C	D	A	C	C	A	C	A	A	B	A	C
HCM2kAvgQ:	5	7	0	11	7	0	13	0	2	1	0	10

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

Scenario Report

Scenario:	FP Sat
Command:	FP Sat
Volume:	FP Sat
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 #1 Archibald Ave & Sixth St													
Base	37	773	83	54	602	47	23	110	36	99	129	55	2048
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	773	83	54	602	47	23	110	36	99	129	55	2048
#2 #2 N Vineyard Ave & Fourth St													
Base	131	937	148	90	592	66	106	193	87	224	252	100	2926
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	131	937	148	90	592	66	106	193	87	224	252	100	2926
#3 #3 Archibald Ave& Fourth St													
Base	210	807	107	89	560	53	66	223	89	201	355	78	2838
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	807	107	89	560	53	66	223	89	201	355	78	2838
#4 #4 Turner Ave & Fourth St													
Base	17	150	16	66	106	158	39	385	22	20	419	115	1513
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	150	16	66	106	158	39	385	22	20	419	115	1513
#5 #5 Haven Ave & Fourth St													
Base	122	1192	206	96	992	81	53	369	112	192	345	94	3854
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	122	1192	206	96	992	81	53	369	112	192	345	94	3854
#6 #6 N Vineyard Ave & Inland Empire Blvd													
Base	0	825	276	250	847	0	0	0	0	435	0	355	2988
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	825	276	250	847	0	0	0	0	435	0	355	2988
#7 #7 N Archibald Ave & Inland Empire Blvd													
Base	338	866	196	44	783	263	365	75	346	206	131	47	3660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	338	866	196	44	783	263	365	75	346	206	131	47	3660
#8 #8 Turner Ave & Inland Empire Blvd													
Base	36	21	42	52	9	54	97	207	28	28	233	71	878
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	36	21	42	52	9	54	97	207	28	28	233	71	878
#9 #9 N Haven Ave & Inland Empire Blvd													
Base	219	1403	155	42	1376	30	72	127	247	283	107	23	4084
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	219	1403	155	42	1376	30	72	127	247	283	107	23	4084
#10 #10 N Vineyard Ave & I-10 WB Ramps													
Base	0	814	118	0	813	482	0	0	0	115	0	305	2647
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	814	118	0	813	482	0	0	0	115	0	305	2647

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#11 #11 N Vineyard Ave & I-10 EB Ramps													
Base	0	620	159	259	670	0	318	2	138	0	0	0	2166
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	620	159	259	670	0	318	2	138	0	0	0	2166
#12 #12 N Archibald Ave & I-10 EB & WB Ramps													
Base	184	383	162	456	378	449	579	0	137	47	0	381	3156
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	184	383	162	456	378	449	579	0	137	47	0	381	3156

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	B	14.2	0.372	B	14.2	0.372	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	C	23.1	0.502	C	23.1	0.502	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	25.2	0.419	C	25.2	0.419	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	17.0	0.223	B	17.0	0.223	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	B	16.0	0.381	B	16.0	0.381	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	B	15.7	0.832	B	15.7	0.832	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	C	28.7	0.592	C	28.7	0.592	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	B	18.8	0.182	B	18.8	0.182	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	B	19.1	0.402	B	19.1	0.402	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	B	14.0	0.414	B	14.0	0.414	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	B	10.1	0.556	B	10.1	0.556	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	23.8	0.351	C	23.8	0.351	+ 0.000 D/V

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	0	Average Delay (sec/veh):	14.2
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	37	773	83	54	602	47	23	110	36	99	129	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:	37	773	83	54	602	47	23	110	36	99	129	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	773	83	54	602	47	23	110	36	99	129	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	773	83	54	602	47	23	110	36	99	129	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:	37	773	83	54	602	47	23	110	36	99	129	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.43	0.91	0.91	0.58	0.96	0.96
Lanes:	1.00	1.81	0.19	1.00	1.86	0.14	1.00	1.51	0.49	1.00	0.70	0.30
Final Sat.:	1805	3211	345	1805	3312	259	809	2619	857	1110	1272	542
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.03	0.18	0.18	0.03	0.04	0.04	0.09	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.07	0.65	0.65	0.08	0.65	0.65	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.28	0.37	0.37	0.37	0.28	0.28	0.10	0.15	0.15	0.33	0.37	0.37
Uniform Del:	43.8	8.2	8.2	43.6	7.3	7.3	27.2	27.6	27.6	29.1	29.4	29.4
IncremntDel:	1.1	0.1	0.1	1.6	0.1	0.1	0.2	0.1	0.1	0.6	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.9	8.3	8.3	45.2	7.4	7.4	27.4	27.7	27.7	29.7	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	8.3	8.3	45.2	7.4	7.4	27.4	27.7	27.7	29.7	29.9	29.9
LOS by Move:	D	A	A	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	6	6	2	4	4	1	2	2	3	5	5

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	0	Average Delay (sec/veh):	23.1
Optimal Cycle:	46	Level Of Service:	C

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	131	937	148	90	592	66	106	193	87	224	252	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:	131	937	148	90	592	66	106	193	87	224	252	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	937	148	90	592	66	106	193	87	224	252	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	937	148	90	592	66	106	193	87	224	252	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:	131	937	148	90	592	66	106	193	87	224	252	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.92	0.91	0.91	0.92	0.91	0.91
Lanes:	1.00	1.73	0.27	1.00	1.80	0.20	2.00	1.38	0.62	2.00	1.43	0.57
Final Sat.:	1805	3055	483	1805	3199	357	3502	2371	1069	3502	2473	981
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.05	0.19	0.19	0.03	0.08	0.08	0.06	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.20	0.61	0.61	0.10	0.51	0.51	0.07	0.16	0.16	0.13	0.22	0.22
Volume/Cap:	0.36	0.50	0.50	0.50	0.36	0.36	0.46	0.50	0.50	0.50	0.46	0.46
Uniform Del:	34.5	10.9	10.9	42.7	14.7	14.7	44.9	38.2	38.2	40.7	33.6	33.6
IncremntDel:	0.6	0.2	0.2	2.2	0.1	0.1	1.4	0.7	0.7	0.9	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.1	11.1	11.1	44.9	14.8	14.8	46.4	38.9	38.9	41.6	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:	35.1	11.1	11.1	44.9	14.8	14.8	46.4	38.9	38.9	41.6	34.0	34.0
LOS by Move:	D	B	B	D	B	B	D	D	D	D	C	C
HCM2kAvgQ:	4	10	10	3	6	6	2	5	5	4	5	5

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	0	Average Delay (sec/veh):	25.2
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 0	1	2 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	210	807	107	89	560	53	66	223	89	201	355	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	807	107	89	560	53	66	223	89	201	355	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	807	107	89	560	53	66	223	89	201	355	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	807	107	89	560	53	66	223	89	201	355	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:	210	807	107	89	560	53	66	223	89	201	355	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.92	0.91	0.91	0.92	0.91	0.85
Lanes:	1.00	2.65	0.35	1.00	2.00	1.00	2.00	1.43	0.57	2.00	3.00	1.00
Final Sat.:	1805	4497	596	1805	3610	1615	3502	2469	985	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.05	0.16	0.03	0.02	0.09	0.09	0.06	0.07	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.28	0.51	0.51	0.14	0.37	0.37	0.08	0.22	0.22	0.14	0.28	0.28
Volume/Cap:	0.42	0.35	0.35	0.35	0.42	0.09	0.25	0.42	0.42	0.42	0.25	0.17
Uniform Del:	29.5	14.7	14.7	38.9	23.5	20.5	43.5	33.8	33.8	39.5	28.1	27.5
IncremntDel:	0.6	0.1	0.1	0.9	0.2	0.1	0.5	0.4	0.4	0.6	0.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.1	14.8	14.8	39.8	23.7	20.6	44.0	34.2	34.2	40.1	28.2	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:	30.1	14.8	14.8	39.8	23.7	20.6	44.0	34.2	34.2	40.1	28.2	27.7
LOS by Move:	C	B	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	6	6	3	7	1	1	5	5	3	3	2

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.223
Loss Time (sec):	0	Average Delay (sec/veh):	17.0
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	17	150	16	66	106	158	39	385	22	20	419	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	150	16	66	106	158	39	385	22	20	419	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	150	16	66	106	158	39	385	22	20	419	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	150	16	66	106	158	39	385	22	20	419	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	150	16	66	106	158	39	385	22	20	419	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.59	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.19	1.64	0.17	1.00	1.00	1.00	1.00	1.89	0.11	1.00	3.00	1.00
Final Sat.:	309	2725	291	1125	1900	1615	1805	3388	194	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.06	0.06	0.10	0.02	0.11	0.11	0.01	0.08	0.07
Crit Moves:						****		****		****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.12	0.51	0.51	0.05	0.44	0.44
Volume/Cap:	0.13	0.13	0.13	0.13	0.13	0.22	0.18	0.22	0.22	0.22	0.18	0.16
Uniform Del:	16.6	16.6	16.6	16.7	16.6	17.4	39.7	13.5	13.5	45.7	16.9	16.8
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.2	0.4	0.1	0.1	1.3	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	16.7	16.7	16.7	16.8	16.7	17.6	40.1	13.6	13.6	46.9	17.0	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:	16.7	16.7	16.7	16.8	16.7	17.6	40.1	13.6	13.6	46.9	17.0	16.9
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	2	2	2	1	2	3	1	4	4	1	3	2

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.381
Loss Time (sec):	0	Average Delay (sec/veh):	16.0
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	122	1192	206	96	992	81	53	369	112	192	345	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:	122	1192	206	96	992	81	53	369	112	192	345	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1192	206	96	992	81	53	369	112	192	345	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1192	206	96	992	81	53	369	112	192	345	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1192	206	96	992	81	53	369	112	192	345	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.91	0.85	0.19	0.90	0.90	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.70	0.30	2.00	2.30	0.70	2.00	2.00	1.00
Final Sat.:	663	5187	1615	737	6324	516	3502	3840	1166	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.13	0.13	0.16	0.16	0.02	0.10	0.10	0.05	0.10	0.06
Crit Moves:		****						****		****		
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.05	0.25	0.25	0.14	0.34	0.34
Volume/Cap:	0.30	0.38	0.21	0.22	0.26	0.26	0.28	0.38	0.38	0.38	0.28	0.17
Uniform Del:	9.6	10.2	9.0	9.0	9.3	9.3	45.4	30.9	30.9	38.8	23.9	23.0
IncremntDel:	0.4	0.1	0.1	0.2	0.0	0.0	0.8	0.2	0.2	0.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	10.1	10.3	9.1	9.3	9.4	9.4	46.2	31.1	31.1	39.2	24.0	23.1
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:	10.1	10.3	9.1	9.3	9.4	9.4	46.2	31.1	31.1	39.2	24.0	23.1
LOS by Move:	B	B	A	A	A	A	D	C	C	D	C	C
HCM2kAvgQ:	1	7	3	1	4	4	1	5	5	3	4	2

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	0	Average Delay (sec/veh):	15.7
Optimal Cycle:	111	Level Of Service:	B

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	825	276	250	847	0	0	0	0	435	0	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	825	276	250	847	0	0	0	0	435	0	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	825	276	250	847	0	0	0	0	435	0	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	825	276	250	847	0	0	0	0	435	0	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	825	276	250	847	0	0	0	0	435	0	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.22	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.50	0.50	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2602	871	409	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.61	0.23	0.00	0.00	0.00	0.00	0.12	0.00	0.22
Crit Moves:				****								****
Green/Cycle:	0.00	0.74	0.74	0.74	0.74	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	0.43	0.43	0.83	0.32	0.00	0.00	0.00	0.00	0.46	0.00	0.83
Uniform Del:	0.0	5.1	5.1	9.0	4.6	0.0	0.0	0.0	0.0	30.8	0.0	34.7
IncremntDel:	0.0	0.1	0.1	17.6	0.1	0.0	0.0	0.0	0.0	0.3	0.0	13.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	5.2	5.2	26.6	4.6	0.0	0.0	0.0	0.0	31.1	0.0	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.2	5.2	26.6	4.6	0.0	0.0	0.0	0.0	31.1	0.0	47.7
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	7	7	8	5	0	0	0	0	6	0	13

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0	Average Delay (sec/veh):	28.7
Optimal Cycle:	56	Level Of Service:	C

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	338	866	196	44	783	263	365	75	346	206	131	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	866	196	44	783	263	365	75	346	206	131	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	866	196	44	783	263	365	75	346	206	131	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	866	196	44	783	263	365	75	346	206	131	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:	338	866	196	44	783	263	365	75	346	206	131	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.83	0.83	0.95	0.91	0.91
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.47	0.53
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	1583	1583	1805	2551	915
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.12	0.01	0.15	0.16	0.20	0.05	0.22	0.11	0.05	0.05
Crit Moves:	****					****			****	****		
Green/Cycle:	0.16	0.41	0.41	0.03	0.28	0.28	0.45	0.37	0.37	0.19	0.11	0.11
Volume/Cap:	0.59	0.41	0.30	0.41	0.55	0.59	0.45	0.13	0.59	0.59	0.45	0.45
Uniform Del:	38.8	21.1	20.0	47.6	30.9	31.4	19.1	20.9	25.5	36.8	41.4	41.4
IncremntDel:	1.7	0.1	0.3	2.5	0.5	2.1	0.4	0.0	1.3	2.7	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.4	21.2	20.2	50.1	31.4	33.5	19.5	20.9	26.8	39.5	42.2	42.2
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:	40.4	21.2	20.2	50.1	31.4	33.5	19.5	20.9	26.8	39.5	42.2	42.2
LOS by Move:	D	C	C	D	C	C	B	C	C	D	D	D
HCM2kAvgQ:	6	7	4	1	8	8	8	2	10	7	3	3

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.182
Loss Time (sec):	0	Average Delay (sec/veh):	18.8
Optimal Cycle:	23	Level Of Service:	B

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	36	21	42	52	9	54	97	207	28	28	233	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:	36	21	42	52	9	54	97	207	28	28	233	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	21	42	52	9	54	97	207	28	28	233	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	21	42	52	9	54	97	207	28	28	233	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:	36	21	42	52	9	54	97	207	28	28	233	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.86	0.86	0.67	1.00	0.85	0.95	0.93	0.93	0.95	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.53	0.47
Final Sat.:	1419	1625	1625	1279	1900	1615	1805	3123	422	1805	2670	814
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.03	0.04	0.00	0.03	0.05	0.07	0.07	0.02	0.09	0.09
Crit Moves:				****			****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.30	0.63	0.63	0.15	0.48	0.48
Volume/Cap:	0.11	0.06	0.12	0.18	0.02	0.15	0.18	0.11	0.11	0.11	0.18	0.18
Uniform Del:	30.9	30.5	30.9	31.4	30.3	31.2	26.2	7.4	7.4	36.9	14.8	14.8
IncremntDel:	0.2	0.0	0.1	0.3	0.0	0.2	0.2	0.0	0.0	0.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.1	30.5	31.0	31.7	30.3	31.4	26.4	7.4	7.4	37.1	14.8	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	30.5	31.0	31.7	30.3	31.4	26.4	7.4	7.4	37.1	14.8	14.8
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	1	1	1	1	0	1	2	1	1	1	3	3

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	0	Average Delay (sec/veh):	19.1
Optimal Cycle:	38	Level Of Service:	B

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	219	1403	155	42	1376	30	72	127	247	283	107	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:	219	1403	155	42	1376	30	72	127	247	283	107	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	1403	155	42	1376	30	72	127	247	283	107	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1403	155	42	1376	30	72	127	247	283	107	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:	219	1403	155	42	1376	30	72	127	247	283	107	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.10	0.01	0.20	0.02	0.02	0.04	0.09	0.05	0.03	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.61	0.61	0.04	0.49	0.49	0.14	0.22	0.22	0.13	0.21	0.21
Volume/Cap:	0.40	0.33	0.16	0.33	0.40	0.04	0.14	0.16	0.40	0.40	0.14	0.07
Uniform Del:	38.0	9.4	8.3	47.0	15.9	13.0	37.5	31.9	33.7	39.6	32.4	31.9
IncremntDel:	0.5	0.0	0.1	1.5	0.1	0.0	0.1	0.1	0.4	0.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.5	9.4	8.3	48.5	16.0	13.0	37.6	32.0	34.1	40.0	32.5	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:	38.5	9.4	8.3	48.5	16.0	13.0	37.6	32.0	34.1	40.0	32.5	32.0
LOS by Move:	D	A	A	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	3	6	2	1	7	0	1	2	4	3	1	1

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.414
Loss Time (sec):	0	Average Delay (sec/veh):	14.0
Optimal Cycle:	25	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	814	118	0	813	482	0	0	0	115	0	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	814	118	0	813	482	0	0	0	115	0	305
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	814	0	0	813	0	0	0	0	115	0	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	814	0	0	813	0	0	0	0	115	0	305
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	814	0	0	813	0	0	0	0	115	0	305
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.80	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1514	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.08	0.00	0.19
Crit Moves:		****										****
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.41	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.17	0.00	0.41
Uniform Del:	0.0	13.4	0.0	0.0	12.3	0.0	0.0	0.0	0.0	16.0	0.0	18.3
IncremntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	13.6	0.0	0.0	12.4	0.0	0.0	0.0	0.0	16.1	0.0	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	13.6	0.0	0.0	12.4	0.0	0.0	0.0	0.0	16.1	0.0	18.6
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	8	0	0	5	0	0	0	0	2	0	6

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	0	Average Delay (sec/veh):	10.1
Optimal Cycle:	32	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	2	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	620	159	259	670	0	318	2	138	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	620	159	259	670	0	318	2	138	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	620	159	259	670	0	318	2	138	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	620	159	259	670	0	318	2	138	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	159	259	670	0	318	2	138	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	0.33	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.39	0.61	1.00	2.00	0.00	1.69	0.01	1.30	0.00	0.00	0.00
Final Sat.:	0	4000	1026	625	3610	0	2750	14	2114	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.41	0.19	0.00	0.12	0.14	0.07	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.75	0.75	0.75	0.75	0.00	0.25	0.25	0.25	0.00	0.00	0.00
Volume/Cap:	0.00	0.21	0.21	0.56	0.25	0.00	0.45	0.56	0.26	0.00	0.00	0.00
Uniform Del:	0.0	3.8	3.8	5.5	4.0	0.0	31.4	32.4	29.7	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	1.5	0.0	0.0	0.3	0.8	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.9	3.9	7.0	4.0	0.0	31.7	33.2	29.8	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	3.9	3.9	7.0	4.0	0.0	31.7	33.2	29.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	3	3	4	3	0	5	7	3	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.351
Loss Time (sec):	0	Average Delay (sec/veh):	23.8
Optimal Cycle:	35	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	184	383	162	456	378	449	579	0	137	47	0	381
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	383	162	456	378	449	579	0	137	47	0	381
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	383	0	456	378	0	579	0	137	47	0	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	383	0	456	378	0	579	0	137	47	0	381
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	383	0	456	378	0	579	0	137	47	0	381
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.00	0.13	0.07	0.00	0.17	0.00	0.05	0.01	0.00	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.16	0.00	0.37	0.31	0.00	0.47	0.00	0.69	0.47	0.00	0.37
Volume/Cap:	0.24	0.35	0.00	0.35	0.24	0.00	0.35	0.00	0.07	0.03	0.00	0.36
Uniform Del:	32.0	37.5	0.0	22.7	25.9	0.0	16.8	0.0	5.0	14.2	0.0	22.8
IncremntDel:	0.2	0.2	0.0	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	32.1	37.7	0.0	22.9	26.0	0.0	16.9	0.0	5.0	14.2	0.0	23.1
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:	32.1	37.7	0.0	22.9	26.0	0.0	16.9	0.0	5.0	14.2	0.0	23.1
LOS by Move:	C	D	A	C	C	A	B	A	A	B	A	C
HCM2kAvgQ:	2	3	0	5	3	0	6	0	1	0	0	5

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

Scenario Report

Scenario:	FP 2040 AM
Command:	FP 2040 AM
Volume:	FP 2040 AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 #1 Archibald Ave & Sixth St													
Base	29	1079	192	99	1311	49	96	307	126	116	129	66	3599
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	1079	192	99	1311	49	96	307	126	116	129	66	3599
#2 #2 N Vineyard Ave & Fourth St													
Base	181	1100	207	154	1538	133	195	411	191	283	487	121	5001
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	181	1100	207	154	1538	133	195	411	191	283	487	121	5001
#3 #3 Archibald Ave& Fourth St													
Base	133	1130	237	130	1230	121	79	448	228	280	464	156	4636
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	133	1130	237	130	1230	121	79	448	228	280	464	156	4636
#4 #4 Turner Ave & Fourth St													
Base	31	212	52	184	256	258	99	626	40	38	702	176	2674
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	212	52	184	256	258	99	626	40	38	702	176	2674
#5 #5 Haven Ave & Fourth St													
Base	262	2262	520	82	1835	99	112	398	150	249	655	171	6795
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	262	2262	520	82	1835	99	112	398	150	249	655	171	6795
#6 #6 N Vineyard Ave & Inland Empire Blvd													
Base	0	1606	416	354	1625	0	0	0	0	325	0	248	4574
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1606	416	354	1625	0	0	0	0	325	0	248	4574
#7 #7 N Archibald Ave & Inland Empire Blvd													
Base	534	1362	506	126	1509	392	183	113	392	334	212	85	5748
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	534	1362	506	126	1509	392	183	113	392	334	212	85	5748
#8 #8 Turner Ave & Inland Empire Blvd													
Base	40	13	24	156	29	140	98	342	78	115	339	70	1444
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	13	24	156	29	140	98	342	78	115	339	70	1444
#9 #9 N Haven Ave & Inland Empire Blvd													
Base	623	3373	526	72	2173	125	99	136	336	29	157	139	7788
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	623	3373	526	72	2173	125	99	136	336	29	157	139	7788
#10 #10 N Vineyard Ave & I-10 WB Ramps													
Base	0	1410	248	0	1513	160	0	0	0	255	0	615	4201
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1410	248	0	1513	160	0	0	0	255	0	615	4201

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#11 #11 N Vineyard Ave & I-10 EB Ramps													
Base	0	1011	415	545	1226	0	636	7	344	0	0	0	4184
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1011	415	545	1226	0	636	7	344	0	0	0	4184
#12 #12 N Archibald Ave & I-10 EB & WB Ramps													
Base	65	404	93	721	689	734	1207	0	264	249	0	772	5198
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	65	404	93	721	689	734	1207	0	264	249	0	772	5198

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	B	16.4	0.592	B	16.4	0.592	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	C	30.6	0.825	C	30.6	0.825	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	26.3	0.692	C	26.3	0.692	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	19.9	0.395	B	19.9	0.395	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	B	15.9	0.650	B	15.9	0.650	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	F	92.0	2.201	F	92.0	2.201	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	D	35.1	0.874	D	35.1	0.874	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	C	22.1	0.297	C	22.1	0.297	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	B	15.6	0.632	B	15.6	0.632	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	C	20.4	0.771	C	20.4	0.771	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	F	110.0	1.954	F	110.0	1.954	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	24.5	0.675	C	24.5	0.675	+ 0.000 D/V

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0	Average Delay (sec/veh):	16.4
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	29	1079	192	99	1311	49	96	307	126	116	129	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	1079	192	99	1311	49	96	307	126	116	129	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	1079	192	99	1311	49	96	307	126	116	129	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1079	192	99	1311	49	96	307	126	116	129	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:	29	1079	192	99	1311	49	96	307	126	116	129	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.43	0.91	0.91	0.34	0.95	0.95
Lanes:	1.00	1.70	0.30	1.00	1.93	0.07	1.00	1.42	0.58	1.00	0.66	0.34
Final Sat.:	1805	2994	533	1805	3463	129	825	2447	1004	656	1193	610
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.05	0.38	0.38	0.12	0.13	0.13	0.18	0.11	0.11
Crit Moves:		****		****						****		
Green/Cycle:	0.03	0.61	0.61	0.09	0.67	0.67	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.56	0.59	0.59	0.59	0.56	0.56	0.39	0.42	0.42	0.59	0.36	0.36
Uniform Del:	48.0	12.0	12.0	43.6	8.6	8.6	27.8	28.1	28.1	29.9	27.6	27.6
IncremntDel:	13.5	0.4	0.4	5.6	0.3	0.3	1.0	0.3	0.3	4.8	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.5	12.4	12.4	49.1	8.9	8.9	28.8	28.4	28.4	34.6	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:	61.5	12.4	12.4	49.1	8.9	8.9	28.8	28.4	28.4	34.6	28.0	28.0
LOS by Move:	E	B	B	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	13	13	4	12	12	3	6	6	4	5	5

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	0	Average Delay (sec/veh):	30.6
Optimal Cycle:	130	Level Of Service:	C

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	181	1100	207	154	1538	133	195	411	191	283	487	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:	181	1100	207	154	1538	133	195	411	191	283	487	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	1100	207	154	1538	133	195	411	191	283	487	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1100	207	154	1538	133	195	411	191	283	487	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	1100	207	154	1538	133	195	411	191	283	487	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.92	0.90	0.90	0.92	0.92	0.92
Lanes:	1.00	1.68	0.32	1.00	1.84	0.16	2.00	1.37	0.63	2.00	1.60	0.40
Final Sat.:	1805	2965	558	1805	3283	284	3502	2346	1090	3502	2805	697
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.37	0.09	0.47	0.47	0.06	0.18	0.18	0.08	0.17	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.56	0.56	0.13	0.57	0.57	0.08	0.21	0.21	0.10	0.24	0.24
Volume/Cap:	0.82	0.66	0.66	0.66	0.82	0.82	0.74	0.82	0.82	0.82	0.74	0.74
Uniform Del:	42.9	15.3	15.3	41.5	17.6	17.6	45.3	37.6	37.6	44.3	35.4	35.4
IncremntDel:	21.8	0.8	0.8	6.9	2.9	2.9	10.5	7.6	7.6	14.9	3.6	3.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.7	16.2	16.2	48.4	20.5	20.5	55.8	45.2	45.2	59.2	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	16.2	16.2	48.4	20.5	20.5	55.8	45.2	45.2	59.2	39.0	39.0
LOS by Move:	E	B	B	D	C	C	E	D	D	E	D	D
HCM2kAvgQ:	8	15	15	6	24	24	5	12	12	7	11	11

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 #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	0	Average Delay (sec/veh):	26.3
Optimal Cycle:	74	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	2 0	1	1 0	2 0	3	0 1
Volume Module:												
Base Vol:	133	1130	237	130	1230	121	79	448	228	280	464	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1130	237	130	1230	121	79	448	228	280	464	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1130	237	130	1230	121	79	448	228	280	464	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1130	237	130	1230	121	79	448	228	280	464	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1130	237	130	1230	121	79	448	228	280	464	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	2.48	0.52	1.00	2.00	1.00	2.00	1.33	0.67	2.00	3.00	1.00
Final Sat.:	1805	4176	876	1805	3610	1615	3502	2270	1155	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.07	0.34	0.07	0.02	0.20	0.20	0.08	0.09	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.47	0.47	0.13	0.49	0.49	0.08	0.29	0.29	0.12	0.32	0.32
Volume/Cap:	0.69	0.57	0.57	0.57	0.69	0.15	0.30	0.69	0.69	0.69	0.28	0.30
Uniform Del:	43.1	19.0	19.0	41.2	19.5	13.9	43.7	31.8	31.8	42.5	25.0	25.2
IncremntDel:	10.3	0.3	0.3	3.5	1.2	0.1	0.6	2.1	2.1	5.1	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.4	19.4	19.4	44.6	20.7	14.0	44.3	34.0	34.0	47.6	25.1	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:	53.4	19.4	19.4	44.6	20.7	14.0	44.3	34.0	34.0	47.6	25.1	25.5
LOS by Move:	D	B	B	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	5	11	11	5	16	2	1	11	11	6	4	4

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	0	Average Delay (sec/veh):	19.9
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	31	212	52	184	256	258	99	626	40	38	702	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	212	52	184	256	258	99	626	40	38	702	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	212	52	184	256	258	99	626	40	38	702	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	212	52	184	256	258	99	626	40	38	702	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:	31	212	52	184	256	258	99	626	40	38	702	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.52	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.21	1.44	0.35	1.00	1.00	1.00	1.00	1.88	0.12	1.00	3.00	1.00
Final Sat.:	335	2294	563	982	1900	1615	1805	3363	215	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.19	0.13	0.16	0.05	0.19	0.19	0.02	0.14	0.11
Crit Moves:				****				****		****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.15	0.47	0.47	0.05	0.37	0.37
Volume/Cap:	0.19	0.19	0.19	0.39	0.28	0.34	0.36	0.39	0.39	0.39	0.36	0.29
Uniform Del:	15.2	15.2	15.2	17.0	15.9	16.4	38.1	17.1	17.1	45.8	22.7	22.0
IncremntDel:	0.1	0.1	0.1	0.6	0.2	0.3	0.8	0.2	0.2	2.7	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.3	15.3	15.3	17.5	16.1	16.7	38.9	17.3	17.3	48.4	22.8	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:	15.3	15.3	15.3	17.5	16.1	16.7	38.9	17.3	17.3	48.4	22.8	22.3
LOS by Move:	B	B	B	B	B	B	D	B	B	D	C	C
HCM2kAvgQ:	3	3	3	4	5	5	3	7	7	2	6	4

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	0	Average Delay (sec/veh):	15.9
Optimal Cycle:	53	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	262	2262	520	82	1835	99	112	398	150	249	655	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:	262	2262	520	82	1835	99	112	398	150	249	655	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	2262	520	82	1835	99	112	398	150	249	655	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	2262	520	82	1835	99	112	398	150	249	655	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:	262	2262	520	82	1835	99	112	398	150	249	655	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.91	0.85	0.33	0.90	0.90	0.92	0.87	0.87	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.80	0.20	2.00	2.18	0.82	2.00	2.00	1.00
Final Sat.:	980	5187	1615	1268	6509	351	3502	3613	1362	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.27	0.44	0.32	0.06	0.28	0.28	0.03	0.11	0.11	0.07	0.18	0.11
Crit Moves:		****					****				****	
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.05	0.20	0.20	0.13	0.28	0.28
Volume/Cap:	0.40	0.65	0.48	0.10	0.42	0.42	0.65	0.55	0.55	0.55	0.65	0.38
Uniform Del:	7.4	9.6	8.0	5.8	7.5	7.5	46.7	36.0	36.0	40.8	31.7	29.0
IncremntDel:	0.4	0.4	0.3	0.0	0.1	0.1	8.4	0.7	0.7	1.5	1.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	7.8	10.0	8.3	5.8	7.6	7.6	55.1	36.7	36.7	42.3	33.2	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:	7.8	10.0	8.3	5.8	7.6	7.6	55.1	36.7	36.7	42.3	33.2	29.6
LOS by Move:	A	B	A	A	A	A	E	D	D	D	C	C
HCM2kAvgQ:	2	15	8	1	7	7	3	6	6	4	10	4

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	2.201
Loss Time (sec):	0	Average Delay (sec/veh):	92.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	1606	416	354	1625	0	0	0	0	325	0	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1606	416	354	1625	0	0	0	0	325	0	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1606	416	354	1625	0	0	0	0	325	0	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1606	416	354	1625	0	0	0	0	325	0	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:	0	1606	416	354	1625	0	0	0	0	325	0	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.09	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.59	0.41	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2778	720	173	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.58	2.05	0.45	0.00	0.00	0.00	0.00	0.09	0.00	0.15
Crit Moves:				****								****
Green/Cycle:	0.00	0.93	0.93	0.93	0.93	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.62	0.62	2.20	0.48	0.00	0.00	0.00	0.00	1.29	0.00	2.20
Uniform Del:	0.0	0.6	0.6	3.5	0.4	0.0	0.0	0.0	0.0	46.5	0.0	46.5
IncremntDel:	0.0	0.4	0.4	560.2	0.1	0.0	0.0	0.0	0.0	155.9	0.0	568.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	1.0	1.0	563.7	0.6	0.0	0.0	0.0	0.0	202.5	0.0	614.8
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	1.0	1.0	563.7	0.6	0.0	0.0	0.0	0.0	202.5	0.0	614.8
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	6	6	36	4	0	0	0	0	12	0	25

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	0	Average Delay (sec/veh):	35.1
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	534	1362	506	126	1509	392	183	113	392	334	212	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	534	1362	506	126	1509	392	183	113	392	334	212	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	534	1362	506	126	1509	392	183	113	392	334	212	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	534	1362	506	126	1509	392	183	113	392	334	212	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:	534	1362	506	126	1509	392	183	113	392	334	212	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.84	0.84	0.95	0.91	0.91
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.43	0.57
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	1596	1596	1805	2466	989
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.31	0.04	0.29	0.24	0.10	0.07	0.25	0.19	0.09	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.46	0.46	0.05	0.33	0.33	0.27	0.28	0.28	0.21	0.23	0.23
Volume/Cap:	0.87	0.58	0.69	0.69	0.87	0.73	0.38	0.25	0.87	0.87	0.38	0.38
Uniform Del:	40.2	20.1	21.6	46.6	31.4	29.4	29.9	27.8	34.3	38.1	32.8	32.8
IncremntDel:	13.2	0.4	2.8	10.6	5.3	5.0	0.5	0.1	13.9	19.4	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.5	20.5	24.4	57.1	36.7	34.4	30.4	27.9	48.1	57.6	33.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	20.5	24.4	57.1	36.7	34.4	30.4	27.9	48.1	57.6	33.1	33.1
LOS by Move:	D	C	C	E	D	C	C	C	D	E	C	C
HCM2kAvgQ:	11	12	13	3	19	12	5	3	15	13	4	4

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.297
Loss Time (sec):	0	Average Delay (sec/veh):	22.1
Optimal Cycle:	26	Level Of Service:	C

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	40	13	24	156	29	140	98	342	78	115	339	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:	40	13	24	156	29	140	98	342	78	115	339	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	13	24	156	29	140	98	342	78	115	339	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	13	24	156	29	140	98	342	78	115	339	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:	40	13	24	156	29	140	98	342	78	115	339	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.86	0.86	0.73	1.00	0.85	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.63	0.37	1.00	1.66	0.34
Final Sat.:	1372	1630	1630	1378	1900	1615	1805	2857	652	1805	2914	602
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.11	0.02	0.09	0.05	0.12	0.12	0.06	0.12	0.12
Crit Moves:				****				****		****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.20	0.40	0.40	0.21	0.42	0.42
Volume/Cap:	0.08	0.02	0.04	0.30	0.04	0.23	0.28	0.30	0.30	0.30	0.28	0.28
Uniform Del:	19.7	19.3	19.4	21.6	19.4	20.9	34.1	20.2	20.2	32.9	18.9	18.9
IncremntDel:	0.1	0.0	0.0	0.3	0.0	0.2	0.4	0.1	0.1	0.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.7	19.3	19.4	21.9	19.4	21.1	34.5	20.3	20.3	33.4	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:	19.7	19.3	19.4	21.9	19.4	21.1	34.5	20.3	20.3	33.4	19.0	19.0
LOS by Move:	B	B	B	C	B	C	C	C	C	C	B	B
HCM2kAvgQ:	1	0	0	3	1	3	3	5	5	3	4	4

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	0	Average Delay (sec/veh):	15.6
Optimal Cycle:	62	Level Of Service:	B

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	623	3373	526	72	2173	125	99	136	336	29	157	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	623	3373	526	72	2173	125	99	136	336	29	157	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	623	3373	526	72	2173	125	99	136	336	29	157	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	623	3373	526	72	2173	125	99	136	336	29	157	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:	623	3373	526	72	2173	125	99	136	336	29	157	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.49	0.33	0.02	0.31	0.08	0.03	0.04	0.12	0.01	0.04	0.09
Crit Moves:		****		****					****	****		
Green/Cycle:	0.29	0.77	0.77	0.03	0.51	0.51	0.05	0.19	0.19	0.01	0.15	0.15
Volume/Cap:	0.61	0.63	0.42	0.63	0.61	0.15	0.58	0.20	0.63	0.63	0.30	0.58
Uniform Del:	30.6	5.1	3.9	47.8	17.3	12.8	46.6	34.3	37.5	49.4	38.0	39.8
IncremntDel:	1.1	0.2	0.2	11.0	0.3	0.1	5.1	0.1	2.5	25.2	0.3	3.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.7	5.3	4.1	58.8	17.6	12.9	51.7	34.5	39.9	74.6	38.3	43.5
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:	31.7	5.3	4.1	58.8	17.6	12.9	51.7	34.5	39.9	74.6	38.3	43.5
LOS by Move:	C	A	A	E	B	B	D	C	D	E	D	D
HCM2kAvgQ:	9	13	6	2	13	2	3	2	6	1	2	5

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	0	Average Delay (sec/veh):	20.4
Optimal Cycle:	63	Level Of Service:	C

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1410	248	0	1513	160	0	0	0	255	0	615
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1410	248	0	1513	160	0	0	0	255	0	615
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1410	0	0	1513	0	0	0	0	255	0	615
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1410	0	0	1513	0	0	0	0	255	0	615
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1410	0	0	1513	0	0	0	0	255	0	615
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.78	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1473	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.17	0.00	0.38
Crit Moves:		****										****
Green/Cycle:	0.00	0.51	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.00	0.77	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.35	0.00	0.77
Uniform Del:	0.0	20.0	0.0	0.0	17.2	0.0	0.0	0.0	0.0	15.5	0.0	20.7
IncremntDel:	0.0	2.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.3	0.0	4.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	22.1	0.0	0.0	17.5	0.0	0.0	0.0	0.0	15.8	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:	0.0	22.1	0.0	0.0	17.5	0.0	0.0	0.0	0.0	15.8	0.0	25.4
LOS by Move:	A	C	A	A	B	A	A	A	A	B	A	C
HCM2kAvgQ:	0	20	0	0	12	0	0	0	0	5	0	17

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.954
Loss Time (sec):	0	Average Delay (sec/veh):	110.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 1	0	1 0	2 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1011	415	545	1226	0	636	7	344	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1011	415	545	1226	0	636	7	344	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1011	415	545	1226	0	636	7	344	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1011	415	545	1226	0	636	7	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	1011	415	545	1226	0	636	7	344	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.17	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.13	0.87	1.00	2.00	0.00	1.64	0.01	1.35	0.00	0.00	0.00
Final Sat.:	0	3516	1443	331	3610	0	2667	23	2189	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	1.65	0.34	0.00	0.24	0.31	0.16	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.84	0.84	0.84	0.84	0.00	0.16	0.16	0.16	0.00	0.00	0.00
Volume/Cap:	0.00	0.34	0.34	1.95	0.40	0.00	1.52	1.95	1.00	0.00	0.00	0.00
Uniform Del:	0.0	1.7	1.7	7.8	1.9	0.0	42.2	42.2	42.2	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	442.2	0.1	0.0	244.0	437	29.9	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.8	1.8	450.0	1.9	0.0	286.2	479	72.1	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	1.8	1.8	450.0	1.9	0.0	286.2	479	72.1	0.0	0.0	0.0
LOS by Move:	A	A	A	F	A	A	F	F	E	A	A	A
HCM2kAvgQ:	0	4	4	50	5	0	30	46	13	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	0	Average Delay (sec/veh):	24.5
Optimal Cycle:	70	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	65	404	93	721	689	734	1207	0	264	249	0	772
Growth Adj:	1.00	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	404	93	721	689	734	1207	0	264	249	0	772
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	404	0	721	689	0	1207	0	264	249	0	772
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	404	0	721	689	0	1207	0	264	249	0	772
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	404	0	721	689	0	1207	0	264	249	0	772
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.00	0.21	0.13	0.00	0.34	0.00	0.09	0.07	0.00	0.27
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.09	0.00	0.31	0.34	0.00	0.51	0.00	0.36	0.30	0.00	0.60
Volume/Cap:	0.39	0.67	0.00	0.67	0.39	0.00	0.67	0.00	0.26	0.24	0.00	0.45
Uniform Del:	46.2	44.3	0.0	30.4	24.8	0.0	18.3	0.0	22.7	26.6	0.0	10.8
IncremntDel:	1.5	3.1	0.0	1.7	0.1	0.0	1.0	0.0	0.1	0.1	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	47.6	47.4	0.0	32.1	25.0	0.0	19.3	0.0	22.8	26.7	0.0	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:	47.6	47.4	0.0	32.1	25.0	0.0	19.3	0.0	22.8	26.7	0.0	11.0
LOS by Move:	D	D	A	C	C	A	B	A	C	C	A	B
HCM2kAvgQ:	1	5	0	11	6	0	15	0	3	3	0	7

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

Scenario Report

Scenario:	FP 2040 PM
Command:	FP 2040 PM
Volume:	FP 2040 PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 #1 Archibald Ave & Sixth St													
Base	84	1615	161	122	1268	105	52	248	83	210	292	124	4364
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	84	1615	161	122	1268	105	52	248	83	210	292	124	4364
#2 #2 N Vineyard Ave & Fourth St													
Base	263	1970	303	179	1248	149	240	436	174	468	567	193	6190
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	263	1970	303	179	1248	149	240	436	174	468	567	193	6190
#3 #3 Archibald Ave& Fourth St													
Base	301	1669	215	174	1186	111	128	492	185	399	799	177	5836
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	301	1669	215	174	1186	111	128	492	185	399	799	177	5836
#4 #4 Turner Ave & Fourth St													
Base	37	337	34	149	239	342	75	782	49	45	902	261	3252
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	337	34	149	239	342	75	782	49	45	902	261	3252
#5 #5 Haven Ave & Fourth St													
Base	275	2689	464	215	2239	170	105	796	217	434	750	212	8566
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	275	2689	464	215	2239	170	105	796	217	434	750	212	8566
#6 #6 N Vineyard Ave & Inland Empire Blvd													
Base	0	1858	457	412	1792	0	0	0	0	734	0	618	5871
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1858	457	412	1792	0	0	0	0	734	0	618	5871
#7 #7 N Archibald Ave & Inland Empire Blvd													
Base	596	1815	442	99	1678	414	579	142	567	465	279	79	7155
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	596	1815	442	99	1678	414	579	142	567	465	279	79	7155
#8 #8 Turner Ave & Inland Empire Blvd													
Base	83	46	93	117	22	122	217	440	62	62	482	160	1906
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	83	46	93	117	22	122	217	440	62	62	482	160	1906
#9 #9 N Haven Ave & Inland Empire Blvd													
Base	467	3166	350	93	3066	59	162	272	541	639	233	52	9100
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	467	3166	350	93	3066	59	162	272	541	639	233	52	9100
#10 #10 N Vineyard Ave & I-10 WB Ramps													
Base	0	1696	266	0	1676	876	0	0	0	260	0	657	5431
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1696	266	0	1676	876	0	0	0	260	0	657	5431

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#11 #11 N Vineyard Ave & I-10 EB Ramps													
Base	0	1345	360	506	1431	0	628	4	311	0	0	0	4585
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1345	360	506	1431	0	628	4	311	0	0	0	4585
#12 #12 N Archibald Ave & I-10 EB & WB Ramps													
Base	415	817	366	870	809	944	1208	0	310	105	0	735	6579
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	415	817	366	870	809	944	1208	0	310	105	0	735	6579

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	C	22.8	0.822	C	22.8	0.822	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	E	58.9	1.052	E	58.9	1.052	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	31.7	0.805	C	31.7	0.805	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	19.1	0.469	B	19.1	0.469	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	C	21.4	0.844	C	21.4	0.844	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	F	322.6	4.058	F	322.6	4.058	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	E	66.0	1.108	E	66.0	1.108	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	C	21.0	0.410	C	21.0	0.410	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	C	27.7	0.889	C	27.7	0.889	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	C	22.9	0.877	C	22.9	0.877	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	F	137.6	2.324	F	137.6	2.324	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	29.0	0.722	C	29.0	0.722	+ 0.000 D/V

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	0	Average Delay (sec/veh):	22.8
Optimal Cycle:	105	Level Of Service:	C

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	84	1615	161	122	1268	105	52	248	83	210	292	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:	84	1615	161	122	1268	105	52	248	83	210	292	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1615	161	122	1268	105	52	248	83	210	292	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1615	161	122	1268	105	52	248	83	210	292	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:	84	1615	161	122	1268	105	52	248	83	210	292	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.15	0.91	0.91	0.43	0.96	0.96
Lanes:	1.00	1.82	0.18	1.00	1.85	0.15	1.00	1.50	0.50	1.00	0.70	0.30
Final Sat.:	1805	3237	323	1805	3297	273	277	2602	871	821	1274	541
Capacity Analysis Module:												
Vol/Sat:	0.05	0.50	0.50	0.07	0.38	0.38	0.19	0.10	0.10	0.26	0.23	0.23
Crit Moves:		****		****						****		
Green/Cycle:	0.07	0.61	0.61	0.08	0.61	0.61	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.63	0.82	0.82	0.82	0.63	0.63	0.60	0.31	0.31	0.82	0.74	0.74
Uniform Del:	44.9	15.4	15.4	45.2	12.1	12.1	29.2	26.2	26.2	31.9	30.8	30.8
IncremntDel:	9.0	2.7	2.7	29.4	0.6	0.6	11.4	0.2	0.2	18.9	5.1	5.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.9	18.1	18.1	74.6	12.6	12.6	40.6	26.4	26.4	50.8	35.9	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:	53.9	18.1	18.1	74.6	12.6	12.6	40.6	26.4	26.4	50.8	35.9	35.9
LOS by Move:	D	B	B	E	B	B	D	C	C	D	D	D
HCM2kAvgQ:	4	24	24	6	14	14	2	4	4	8	13	13

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.052
Loss Time (sec):	0	Average Delay (sec/veh):	58.9
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	263	1970	303	179	1248	149	240	436	174	468	567	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:	263	1970	303	179	1248	149	240	436	174	468	567	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	1970	303	179	1248	149	240	436	174	468	567	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	1970	303	179	1248	149	240	436	174	468	567	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	1970	303	179	1248	149	240	436	174	468	567	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.92	0.91	0.91	0.92	0.91	0.91
Lanes:	1.00	1.73	0.27	1.00	1.79	0.21	2.00	1.43	0.57	2.00	1.49	0.51
Final Sat.:	1805	3066	472	1805	3173	379	3502	2469	985	3502	2591	882
Capacity Analysis Module:												
Vol/Sat:	0.15	0.64	0.64	0.10	0.39	0.39	0.07	0.18	0.18	0.13	0.22	0.22
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.61	0.61	0.09	0.51	0.51	0.07	0.17	0.17	0.13	0.22	0.22
Volume/Cap:	0.76	1.05	1.05	1.05	0.76	0.76	0.97	1.05	1.05	1.05	0.97	0.97
Uniform Del:	38.3	19.5	19.5	45.3	19.4	19.4	46.4	41.6	41.6	43.6	38.5	38.5
IncremntDel:	9.8	34.7	34.7	83.4	2.0	2.0	50.0	51.7	51.7	57.0	25.9	25.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.1	54.2	54.2	128.7	21.4	21.4	96.4	93.3	93.3	100.6	64.4	64.4
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:	48.1	54.2	54.2	128.7	21.4	21.4	96.4	93.3	93.3	100.6	64.4	64.4
LOS by Move:	D	D	D	F	C	C	F	F	F	F	E	E
HCM2kAvgQ:	10	50	50	10	19	19	7	16	16	13	17	17

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	0	Average Delay (sec/veh):	31.7
Optimal Cycle:	117	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	2 0	1	1 0	2 0	3	0 1
Volume Module:												
Base Vol:	301	1669	215	174	1186	111	128	492	185	399	799	177
Growth Adj:	1.00	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	1669	215	174	1186	111	128	492	185	399	799	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	1669	215	174	1186	111	128	492	185	399	799	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1669	215	174	1186	111	128	492	185	399	799	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:	301	1669	215	174	1186	111	128	492	185	399	799	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.92	0.91	0.91	0.92	0.91	0.85
Lanes:	1.00	2.66	0.34	1.00	2.00	1.00	2.00	1.45	0.55	2.00	3.00	1.00
Final Sat.:	1805	4517	582	1805	3610	1615	3502	2516	946	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.37	0.37	0.10	0.33	0.07	0.04	0.20	0.20	0.11	0.15	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.21	0.49	0.49	0.13	0.41	0.41	0.07	0.24	0.24	0.14	0.31	0.31
Volume/Cap:	0.80	0.76	0.76	0.76	0.80	0.17	0.50	0.80	0.80	0.80	0.50	0.35
Uniform Del:	37.7	20.8	20.8	42.1	26.1	18.8	44.5	35.6	35.6	41.6	28.1	26.7
IncremntDel:	12.0	1.4	1.4	13.5	3.3	0.1	1.5	5.7	5.7	9.3	0.2	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.7	22.2	22.2	55.6	29.4	18.9	46.0	41.3	41.3	50.9	28.3	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:	49.7	22.2	22.2	55.6	29.4	18.9	46.0	41.3	41.3	50.9	28.3	27.1
LOS by Move:	D	C	C	E	C	B	D	D	D	D	C	C
HCM2kAvgQ:	11	18	18	7	19	2	3	12	12	8	8	4

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	0	Average Delay (sec/veh):	19.1
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	37	337	34	149	239	342	75	782	49	45	902	261
Growth Adj:	1.00	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	337	34	149	239	342	75	782	49	45	902	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	337	34	149	239	342	75	782	49	45	902	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	337	34	149	239	342	75	782	49	45	902	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	337	34	149	239	342	75	782	49	45	902	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.44	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.18	1.65	0.17	1.00	1.00	1.00	1.00	1.88	0.12	1.00	3.00	1.00
Final Sat.:	295	2684	271	838	1900	1615	1805	3367	211	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.18	0.13	0.21	0.04	0.23	0.23	0.02	0.17	0.16
Crit Moves:						****		****		****		
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.11	0.50	0.50	0.05	0.44	0.44
Volume/Cap:	0.28	0.28	0.28	0.39	0.28	0.47	0.39	0.47	0.47	0.47	0.39	0.37
Uniform Del:	17.2	17.2	17.2	18.3	17.2	19.1	41.7	16.6	16.6	46.0	18.8	18.5
IncremntDel:	0.1	0.1	0.1	0.7	0.2	0.5	1.3	0.2	0.2	3.6	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	17.3	17.3	17.3	19.0	17.4	19.6	43.1	16.8	16.8	49.6	18.9	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	17.3	17.3	19.0	17.4	19.6	43.1	16.8	16.8	49.6	18.9	18.8
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	4	4	4	3	5	7	3	9	9	2	7	5

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	0	Average Delay (sec/veh):	21.4
Optimal Cycle:	119	Level Of Service:	C

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	275	2689	464	215	2239	170	105	796	217	434	750	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	2689	464	215	2239	170	105	796	217	434	750	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	2689	464	215	2239	170	105	796	217	434	750	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	2689	464	215	2239	170	105	796	217	434	750	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	2689	464	215	2239	170	105	796	217	434	750	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.91	0.85	0.46	0.90	0.90	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.72	0.28	2.00	2.36	0.64	2.00	2.00	1.00
Final Sat.:	1356	5187	1615	1743	6357	483	3502	3945	1076	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.52	0.29	0.12	0.35	0.35	0.03	0.20	0.20	0.12	0.21	0.13
Crit Moves:		****						****		****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.05	0.24	0.24	0.15	0.34	0.34
Volume/Cap:	0.33	0.84	0.47	0.20	0.57	0.57	0.62	0.84	0.84	0.84	0.62	0.39
Uniform Del:	9.3	15.5	10.4	8.5	11.5	11.5	46.7	36.3	36.3	41.5	27.7	25.3
IncremntDel:	0.2	2.2	0.4	0.1	0.2	0.2	6.6	5.6	5.6	12.1	1.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	9.6	17.7	10.8	8.6	11.7	11.7	53.3	41.9	41.9	53.7	28.7	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:	9.6	17.7	10.8	8.6	11.7	11.7	53.3	41.9	41.9	53.7	28.7	25.7
LOS by Move:	A	B	B	A	B	B	D	D	D	D	C	C
HCM2kAvgQ:	2	26	8	2	12	12	3	14	14	9	11	5

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	4.058
Loss Time (sec):	0	Average Delay (sec/veh):	322.6
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	1858	457	412	1792	0	0	0	0	734	0	618
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1858	457	412	1792	0	0	0	0	734	0	618
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1858	457	412	1792	0	0	0	0	734	0	618
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1858	457	412	1792	0	0	0	0	734	0	618
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1858	457	412	1792	0	0	0	0	734	0	618
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.06	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.61	0.39	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2810	691	112	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.66	3.68	0.50	0.00	0.00	0.00	0.00	0.20	0.00	0.38
Crit Moves:				****								****
Green/Cycle:	0.00	0.91	0.91	0.91	0.91	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.00	0.73	0.73	4.06	0.55	0.00	0.00	0.00	0.00	2.15	0.00	4.06
Uniform Del:	0.0	1.3	1.3	4.7	0.9	0.0	0.0	0.0	0.0	45.3	0.0	45.3
IncremntDel:	0.0	0.9	0.9	1399	0.2	0.0	0.0	0.0	0.0	527.9	0.0	1392
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	2.2	2.2	1404	1.1	0.0	0.0	0.0	0.0	573.2	0.0	1437
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.2	2.2	1404	1.1	0.0	0.0	0.0	0.0	573.2	0.0	1437
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	12	12	52	6	0	0	0	0	36	0	77

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

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

Intersection #7 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.108
Loss Time (sec):	0	Average Delay (sec/veh):	66.0
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	596	1815	442	99	1678	414	579	142	567	465	279	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:	596	1815	442	99	1678	414	579	142	567	465	279	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	596	1815	442	99	1678	414	579	142	567	465	279	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	596	1815	442	99	1678	414	579	142	567	465	279	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	596	1815	442	99	1678	414	579	142	567	465	279	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.84	0.84	0.95	0.92	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.56	0.44
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	1588	1588	1805	2721	770
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.27	0.03	0.32	0.26	0.32	0.09	0.36	0.26	0.10	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.41	0.41	0.03	0.29	0.29	0.42	0.32	0.32	0.23	0.13	0.13
Volume/Cap:	1.11	0.85	0.66	0.85	1.11	0.88	0.76	0.28	1.11	1.11	0.76	0.76
Uniform Del:	42.3	26.6	23.8	48.1	35.4	33.7	24.7	25.2	33.9	38.4	41.8	41.8
IncremntDel:	71.9	3.4	2.5	41.0	58.8	16.9	4.6	0.1	69.1	76.6	7.3	7.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	114.3	30.0	26.3	89.1	94.2	50.6	29.4	25.3	102.9	115.0	49.0	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.3	30.0	26.3	89.1	94.2	50.6	29.4	25.3	102.9	115.0	49.0	49.0
LOS by Move:	F	C	C	F	F	D	C	C	F	F	D	D
HCM2kAvgQ:	17	21	12	3	30	15	17	3	30	24	7	7

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.410
Loss Time (sec):	0	Average Delay (sec/veh):	21.0
Optimal Cycle:	32	Level Of Service:	C

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	83	46	93	117	22	122	217	440	62	62	482	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	46	93	117	22	122	217	440	62	62	482	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	46	93	117	22	122	217	440	62	62	482	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	46	93	117	22	122	217	440	62	62	482	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:	83	46	93	117	22	122	217	440	62	62	482	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.86	0.86	0.59	1.00	0.85	0.95	0.93	0.93	0.95	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.75	0.25	1.00	1.50	0.50
Final Sat.:	1370	1625	1625	1113	1900	1615	1805	3104	437	1805	2610	866
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.06	0.11	0.01	0.08	0.12	0.14	0.14	0.03	0.18	0.18
Crit Moves:				****			****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.29	0.60	0.60	0.15	0.45	0.45
Volume/Cap:	0.24	0.11	0.22	0.41	0.05	0.29	0.41	0.24	0.24	0.24	0.41	0.41
Uniform Del:	29.4	28.5	29.3	30.9	28.0	29.9	28.4	9.4	9.4	37.8	18.5	18.5
IncremntDel:	0.3	0.0	0.2	1.0	0.0	0.4	0.5	0.1	0.1	0.5	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.8	28.5	29.5	31.9	28.0	30.3	28.9	9.4	9.4	38.3	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	28.5	29.5	31.9	28.0	30.3	28.9	9.4	9.4	38.3	18.7	18.7
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	2	1	2	3	1	3	6	4	4	2	7	7

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.889
Loss Time (sec):	0	Average Delay (sec/veh):	27.7
Optimal Cycle:	180	Level Of Service:	C

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	467	3166	350	93	3066	59	162	272	541	639	233	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	3166	350	93	3066	59	162	272	541	639	233	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	467	3166	350	93	3066	59	162	272	541	639	233	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	3166	350	93	3066	59	162	272	541	639	233	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	467	3166	350	93	3066	59	162	272	541	639	233	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.46	0.22	0.03	0.44	0.04	0.05	0.08	0.19	0.12	0.06	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.61	0.61	0.04	0.50	0.50	0.15	0.21	0.21	0.14	0.20	0.20
Volume/Cap:	0.89	0.75	0.35	0.75	0.89	0.07	0.32	0.35	0.89	0.89	0.32	0.16
Uniform Del:	41.7	13.8	9.5	47.8	22.6	13.0	38.2	33.4	38.1	42.4	33.8	32.7
IncremntDel:	16.8	0.8	0.2	21.6	3.2	0.0	0.4	0.3	14.9	13.0	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.5	14.5	9.8	69.4	25.8	13.1	38.5	33.7	53.1	55.4	34.1	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:	58.5	14.5	9.8	69.4	25.8	13.1	38.5	33.7	53.1	55.4	34.1	32.9
LOS by Move:	E	B	A	E	C	B	D	C	D	E	C	C
HCM2kAvgQ:	10	20	5	3	27	1	3	4	13	10	3	1

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	0	Average Delay (sec/veh):	22.9
Optimal Cycle:	117	Level Of Service:	C

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1696	266	0	1676	876	0	0	0	260	0	657
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1696	266	0	1676	876	0	0	0	260	0	657
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1696	0	0	1676	0	0	0	0	260	0	657
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1696	0	0	1676	0	0	0	0	260	0	657
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1696	0	0	1676	0	0	0	0	260	0	657
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.78	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1473	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.18	0.00	0.41
Crit Moves:		****										****
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.88	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.38	0.00	0.88
Uniform Del:	0.0	20.3	0.0	0.0	15.9	0.0	0.0	0.0	0.0	17.4	0.0	24.2
IncremntDel:	0.0	4.9	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4	0.0	11.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	25.2	0.0	0.0	16.3	0.0	0.0	0.0	0.0	17.8	0.0	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:	0.0	25.2	0.0	0.0	16.3	0.0	0.0	0.0	0.0	17.8	0.0	35.6
LOS by Move:	A	C	A	A	B	A	A	A	A	B	A	D
HCM2kAvgQ:	0	27	0	0	13	0	0	0	0	5	0	21

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	2.324
Loss Time (sec):	0	Average Delay (sec/veh):	137.6
Optimal Cycle:	180	Level Of Service:	F

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 0	1 0	2	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1345	360	506	1431	0	628	4	311	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1345	360	506	1431	0	628	4	311	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1345	360	506	1431	0	628	4	311	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1345	360	506	1431	0	628	4	311	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	1345	360	506	1431	0	628	4	311	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	0.13	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.37	0.63	1.00	2.00	0.00	1.66	0.01	1.33	0.00	0.00	0.00
Final Sat.:	0	3961	1060	249	3610	0	2705	14	2160	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	2.03	0.40	0.00	0.23	0.29	0.14	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.87	0.87	0.87	0.87	0.00	0.13	0.13	0.13	0.00	0.00	0.00
Volume/Cap:	0.00	0.39	0.39	2.32	0.45	0.00	1.85	2.32	1.15	0.00	0.00	0.00
Uniform Del:	0.0	1.2	1.2	6.3	1.3	0.0	43.7	43.7	43.7	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.1	610.0	0.1	0.0	391.6	604	81.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	1.2	1.2	616.3	1.4	0.0	435.3	647	124.8	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	1.2	1.2	616.3	1.4	0.0	435.3	647	124.8	0.0	0.0	0.0
LOS by Move:	A	A	A	F	A	A	F	F	F	A	A	A
HCM2kAvgQ:	0	4	4	52	5	0	34	49	14	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	0	Average Delay (sec/veh):	29.0
Optimal Cycle:	82	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	415	817	366	870	809	944	1208	0	310	105	0	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	415	817	366	870	809	944	1208	0	310	105	0	735
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	415	817	0	870	809	0	1208	0	310	105	0	735
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	817	0	870	809	0	1208	0	310	105	0	735
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	415	817	0	870	809	0	1208	0	310	105	0	735
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.25	0.16	0.00	0.34	0.00	0.11	0.03	0.00	0.26
Crit Moves:		****		****			****					****
Green/Cycle:	0.22	0.16	0.00	0.34	0.29	0.00	0.48	0.00	0.70	0.49	0.00	0.36
Volume/Cap:	0.54	0.72	0.00	0.72	0.54	0.00	0.72	0.00	0.16	0.06	0.00	0.72
Uniform Del:	34.6	39.7	0.0	28.6	30.0	0.0	20.8	0.0	5.1	13.3	0.0	27.8
IncremntDel:	0.8	2.3	0.0	2.2	0.4	0.0	1.6	0.0	0.0	0.0	0.0	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	35.4	42.0	0.0	30.8	30.4	0.0	22.4	0.0	5.2	13.3	0.0	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	42.0	0.0	30.8	30.4	0.0	22.4	0.0	5.2	13.3	0.0	30.3
LOS by Move:	D	D	A	C	C	A	C	A	A	B	A	C
HCM2kAvgQ:	6	8	0	13	8	0	16	0	2	1	0	12

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

Scenario Report

Scenario:	FP 2040 Sat
Command:	FP 2040 Sat
Volume:	FP 2040 Sat
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 #1 Archibald Ave & Sixth St													
Base	44	876	91	63	686	55	27	129	43	113	151	65	2343
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	876	91	63	686	55	27	129	43	113	151	65	2343
#2 #2 N Vineyard Ave & Fourth St													
Base	145	1061	166	101	671	77	124	227	97	255	295	111	3330
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	145	1061	166	101	671	77	124	227	97	255	295	111	3330
#3 #3 Archibald Ave& Fourth St													
Base	225	910	119	101	636	60	72	261	100	228	416	92	3220
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	225	910	119	101	636	60	72	261	100	228	416	92	3220
#4 #4 Turner Ave & Fourth St													
Base	20	176	18	77	124	184	45	438	26	23	485	135	1751
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	176	18	77	124	184	45	438	26	23	485	135	1751
#5 #5 Haven Ave & Fourth St													
Base	143	1398	242	112	1164	93	60	425	128	226	400	110	4501
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	143	1398	242	112	1164	93	60	425	128	226	400	110	4501
#6 #6 N Vineyard Ave & Inland Empire Blvd													
Base	0	967	283	253	963	0	0	0	0	449	0	367	3282
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	967	283	253	963	0	0	0	0	449	0	367	3282
#7 #7 N Archibald Ave & Inland Empire Blvd													
Base	352	1002	229	51	909	267	367	81	348	242	149	53	4050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	352	1002	229	51	909	267	367	81	348	242	149	53	4050
#8 #8 Turner Ave & Inland Empire Blvd													
Base	43	24	49	61	11	63	113	236	33	33	266	83	1015
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	43	24	49	61	11	63	113	236	33	33	266	83	1015
#9 #9 N Haven Ave & Inland Empire Blvd													
Base	254	1646	182	49	1610	33	84	145	286	332	123	27	4771
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	254	1646	182	49	1610	33	84	145	286	332	123	27	4771
#10 #10 N Vineyard Ave & I-10 WB Ramps													
Base	0	921	138	0	911	517	0	0	0	135	0	350	2972
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	921	138	0	911	517	0	0	0	135	0	350	2972

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#11 #11 N Vineyard Ave & I-10 EB Ramps													
Base	0	713	187	283	764	0	354	2	162	0	0	0	2465
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	713	187	283	764	0	354	2	162	0	0	0	2465
#12 #12 N Archibald Ave & I-10 EB & WB Ramps													
Base	216	441	190	501	434	512	662	0	161	55	0	424	3596
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	216	441	190	501	434	512	662	0	161	55	0	424	3596

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 #1 Archibald Ave & Sixth St	B	14.9	0.426	B	14.9	0.426	+ 0.000
# 2 #2 N Vineyard Ave & Fourth St	C	24.0	0.570	C	24.0	0.570	+ 0.000
# 3 #3 Archibald Ave& Fourth St	C	25.7	0.470	C	25.7	0.470	+ 0.000
# 4 #4 Turner Ave & Fourth St	B	17.3	0.256	B	17.3	0.256	+ 0.000
# 5 #5 Haven Ave & Fourth St	B	16.3	0.445	B	16.3	0.445	+ 0.000
# 6 #6 N Vineyard Ave & Inland Em	B	19.6	0.955	B	19.6	0.955	+ 0.000
# 7 #7 N Archibald Ave & Inland Em	C	29.5	0.629	C	29.5	0.629	+ 0.000
# 8 #8 Turner Ave & Inland Empire	B	19.2	0.212	B	19.2	0.212	+ 0.000
# 9 #9 N Haven Ave & Inland Empire	B	19.6	0.469	B	19.6	0.469	+ 0.000
# 10 #10 N Vineyard Ave & I-10 WB R	B	14.6	0.472	B	14.6	0.472	+ 0.000
# 11 #11 N Vineyard Ave & I-10 EB R	B	10.5	0.667	B	10.5	0.667	+ 0.000
# 12 #12 N Archibald Ave & I-10 EB	C	24.5	0.402	C	24.5	0.402	+ 0.000

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

Intersection #1 #1 Archibald Ave & Sixth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	0	Average Delay (sec/veh):	14.9
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Archibald Ave						Sixth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	44	876	91	63	686	55	27	129	43	113	151	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:	44	876	91	63	686	55	27	129	43	113	151	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	876	91	63	686	55	27	129	43	113	151	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	876	91	63	686	55	27	129	43	113	151	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	876	91	63	686	55	27	129	43	113	151	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.38	0.91	0.91	0.56	0.96	0.96
Lanes:	1.00	1.81	0.19	1.00	1.85	0.15	1.00	1.50	0.50	1.00	0.70	0.30
Final Sat.:	1805	3224	335	1805	3305	265	728	2607	869	1062	1268	546
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.03	0.21	0.21	0.04	0.05	0.05	0.11	0.12	0.12
Crit Moves:		****		****							****	
Green/Cycle:	0.08	0.64	0.64	0.08	0.64	0.64	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.32	0.43	0.43	0.43	0.32	0.32	0.13	0.18	0.18	0.38	0.43	0.43
Uniform Del:	43.8	9.0	9.0	43.7	8.0	8.0	26.9	27.3	27.3	29.0	29.4	29.4
IncremntDel:	1.4	0.1	0.1	2.0	0.1	0.1	0.3	0.1	0.1	0.8	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.2	9.1	9.1	45.6	8.1	8.1	27.2	27.4	27.4	29.8	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	9.1	9.1	45.6	8.1	8.1	27.2	27.4	27.4	29.8	30.0	30.0
LOS by Move:	D	A	A	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	8	8	2	5	5	1	2	2	3	6	6

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

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

Intersection #2 #2 N Vineyard Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	0	Average Delay (sec/veh):	24.0
Optimal Cycle:	53	Level Of Service:	C

Street Name:	N Vineyard Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	145	1061	166	101	671	77	124	227	97	255	295	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:	145	1061	166	101	671	77	124	227	97	255	295	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	1061	166	101	671	77	124	227	97	255	295	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1061	166	101	671	77	124	227	97	255	295	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1061	166	101	671	77	124	227	97	255	295	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.92	0.91	0.91	0.92	0.91	0.91
Lanes:	1.00	1.73	0.27	1.00	1.79	0.21	2.00	1.40	0.60	2.00	1.45	0.55
Final Sat.:	1805	3059	479	1805	3190	366	3502	2415	1032	3502	2515	947
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.35	0.06	0.21	0.21	0.04	0.09	0.09	0.07	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.20	0.61	0.61	0.10	0.51	0.51	0.07	0.16	0.16	0.13	0.22	0.22
Volume/Cap:	0.41	0.57	0.57	0.57	0.41	0.41	0.52	0.57	0.57	0.57	0.52	0.52
Uniform Del:	35.2	11.7	11.7	43.1	15.1	15.1	45.0	38.5	38.5	41.0	34.0	34.0
IncremntDel:	0.8	0.4	0.4	4.4	0.2	0.2	2.1	1.4	1.4	1.7	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.0	12.1	12.1	47.4	15.2	15.2	47.1	39.9	39.9	42.8	34.7	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	12.1	12.1	47.4	15.2	15.2	47.1	39.9	39.9	42.8	34.7	34.7
LOS by Move:	D	B	B	D	B	B	D	D	D	D	C	C
HCM2kAvgQ:	4	12	12	4	7	7	3	6	6	5	6	6

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

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

Intersection #3 #3 Archibald Ave& Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	0	Average Delay (sec/veh):	25.7
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Archibald Ave						Fourth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	0 1	2 0	1	1 0	2 0	3	0 1
Volume Module:												
Base Vol:	225	910	119	101	636	60	72	261	100	228	416	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	910	119	101	636	60	72	261	100	228	416	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	910	119	101	636	60	72	261	100	228	416	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	910	119	101	636	60	72	261	100	228	416	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	225	910	119	101	636	60	72	261	100	228	416	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.95	0.85	0.92	0.91	0.91	0.92	0.91	0.85
Lanes:	1.00	2.65	0.35	1.00	2.00	1.00	2.00	1.45	0.55	2.00	3.00	1.00
Final Sat.:	1805	4509	590	1805	3610	1615	3502	2500	958	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.20	0.06	0.18	0.04	0.02	0.10	0.10	0.07	0.08	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.27	0.50	0.50	0.14	0.37	0.37	0.07	0.22	0.22	0.14	0.29	0.29
Volume/Cap:	0.47	0.40	0.40	0.40	0.47	0.10	0.28	0.47	0.47	0.47	0.28	0.20
Uniform Del:	30.9	15.6	15.6	39.3	23.7	20.3	43.8	33.8	33.8	39.7	27.6	27.0
IncremntDel:	0.7	0.1	0.1	1.1	0.3	0.1	0.6	0.5	0.5	0.7	0.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.6	15.7	15.7	40.3	24.0	20.4	44.4	34.3	34.3	40.4	27.8	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	15.7	15.7	40.3	24.0	20.4	44.4	34.3	34.3	40.4	27.8	27.2
LOS by Move:	C	B	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	7	7	3	8	1	1	5	5	4	4	2

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

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

Intersection #4 #4 Turner Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.256
Loss Time (sec):	0	Average Delay (sec/veh):	17.3
Optimal Cycle:	25	Level Of Service:	B

Street Name:	Turner Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 1	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	20	176	18	77	124	184	45	438	26	23	485	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:	20	176	18	77	124	184	45	438	26	23	485	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	176	18	77	124	184	45	438	26	23	485	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	176	18	77	124	184	45	438	26	23	485	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	176	18	77	124	184	45	438	26	23	485	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.57	1.00	0.85	0.95	0.94	0.94	0.95	0.91	0.85
Lanes:	0.19	1.64	0.17	1.00	1.00	1.00	1.00	1.89	0.11	1.00	3.00	1.00
Final Sat.:	310	2725	279	1079	1900	1615	1805	3380	201	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.07	0.07	0.11	0.02	0.13	0.13	0.01	0.09	0.08
Crit Moves:						****		****		****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.12	0.51	0.51	0.05	0.44	0.44
Volume/Cap:	0.15	0.15	0.15	0.16	0.15	0.26	0.21	0.26	0.26	0.26	0.21	0.19
Uniform Del:	16.5	16.5	16.5	16.6	16.5	17.4	40.0	14.0	14.0	45.7	17.4	17.2
IncremntDel:	0.0	0.0	0.0	0.2	0.1	0.2	0.5	0.1	0.1	1.5	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	16.5	16.5	16.5	16.8	16.6	17.6	40.5	14.1	14.1	47.2	17.4	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.5	16.5	16.5	16.8	16.6	17.6	40.5	14.1	14.1	47.2	17.4	17.3
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	2	2	2	1	2	4	1	4	4	1	3	3

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

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

Intersection #5 #5 Haven Ave & Fourth St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.445
Loss Time (sec):	0	Average Delay (sec/veh):	16.3
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Haven Ave						Fourth St					
Approach:	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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	143	1398	242	112	1164	93	60	425	128	226	400	110
Growth Adj:	1.00	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	1398	242	112	1164	93	60	425	128	226	400	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1398	242	112	1164	93	60	425	128	226	400	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1398	242	112	1164	93	60	425	128	226	400	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1398	242	112	1164	93	60	425	128	226	400	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.91	0.85	0.22	0.90	0.90	0.92	0.88	0.88	0.92	0.95	0.85
Lanes:	2.00	3.00	1.00	2.00	3.70	0.30	2.00	2.31	0.69	2.00	2.00	1.00
Final Sat.:	734	5187	1615	840	6334	506	3502	3847	1159	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.27	0.15	0.13	0.18	0.18	0.02	0.11	0.11	0.06	0.11	0.07
Crit Moves:		****						****		****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.05	0.25	0.25	0.15	0.34	0.34
Volume/Cap:	0.32	0.44	0.25	0.22	0.30	0.30	0.32	0.44	0.44	0.44	0.32	0.20
Uniform Del:	9.6	10.6	9.1	8.9	9.5	9.5	45.6	31.7	31.7	39.1	24.4	23.3
IncremntDel:	0.4	0.1	0.1	0.2	0.0	0.0	1.0	0.3	0.3	0.6	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	10.0	10.7	9.2	9.2	9.5	9.5	46.7	32.0	32.0	39.7	24.6	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.7	9.2	9.2	9.5	9.5	46.7	32.0	32.0	39.7	24.6	23.5
LOS by Move:	B	B	A	A	A	A	D	C	C	D	C	C
HCM2kAvgQ:	1	8	3	1	5	5	1	6	6	4	5	2

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

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

Intersection #6 #6 N Vineyard Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.955
Loss Time (sec):	0	Average Delay (sec/veh):	19.6
Optimal Cycle:	180	Level Of Service:	B

Street Name:	N Vineyard Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	967	283	253	963	0	0	0	0	449	0	367
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	967	283	253	963	0	0	0	0	449	0	367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	967	283	253	963	0	0	0	0	449	0	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	967	283	253	963	0	0	0	0	449	0	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	967	283	253	963	0	0	0	0	449	0	367
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.18	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.55	0.45	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2698	790	348	3610	0	0	0	0	3618	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.73	0.27	0.00	0.00	0.00	0.00	0.12	0.00	0.23
Crit Moves:				****								****
Green/Cycle:	0.00	0.76	0.76	0.76	0.76	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.47	0.47	0.95	0.35	0.00	0.00	0.00	0.00	0.52	0.00	0.95
Uniform Del:	0.0	4.4	4.4	10.4	3.9	0.0	0.0	0.0	0.0	33.1	0.0	37.6
IncremntDel:	0.0	0.1	0.1	42.9	0.1	0.0	0.0	0.0	0.0	0.6	0.0	34.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	4.5	4.5	53.3	3.9	0.0	0.0	0.0	0.0	33.7	0.0	71.8
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	4.5	4.5	53.3	3.9	0.0	0.0	0.0	0.0	33.7	0.0	71.8
LOS by Move:	A	A	A	D	A	A	A	A	A	C	A	E
HCM2kAvgQ:	0	8	8	11	5	0	0	0	0	6	0	16

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 #7 N Archibald Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	0	Average Delay (sec/veh):	29.5
Optimal Cycle:	62	Level Of Service:	C

Street Name:	N Archibald Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	352	1002	229	51	909	267	367	81	348	242	149	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:	352	1002	229	51	909	267	367	81	348	242	149	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	1002	229	51	909	267	367	81	348	242	149	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	1002	229	51	909	267	367	81	348	242	149	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:	352	1002	229	51	909	267	367	81	348	242	149	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.83	0.83	0.95	0.91	0.91
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.48	0.52
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	1585	1585	1805	2559	910
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.14	0.01	0.18	0.17	0.20	0.05	0.22	0.13	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.41	0.41	0.03	0.28	0.28	0.44	0.35	0.35	0.21	0.13	0.13
Volume/Cap:	0.63	0.47	0.35	0.47	0.63	0.59	0.47	0.15	0.63	0.63	0.47	0.47
Uniform Del:	39.3	21.8	20.5	47.7	31.6	31.2	19.9	22.3	27.2	35.8	40.6	40.6
IncremntDel:	2.3	0.2	0.3	3.3	0.9	2.1	0.4	0.0	1.9	3.3	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.6	21.9	20.8	50.9	32.5	33.3	20.3	22.4	29.1	39.1	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:	41.6	21.9	20.8	50.9	32.5	33.3	20.3	22.4	29.1	39.1	41.4	41.4
LOS by Move:	D	C	C	D	C	C	C	C	C	D	D	D
HCM2kAvgQ:	6	8	5	1	10	8	8	2	10	8	4	4

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

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

Intersection #8 #8 Turner Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.212
Loss Time (sec):	0	Average Delay (sec/veh):	19.2
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Turner Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	43	24	49	61	11	63	113	236	33	33	266	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	24	49	61	11	63	113	236	33	33	266	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	24	49	61	11	63	113	236	33	33	266	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	24	49	61	11	63	113	236	33	33	266	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:	43	24	49	61	11	63	113	236	33	33	266	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.85	0.85	0.66	1.00	0.85	0.95	0.93	0.93	0.95	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.75	0.25	1.00	1.52	0.48
Final Sat.:	1410	1623	1623	1254	1900	1615	1805	3110	435	1805	2652	828
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.03	0.05	0.01	0.04	0.06	0.08	0.08	0.02	0.10	0.10
Crit Moves:				****			****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.30	0.62	0.62	0.15	0.47	0.47
Volume/Cap:	0.13	0.06	0.13	0.21	0.03	0.17	0.21	0.12	0.12	0.12	0.21	0.21
Uniform Del:	30.6	30.1	30.6	31.2	29.8	30.9	26.4	7.8	7.8	36.8	15.4	15.4
IncremntDel:	0.2	0.0	0.1	0.4	0.0	0.2	0.2	0.0	0.0	0.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.8	30.1	30.7	31.5	29.8	31.1	26.6	7.8	7.8	37.0	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:	30.8	30.1	30.7	31.5	29.8	31.1	26.6	7.8	7.8	37.0	15.4	15.4
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	1	1	1	2	0	2	3	2	2	1	3	3

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

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

Intersection #9 #9 N Haven Ave & Inland Empire Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	0	Average Delay (sec/veh):	19.6
Optimal Cycle:	43	Level Of Service:	B

Street Name:	N Haven Ave						Inland Empire Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	2	3 0	2 0	1
Volume Module:												
Base Vol:	254	1646	182	49	1610	33	84	145	286	332	123	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:	254	1646	182	49	1610	33	84	145	286	332	123	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	1646	182	49	1610	33	84	145	286	332	123	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	1646	182	49	1610	33	84	145	286	332	123	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:	254	1646	182	49	1610	33	84	145	286	332	123	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.75	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	2.00	3.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	2842	5253	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.11	0.01	0.23	0.02	0.02	0.04	0.10	0.06	0.03	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.61	0.61	0.04	0.50	0.50	0.14	0.21	0.21	0.13	0.20	0.20
Volume/Cap:	0.47	0.39	0.18	0.39	0.47	0.04	0.17	0.19	0.47	0.47	0.17	0.08
Uniform Del:	38.5	9.7	8.4	47.1	16.5	13.0	37.5	32.1	34.3	40.0	32.7	32.1
IncremntDel:	0.6	0.1	0.1	2.0	0.1	0.0	0.2	0.1	0.6	0.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.2	9.8	8.5	49.1	16.6	13.0	37.7	32.3	34.9	40.5	32.8	32.3
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:	39.2	9.8	8.5	49.1	16.6	13.0	37.7	32.3	34.9	40.5	32.8	32.3
LOS by Move:	D	A	A	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	4	7	2	1	9	1	1	2	5	4	2	1

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

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

Intersection #10 #10 N Vineyard Ave & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	0	Average Delay (sec/veh):	14.6
Optimal Cycle:	27	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 1	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	921	138	0	911	517	0	0	0	135	0	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	921	138	0	911	517	0	0	0	135	0	350
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	921	0	0	911	0	0	0	0	135	0	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	921	0	0	911	0	0	0	0	135	0	350
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	921	0	0	911	0	0	0	0	135	0	350
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.79	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	1503	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.09	0.00	0.22
Crit Moves:		****										****
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.47	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.20	0.00	0.47
Uniform Del:	0.0	14.2	0.0	0.0	12.8	0.0	0.0	0.0	0.0	16.1	0.0	18.7
IncremntDel:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	14.3	0.0	0.0	12.9	0.0	0.0	0.0	0.0	16.2	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:	0.0	14.3	0.0	0.0	12.9	0.0	0.0	0.0	0.0	16.2	0.0	19.1
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	9	0	0	6	0	0	0	0	2	0	8

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

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

Intersection #11 #11 N Vineyard Ave & I-10 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	0	Average Delay (sec/veh):	10.5
Optimal Cycle:	43	Level Of Service:	B

Street Name:	N Vineyard Ave						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1	0	1 0	2	0 0	1 0	1!	0 1	0 0	0 0 0
Volume Module:												
Base Vol:	0	713	187	283	764	0	354	2	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:	0	713	187	283	764	0	354	2	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	713	187	283	764	0	354	2	162	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	713	187	283	764	0	354	2	162	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	713	187	283	764	0	354	2	162	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	0.29	0.95	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Lanes:	0.00	2.38	0.62	1.00	2.00	0.00	1.68	0.01	1.31	0.00	0.00	0.00
Final Sat.:	0	3982	1044	559	3610	0	2733	13	2133	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.51	0.21	0.00	0.13	0.16	0.08	0.00	0.00	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.76	0.76	0.76	0.76	0.00	0.24	0.24	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.24	0.24	0.67	0.28	0.00	0.54	0.67	0.32	0.00	0.00	0.00
Uniform Del:	0.0	3.5	3.5	5.8	3.7	0.0	33.2	34.4	31.3	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	4.0	0.1	0.0	0.6	2.2	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.5	3.5	9.8	3.7	0.0	33.8	36.6	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	3.5	3.5	9.8	3.7	0.0	33.8	36.6	31.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	D	C	A	A	A
HCM2kAvgQ:	0	3	3	6	4	0	6	8	3	0	0	0

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

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

Intersection #12 #12 N Archibald Ave & I-10 EB & WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	0	Average Delay (sec/veh):	24.5
Optimal Cycle:	38	Level Of Service:	C

Street Name:	N Archibald Ave						I-10 EB & WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	0 0	2	2 0	0 0	2
Volume Module:												
Base Vol:	216	441	190	501	434	512	662	0	161	55	0	424
Growth Adj:	1.00	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	441	190	501	434	512	662	0	161	55	0	424
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	441	0	501	434	0	662	0	161	55	0	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	441	0	501	434	0	662	0	161	55	0	424
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	441	0	501	434	0	662	0	161	55	0	424
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	1.00	0.75	0.92	1.00	0.75
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	0.00	2.00	2.00	0.00	2.00
Final Sat.:	3502	6916	1900	3502	5187	1900	3502	0	2842	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.14	0.08	0.00	0.19	0.00	0.06	0.02	0.00	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.22	0.16	0.00	0.36	0.30	0.00	0.47	0.00	0.69	0.49	0.00	0.37
Volume/Cap:	0.28	0.40	0.00	0.40	0.28	0.00	0.40	0.00	0.08	0.03	0.00	0.40
Uniform Del:	32.6	37.8	0.0	24.2	27.0	0.0	17.3	0.0	5.1	13.4	0.0	23.2
IncremntDel:	0.2	0.2	0.0	0.2	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	32.8	38.0	0.0	24.4	27.1	0.0	17.5	0.0	5.2	13.5	0.0	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	38.0	0.0	24.4	27.1	0.0	17.5	0.0	5.2	13.5	0.0	23.5
LOS by Move:	C	D	A	C	C	A	B	A	A	B	A	C
HCM2kAvgQ:	3	4	0	6	4	0	7	0	1	0	0	6

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

Scenario Report

Scenario:	FP 2040 AM
Command:	FP 2040 AM
Volume:	FP 2040 AM
Geometry:	Future 2035 Mit
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	B	16.4	0.592	B	16.4	0.592	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	C	30.6	0.825	C	30.6	0.825	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	26.3	0.692	C	26.3	0.692	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	19.9	0.395	B	19.9	0.395	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	B	15.9	0.650	B	15.9	0.650	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	A	9.5	0.732	A	9.5	0.732	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	D	35.1	0.874	D	35.1	0.874	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	C	22.1	0.297	C	22.1	0.297	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	B	15.6	0.632	B	15.6	0.632	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	C	20.4	0.771	C	20.4	0.771	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	D	50.8	1.434	D	50.8	1.434	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	24.5	0.675	C	24.5	0.675	+ 0.000 D/V

Scenario Report

Scenario:	FP 2040 PM
Command:	FP 2040 PM
Volume:	FP 2040 PM
Geometry:	Future 2035 Mit
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 #1 Archibald Ave & Sixth St	C	22.8	0.822	C	22.8	0.822	+ 0.000 D/V
# 2 #2 N Vineyard Ave & Fourth St	E	58.9	1.052	E	58.9	1.052	+ 0.000 D/V
# 3 #3 Archibald Ave& Fourth St	C	31.7	0.805	C	31.7	0.805	+ 0.000 D/V
# 4 #4 Turner Ave & Fourth St	B	19.1	0.469	B	19.1	0.469	+ 0.000 D/V
# 5 #5 Haven Ave & Fourth St	C	21.4	0.844	C	21.4	0.844	+ 0.000 D/V
# 6 #6 N Vineyard Ave & Inland Em	D	36.7	1.044	D	36.7	1.044	+ 0.000 D/V
# 7 #7 N Archibald Ave & Inland Em	E	66.0	1.108	E	66.0	1.108	+ 0.000 D/V
# 8 #8 Turner Ave & Inland Empire	C	21.0	0.410	C	21.0	0.410	+ 0.000 D/V
# 9 #9 N Haven Ave & Inland Empire	C	27.7	0.889	C	27.7	0.889	+ 0.000 D/V
# 10 #10 N Vineyard Ave & I-10 WB R	C	25.4	0.941	C	25.4	0.941	+ 0.000 D/V
# 11 #11 N Vineyard Ave & I-10 EB R	C	21.0	1.094	C	21.0	1.094	+ 0.000 D/V
# 12 #12 N Archibald Ave & I-10 EB	C	29.0	0.722	C	29.0	0.722	+ 0.000 D/V

Scenario Report

Scenario:	FP 2040 Sat
Command:	FP 2040 Sat
Volume:	FP 2040 Sat
Geometry:	Future 2035 Mit
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 #1 Archibald Ave & Sixth St	B	14.9	0.426	B	14.9	0.426	+ 0.000
# 2 #2 N Vineyard Ave & Fourth St	C	24.0	0.570	C	24.0	0.570	+ 0.000
# 3 #3 Archibald Ave& Fourth St	C	25.7	0.470	C	25.7	0.470	+ 0.000
# 4 #4 Turner Ave & Fourth St	B	17.3	0.256	B	17.3	0.256	+ 0.000
# 5 #5 Haven Ave & Fourth St	B	16.3	0.445	B	16.3	0.445	+ 0.000
# 6 #6 N Vineyard Ave & Inland Em	B	14.4	0.586	B	14.4	0.586	+ 0.000
# 7 #7 N Archibald Ave & Inland Em	C	29.5	0.629	C	29.5	0.629	+ 0.000
# 8 #8 Turner Ave & Inland Empire	B	19.2	0.212	B	19.2	0.212	+ 0.000
# 9 #9 N Haven Ave & Inland Empire	B	19.6	0.469	B	19.6	0.469	+ 0.000
# 10 #10 N Vineyard Ave & I-10 WB R	B	13.2	0.533	B	13.2	0.533	+ 0.000
# 11 #11 N Vineyard Ave & I-10 EB R	B	10.6	0.704	B	10.6	0.704	+ 0.000
# 12 #12 N Archibald Ave & I-10 EB	C	24.5	0.402	C	24.5	0.402	+ 0.000

Appendix F

Caltrans Mainline Worksheets

EXISTING YEAR 2018 CONDITIONS

Topgolf Ontario

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 I-10 Eastbound

west of Vineyard Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,733	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,009	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**40.1**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

EXISTING YEAR 2018 CONDITIONS

Topgolf Ontario

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 I-10 Westbound

west of Vineyard Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,952	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,829	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**36.5**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

EXISTING YEAR 2018 CONDITIONS

Topgolf Ontario

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 I-10 Eastbound

between Vineyard Avenue & Archibald Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,665	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,993	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**39.8**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

EXISTING YEAR 2018 CONDITIONS

Topgolf Ontario

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 I-10 Westbound

between Vineyard Avenue & Archibald Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,891	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,815	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**36.2**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

EXISTING YEAR 2018 CONDITIONS

Topgolf Ontario

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 I-10 Eastbound

between Archibald Avenue & Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,597	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,977	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**39.5**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

EXISTING YEAR 2018 CONDITIONS

Topgolf Ontario

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 I-10 Westbound

between Archibald Avenue & Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,829	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,801	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**35.9**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

EXISTING YEAR 2018 CONDITIONS

Topgolf Ontario

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 I-10 Eastbound

east of Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	9,074	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,087	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**49.9**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**41.8**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

EXISTING YEAR 2018 CONDITIONS

Topgolf Ontario

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 I-10 Westbound

east of Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,263	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,901	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**37.9**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

EXISTING YEAR 2018 WITH PROJECT CONDITIONS

Topgolf Ontario

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 I-10 Eastbound

west of Vineyard Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,761	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,015	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**40.2**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

EXISTING YEAR 2018 WITH PROJECT CONDITIONS

Topgolf Ontario

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 I-10 Westbound

west of Vineyard Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,980	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,836	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**36.6**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

EXISTING YEAR 2018 WITH PROJECT CONDITIONS

Topgolf Ontario

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 I-10 Eastbound

between Vineyard Avenue & Archibald Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,683	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,997	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**39.9**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 I-10 Westbound

between Vineyard Avenue & Archibald Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,900	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,817	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**36.3**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 I-10 Eastbound

between Archibald Avenue & Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,615	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,982	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**39.6**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 I-10 Westbound

between Archibald Avenue & Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,838	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,803	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**36.0**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

EXISTING YEAR 2018 WITH PROJECT CONDITIONS

Topgolf Ontario

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 I-10 Eastbound

east of Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	9,093	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,092	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**49.8**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**42.0**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

EXISTING YEAR 2018 WITH PROJECT CONDITIONS

Topgolf Ontario

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 I-10 Westbound

east of Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,281	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,905	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**38.0**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

FUTURE YEAR 2020 WITHOUT PROJECT CONDITIONS

Topgolf Ontario

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 I-10 Eastbound

west of Vineyard Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	9,082	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,089	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**49.9**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**41.9**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

FUTURE YEAR 2020 WITHOUT PROJECT CONDITIONS

Topgolf Ontario

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 I-10 Westbound

west of Vineyard Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,270	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,902	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**38.0**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 I-10 Eastbound

between Vineyard Avenue & Archibald Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	9,012	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,073	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**49.9**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**41.5**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 I-10 Westbound

between Vineyard Avenue & Archibald Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,207	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,888	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**37.7**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 I-10 Eastbound

between Archibald Avenue & Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,941	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,057	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.0**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**41.1**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 I-10 Westbound

between Archibald Avenue & Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,142	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,873	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**37.4**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 I-10 Eastbound

east of Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	9,437	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,171	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**49.2**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**44.1**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 I-10 Westbound

east of Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,594	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,977	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**39.5**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 I-10 Eastbound

west of Vineyard Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	10,654	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,451	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**n/a**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln
Level of Service (LOS):			LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 I-10 Westbound

west of Vineyard Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	9,701	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,231	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**n/a**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln
Level of Service (LOS):			LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 I-10 Eastbound

between Vineyard Avenue & Archibald Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	10,571	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,432	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**n/a**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln
Level of Service (LOS):			LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 I-10 Westbound

between Vineyard Avenue & Archibald Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	9,627	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,214	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**n/a**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln
Level of Service (LOS):			LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 I-10 Eastbound

between Archibald Avenue & Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	10,488	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,412	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**n/a**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln
Level of Service (LOS):			LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 I-10 Westbound

between Archibald Avenue & Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	9,551	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,197	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**49.0**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**44.8**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 I-10 Eastbound

east of Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	11,070	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,546	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**n/a**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln
Level of Service (LOS):			LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 I-10 Westbound

east of Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	10,081	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,319	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**n/a**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln
Level of Service (LOS):			LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

FUTURE YEAR 2020 WITH PROJECT CONDITIONS

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 I-10 Eastbound

west of Vineyard Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	9,110	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,095	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**49.8**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**42.1**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

FUTURE YEAR 2020 WITH PROJECT CONDITIONS

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 I-10 Westbound

west of Vineyard Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,298	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,909	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**38.1**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 I-10 Eastbound

between Vineyard Avenue & Archibald Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	9,030	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,077	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**49.9**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**41.6**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 I-10 Westbound

between Vineyard Avenue & Archibald Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,216	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,890	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**37.7**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 I-10 Eastbound

between Archibald Avenue & Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,959	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,061	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.0**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**41.2**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 I-10 Westbound

between Archibald Avenue & Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,151	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,875	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**37.4**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 I-10 Eastbound

east of Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	9,456	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,175	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**49.2**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**44.2**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 I-10 Westbound

east of Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,612	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,981	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**50.1**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**39.5**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

FUTURE YEAR 2040 WITH PROJECT CONDITIONS

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 I-10 Eastbound

west of Vineyard Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	10,682	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,457	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**n/a**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln
Level of Service (LOS):			LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

FUTURE YEAR 2040 WITH PROJECT CONDITIONS

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 I-10 Westbound

west of Vineyard Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	9,729	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,238	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**n/a**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln
Level of Service (LOS):			LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 I-10 Eastbound

between Vineyard Avenue & Archibald Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	10,589	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,436	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**n/a**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln
Level of Service (LOS):			LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 I-10 Westbound

between Vineyard Avenue & Archibald Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	9,636	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,216	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**n/a**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln
Level of Service (LOS):			LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 I-10 Eastbound

between Archibald Avenue & Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	10,506	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,417	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**n/a**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln
Level of Service (LOS):			LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 I-10 Westbound

between Archibald Avenue & Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	9,560	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,199	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**48.9**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**45.0**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

FUTURE YEAR 2040 WITH PROJECT CONDITIONS

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 I-10 Eastbound

east of Haven Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	11,089	veh/h
Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	0.00	]
		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	50.1	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,201	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,201	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,551	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**n/a**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln
Level of Service (LOS):			LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Topgolf Ontario

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Mainline Lanes (N):	5	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	12	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_c):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

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		[f_{RLC}:	0.00	]
		FFS:	50.1	mi/h
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Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	1,996	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,323	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \le BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \le c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_c) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**n/a**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln
Level of Service (LOS):			LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.