NOTICE OF PREPARATION
TRIBAL ENVIRONMENTAL IMPACT REPORT
FOR THE
VISION AGUA CALIENTE MASTER PLAN PROJECT
December 16, 2015

The Agua Caliente Band of Cahuilla Indians (the "Tribe") will be the Lead Agency under the Tribal Environmental Policy Act (Tribal Ordinance No. 28) and will prepare a Tribal Environmental Impact Report (TEIR) for the Vision Agua Caliente Master Plan Project. The TEIR to be prepared and distributed by the Tribe is also intended to satisfy the off-reservation environmental impact evaluation requirements contained in Section 10.8 of the Tribal-State Gaming Compact between the State of California and the Agua Caliente Band of Cahuilla Indians.

The Vision Agua Caliente Master Plan addresses approximately 18 acres of Tribal Trust land (the "Project Site") located within the Section 14 Specific Plan area in downtown Palm Springs. Figure 1 shows the regional location of the Project Site and Figure 2 shows the location of the site in downtown Palm Springs.

As shown in Figure 2, the Project Site is bounded by Amado Road, Calle El Segundo, Tahquitz Canyon Way and Indian Canyon Drive. The Project Site contains the existing Spa Resort Casino, located north of Andreas Road between Calle El Segundo and Calle Encilia, surface parking lots, vacant land, and a U.S Post Office on the corner of Amado Road and Calle Encilia. On November 5, 2015, an application was submitted to the City of Palm Springs to vacate Calle Encilia between Amado and Andreas Roads, the north half of Andreas Road between Calle Encilia and Calle El Segundo, and the west half of Calle Encilia between Andreas Road and Tahquitz Canyon Way. The portions of these streets proposed for vacation are included in the Project Site.

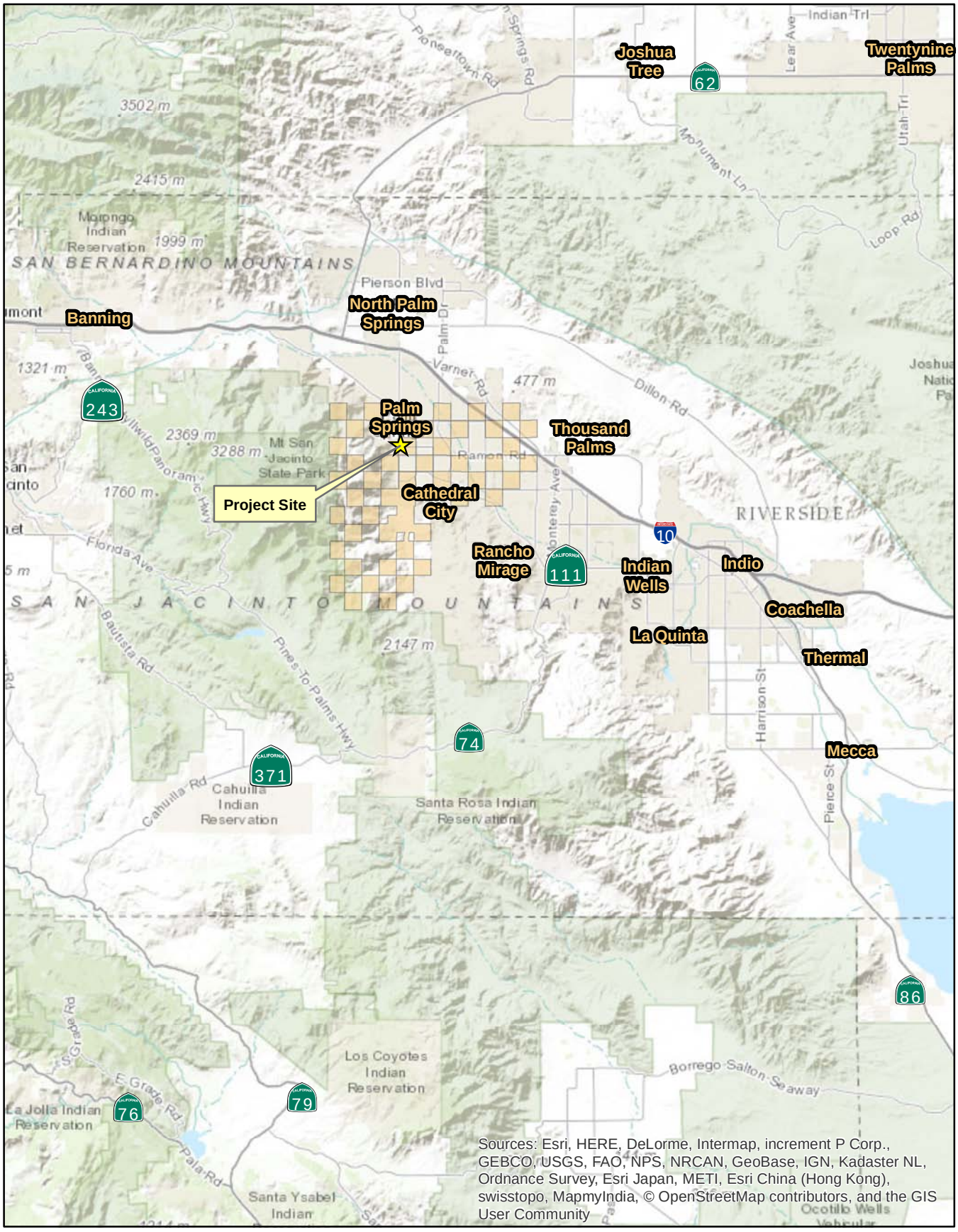
The Vision Agua Caliente Master Plan would allow the expansion of the Spa Resort Casino by up to 68,000 square feet and the development of up to 350 new hotel rooms in 510,000 square feet of hotel space. The Master Plan also includes up to 60,000 square feet of meeting space, 50,000 square feet of retail commercial space, a 40,000 square foot spa/fitness center, and approximately 650 parking spaces.

Based on a preliminary review of the proposed Vision Agua Caliente Master Plan Project, the TEIR will study potential significant effects on the on- and off-reservation environment related to the following topics: aesthetics; air quality, including greenhouse gas emissions; cultural resources; land use; noise; public services; transportation/traffic; and utilities and service systems. Based on the existing characteristics of the Project Site and previous environmental review documents, effects related to agricultural resources, biological resources, geology and soils, hazards and hazardous materials, water resources, mineral resources, population and housing, and recreation are not anticipated to be significant.

The Tribe invites your views, and/or the views of your agency, as to the scope and content of the environmental information to be provided in the TEIR which is germane to your interests or to your agency's statutory responsibilities in connection with the proposed project. **Responses to this notice should be sent at the earliest possible date, but not later than January 15, 2016.**

Please send your response to:

Margaret E. Park, AICP
Director of Planning & Natural Resources
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264



AGUA CALIENTE BAND OF CAHUILLA INDIANS

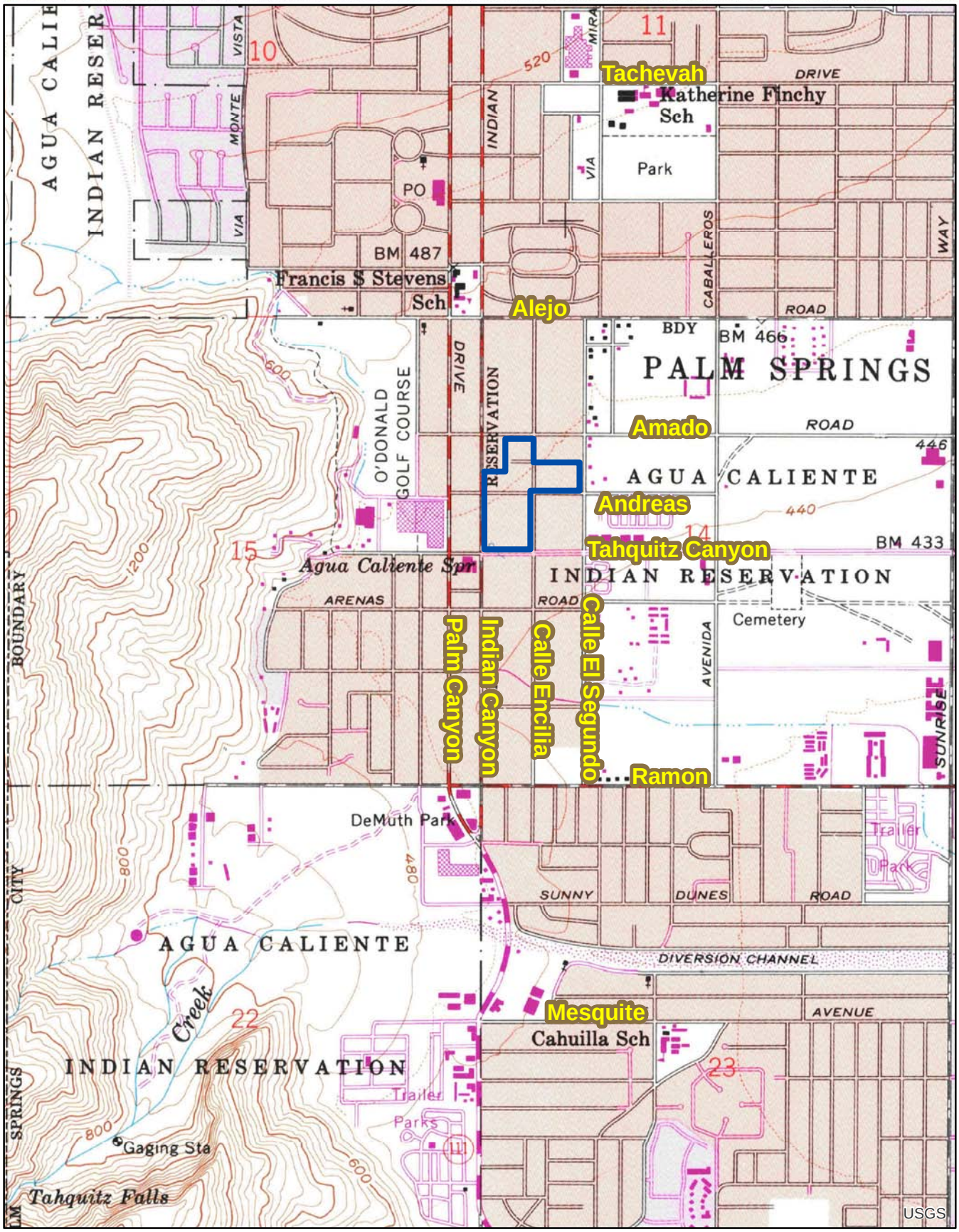
FIGURE 1 - REGIONAL LOCATION

Agua Caliente Indian Reservation

0 2 4 8 12 16 Miles

N

Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive Palm Springs CA, 92264
Geospatial Information Services
(760) 883-1911/Fax (760) 883-1937



AGUA CALIENTE BAND OF CAHUILLA INDIANS

FIGURE 2 - PROJECT LOCATION

Project Site

N

0 0.075 0.15 0.3 0.45 0.6 Miles

Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive Palm Springs CA, 92264
Geospatial Information Services
(760) 883-1911/Fax (760) 883-1937

NOTICE OF COMPLETION

Vision Agua Caliente Master Plan
Draft Tribal Environmental Impact Report

The Agua Caliente Band of Cahuilla Indians ("Tribe") has completed a Draft Tribal Environmental Impact Report (TEIR) addressing the potential environmental effect of the proposed Vision Agua Caliente Master Plan in compliance with the Tribal Environmental Policy Act (Agua Caliente Band of Cahuilla Indians Ordinance No. 28) and Section 11.1 of the Tribal-State Compact between the State of California and the Agua Caliente Band of Cahuilla Indians.

The Vision Agua Caliente Master Plan addresses approximately 18 acres of Tribal Trust land (the "Project Site") located within the Section 14 Specific Plan area in downtown Palm Springs. The Project Site is bounded by Amado Road, Calle El Segundo, Tahquitz Canyon Way and Indian Canyon Drive. The Project Site contains the existing Spa Resort Casino, located north of Andreas Road between Calle El Segundo and Calle Encilia, surface parking lots, vacant land, and a U.S Post Office on the southwest corner of Amado Road and Calle Encilia. The Vision Agua Caliente Master Plan would allow the expansion of the Spa Resort Casino by up to 68,000 square feet and the development and replacement of up to 350 hotel rooms within 510,000 square feet of hotel space. The Master Plan also includes up to 60,000 square feet of meeting space, 50,000 square feet of mixed use/cultural/retail space, a 40,000 square foot spa/fitness center, and approximately 650 parking spaces that complements and provides an incidental benefit to the Spa Resort Casino.

The Draft TEIR concludes Air Quality, Land Use and Planning, Population and Housing, Public Services (Fire Services and Law Enforcement), Operation Noise, and Utilities and Service Systems (solid waste and energy) impacts would be less than significant, and that potentially significant Aesthetic, Cultural Resources, Water Resources, Construction Noise, Transportation and Traffic, and Utilities and Service System (water supply, wastewater, and drainage) impacts can be mitigated to less than significant by implementing the mitigation measures identified in the Draft TEIR. No significant effects on the environment were identified.

The Tribe is soliciting comments from affected public agencies and other interested parties on the content of the Draft TEIR.

This Draft TEIR is subject to a 60-day public review period beginning on January 12, 2017, and ending on March 13, 2017. The Draft TEIR is available for public review at the Agua Caliente Tribal Administration Office, located at 5401 Dinah Shore Drive, Palm Springs, CA 92264. In addition, the Draft TEIR is available on the Tribe's website at http://www.aguacaliente.org/.

A public meeting will be held on **Tuesday, February 7, 2017**, at **4:00 PM** at the Palm Springs Convention Center, Mesquite Room H, located at 277 N. Avenida Caballeros in Palm Springs, to accept comments on the content of the Draft TEIR.

Please provide any comments in response to this notice in writing by March 13, 2017 to:

Margaret E. Park, AICP
Director of Planning and Natural Resources
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264
Fax: (760) 699-6822
Email: mpark@aguacaliente-nsn.gov

APPENDIX 1.0

Notice of Preparation and Comment Letters

NOTICE OF PREPARATION
TRIBAL ENVIRONMENTAL IMPACT REPORT
FOR THE VISION AGUA CALIENTE MASTER PLAN PROJECT

December 16, 2015

The Agua Caliente Band of Cahuilla Indians (the "Tribe") will be the Lead Agency under the Tribal Environmental Policy Act (Tribal Ordinance No. 28) and will prepare a Tribal Environmental Impact Report (TEIR) for the Vision Agua Caliente Master Plan Project. The TEIR to be prepared and distributed by the Tribe is also intended to satisfy the off-reservation environmental impact evaluation requirements contained in Section 10.8 of the Tribal-State Gaming Compact between the State of California and the Agua Caliente Band of Cahuilla Indians.

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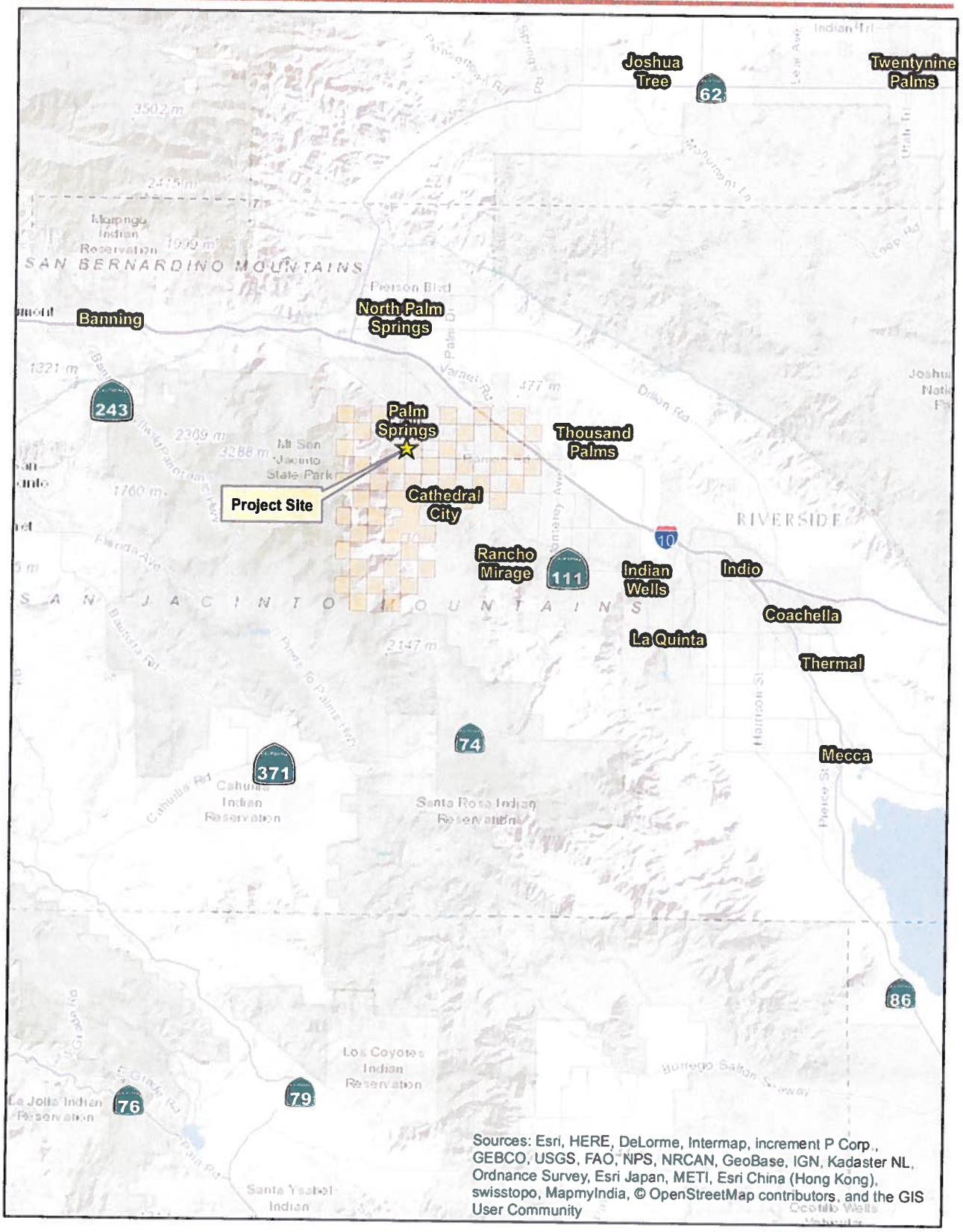
Based on a preliminary review of the proposed Vision Agua Caliente Master Plan Project, the TEIR will study potential significant effects on the on- and off-reservation environment related to the following topics: aesthetics; air quality, including greenhouse gas emissions; cultural resources; land use; noise; public services; transportation/traffic; and utilities and service systems. Based on the existing characteristics of the Project Site and previous environmental review documents, effects related to agricultural resources, biological resources, geology and soils, hazards and hazardous materials, water resources, mineral resources, population and housing, and recreation are not anticipated to be significant.

The Tribe invites your views, and/or the views of your agency, as to the scope and content of the environmental information to be provided in the TEIR which is germane to your interests or to your agency's statutory responsibilities in connection with the proposed project. **Responses to this notice should be sent at the earliest possible date, but not later than January 15, 2016.**

Please send your response to:

Margaret E. Park, AICP
Director of Planning & Natural Resources
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264



AGUA CALIENTE BAND OF CAHUILLA INDIANS

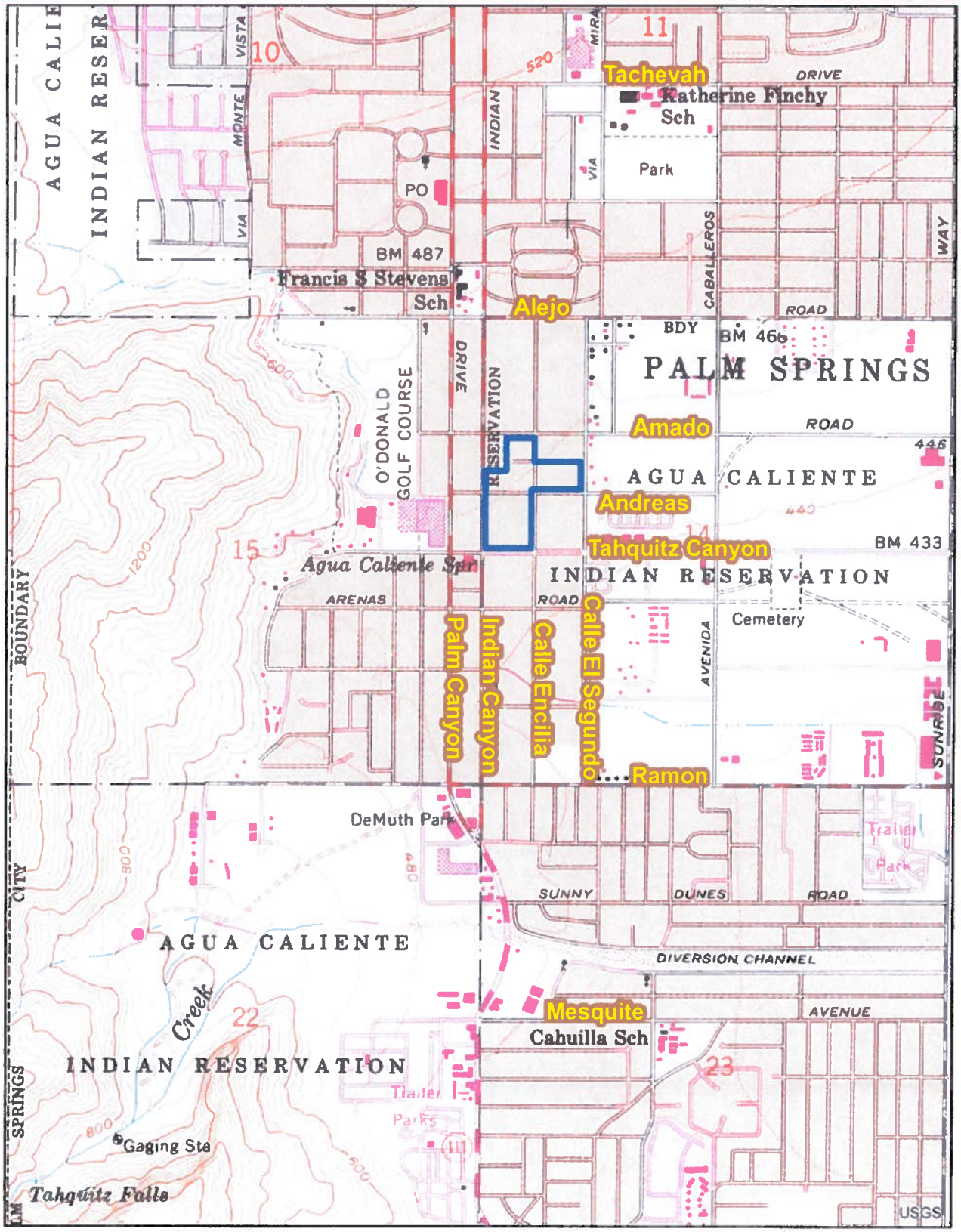
FIGURE 1 - REGIONAL LOCATION

Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive Palm Springs CA 92264
Geospatial Information Services
(760) 883-1911/Fax (760) 883-1937

Agua Caliente Indian Reservation

0 2 4 8 12 16 Miles

N



AGUA CALIENTE BAND OF CAHUILLA INDIANS

FIGURE 2 - PROJECT LOCATION

Project Site

N

0 0.075 0.15 0.3 0.45 0.6 Miles

Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive Palm Springs CA 92264
Geospatial Information Services
(760) 883-1911/Fax (760) 883-1937

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Notice of Preparation

December 16, 2015

To: Reviewing Agencies

Re: Vision Agua Caliente Master Plan Project
SCH# 2015121049

Attached for your review and comment is the Notice of Preparation (NOP) for the Vision Agua Caliente Master Plan Project draft Environmental Impact Report (EIR).

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

Please direct your comments to:

Margaret Park
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264

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

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2015121049
Project Title Vision Agua Caliente Master Plan Project
Lead Agency Agua Caliente Band of Cahuilla Indians

Type NOP Notice of Preparation

Description Note: Tribal Document

The Agua Caliente Band of Cahuilla Indians (the "Tribe") will be the Lead Agency under the Tribal Environmental Policy Act (Tribal Ordinance No. 28) and will prepare a Tribal Environmental Impact Report (TEIR) for the Vision Agua Caliente Master Plan Project. The Vision Agua Caliente Master Plan addresses approximately 18 acres of Tribal Trust land (the "Project Site") located within the Section 14 Specific Plan area in downtown Palm Springs. The Vision Agua Caliente Master Plan would allow the expansion of the Spa Resort Casino by up to 68,000 square feet and the development of up to 350 new hotel rooms in 510,000 square feet of hotel space. The Master Plan also includes up to 60,000 square feet of meeting space, 50,000 square feet of retail commercial space, a 40,000 square foot spa/fitness center, and approximately 650 parking spaces.

Lead Agency Contact

Name Margaret Park
Agency Agua Caliente Band of Cahuilla Indians
Phone 760-699-6800 **Fax**
email
Address 5401 Dinah Shore Drive
City Palm Springs **State** CA **Zip** 92264

Project Location

County Riverside
City Palm Springs
Region
Cross Streets Tahquitz Canyon/Indian Canyon & Amado/Calle El Segundo
Lat / Long 33° 49' 28" N / 116° 32' 41" W
Parcel No.
Township T4S **Range** R4E **Section** S14 **Base** San Ber

Proximity to:

Highways 111
Airports Palm Springs International
Railways
Waterways Baristo Flood Channel
Schools Katherine Finchy Elem
Land Use Spa Resort Casino, surface parking lots, vacant land, US Post Office/Specific Plan - Resort Attraction/GP - Tourist, Resort, Comm.

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Traffic/Circulation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Cal Fire; Department of Parks and Recreation; Department of Fish and Wildlife, Region 6; Office of Emergency Services, California; Native American Heritage Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Department of General Services; Caltrans, District 8; Air Resources Board; State Water Resources Control Board; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 7; California Department of Justice, Attorney General's Office

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

Date Received 12/16/2015 *Start of Review* 12/16/2015 *End of Review* 01/14/2016

Note: Blanks in data fields result from insufficient information provided by lead agency.

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

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

SCH# 2015121049

Project Title: Vision Agua Caliente Master Plan Project

Lead Agency: Agua Caliente Band of Cahuilla Indians
Contact Person: Margaret Park, AICP
Mailing Address: 5401 Dinah Shore Drive
Phone: (760) 699-6800
City: Palm Springs Zip: 92264
County: Riverside

Project Location: County: Riverside City/Nearest Community: City of of Palm Springs
Cross Streets: Tahquitz Canyon/Indian Canyon & Amado/Calle El Segundo Zip Code: 92262
Longitude/Latitude (degrees, minutes and seconds): 33 ° 49 ′ 28 ″ N / 116 ° 32 ′ 41 ″ W Total Acres: 18
Assessor's Parcel No.: Section: S14 Twp.: T4S Range: R4E Base: San Ber
Within 2 Miles: State Hwy #: 111 Waterways: Baristo Flood Channel
Airports: Palm Springs International Railways: Schools: Katherine Finchy Elem

Document Type:

CEQA: ☒ NOP ☐ Draft EIR
☐ Early Cons ☐ Supplement/Subsequent EIR
☐ Neg Dec (Prior SCH No.)
☐ Mit Neg Dec Other: Tribal Document

NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI

Other: ☐ Joint Document ☐ Final Document ☐ Other:

Local Action Type:

☐ General Plan Update ☐ Specific Plan
☐ General Plan Amendment ☒ Master Plan
☐ General Plan Element ☐ Planned Unit Development
☐ Community Plan ☐ Site Plan

☐ Rezone ☐ Annexation
☐ Prezone ☐ Redevelopment
☐ Use Permit ☐ Coastal Permit
☐ Land Division (Subdivision, etc.) ☐ Other:

RECEIVED
DEC 16 2015
STATE CLEARING HOUSE

Development Type:

☐ Residential: Units Acres
☒ Office: Sq.ft. 60,000 Acres Employees
☒ Commercial: Sq.ft. 50,000 Acres Employees
☐ Industrial: Sq.ft. Acres Employees
☐ Educational:
☒ Recreational: 350 new hotel rooms; 40,000 sq.ft. spa/fitness
☐ Water Facilities: Type MGD

☒ Transportation: Type 650 parking spaces
☐ Mining: Mineral
☐ Power: Type MW
☐ Waste Treatment: Type MGD
☐ Hazardous Waste: Type
☒ Other: Casino = 68,000 new sq. ft.

Project Issues Discussed in Document:

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

Present Land Use/Zoning/General Plan Designation:

Spa Resort Casino, surface parking lots, vacant land, US Post Office/Specific Plan - Resort Attraction/GP - Tourist, Resort, Comm.

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

The Agua Caliente Band of Cahuilla Indians (the "Tribe") will be the Lead Agency under the Tribal Environmental Policy Act (Tribal Ordinance No. 28) and will prepare a Tribal Environmental Impact Report (TEIR) for the Vision Agua Caliente Master Plan Project. The Vision Agua Caliente Master Plan addresses approximately 18 acres of Tribal Trust land (the "Project Site") located within the Section 14 Specific Plan area in downtown Palm Springs. The Vision Agua Caliente Master Plan would allow the expansion of the Spa Resort Casino by up to 68,000 square feet and the development of up to 350 new hotel rooms in 510,000 square feet of hotel space. The Master Plan also includes up to 60,000 square feet of meeting space, 50,000 square feet of retail commercial space, a 40,000 square foot spa/fitness center, and approximately 650 parking spaces.

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

NOP Distribution List

County: Riverside

SCH# 2015121049

Resources Agency

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

Fish and Game

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

Other Departments

- [ ] **Food & Agriculture**
  Sandra Schubert
  Dept. of Food and Agriculture
- [ ] **Depart. of General Services**
  Public School Construction
- [x] **Dept. of General Services**
  Anna Garbeff
  Environmental Services Section
- [ ] **Delta Stewardship Council**
  Kevan Samsam
- [ ] **Housing & Comm. Dev.**
  CEQA Coordinator
  Housing Policy Division

Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Michael Machado
- [x] **OES (Office of Emergency Services)**
  Marcia Scully
- [x] **Native American Heritage Comm.**
  Debbie Treadway
- [ ] **Public Utilities Commission**
  Supervisor
- [ ] **Santa Monica Bay Restoration**
  Guangyu Wang
- [ ] **State Lands Commission**
  Jennifer Deleong
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Cal State Transportation Agency CalSTA

- [x] **Caltrans - Division of Aeronautics**
  Philip Crimmins
- [ ] **Caltrans – Planning HQ LD-IGR**
  Terri Pencovic
- [x] **California Highway Patrol**
  Suzann Ikeuchi
  Office of Special Projects

Dept. of Transportation

- [ ] **Caltrans, District 1**
  Rex Jackman
- [ ] **Caltrans, District 2**
  Marcelino Gonzalez
- [ ] **Caltrans, District 3**
  Eric Federicks – South
  Susan Zanchi - North
- [ ] **Caltrans, District 4**
  Patricia Maurice
- [ ] **Caltrans, District 5**
  Larry Newland
- [ ] **Caltrans, District 6**
  Michael Navarro
- [ ] **Caltrans, District 7**
  Dianna Watson
- [x] **Caltrans, District 8**
  Mark Roberts
- [ ] **Caltrans, District 9**
  Gayle Rosander
- [ ] **Caltrans, District 10**
  Tom Dumas
- [ ] **Caltrans, District 11**
  Jacob Armstrong
- [ ] **Caltrans, District 12**
  Maureen El Harake

Cal EPA

Air Resources Board

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

Regional Water Quality Control Board (RWQCB)

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

- [x] **Other** AG
- [ ] _____
  Conservancy

Last Updated 6/23/2015

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

December 29, 2015

Margaret E. Park, AICP
Director of Planning & Resoruces
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264

Notice of Preparation of a Tribal Environmental Impact Report (TEIR) for the Vision Agua Caliente Master Plan Project

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

Air Quality Analysis

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

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

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

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

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

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

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, SCAQMD recommends that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Additionally, any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

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

Data Sources

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

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at Jwong1@aqmd.gov or call me at (909) 396-3176.

Sincerely,

Jillian Wong

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

RVC151217-01
Control Number

DESERT WATER

January 8, 2016

SENT VIA FIRST CLASS U.S. MAIL

Margaret E. Park, AICP
Director of Planning & Natural Resources
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264

Re: Notice of Preparation of Tribal Environmental Impact Report for the Vision Agua Caliente Master Plan Project

Dear Ms. Park,

Desert Water Agency ("Agency") thanks you for the opportunity to comment on the scope of the Tribal Environmental Impact Report ("TEIR") to be prepared for the proposed Vision Agua Caliente Master Plan Project ("Project"). The Agency is a public agency of the State of California which provides retail water service throughout the City of Palm Springs, part of Cathedral City, and unincorporated portions of the County of Riverside, in addition to replenishing the groundwater basin that supplies those and other areas, including the City of Desert Hot Springs.

Although the Notice of Preparation ("NOP") states that the Tribe anticipates impacts to water supply/resources and certain other resources to be less than significant, the NOP does not set forth the basis for those conclusions. Desert Water Agency is concerned that the proposed Project – which the NOP confirms includes over 700,000 square feet of new hotel, spa, meeting, and retail space – will necessarily result in a significant increase in water supply demand and attendant impacts associated with that demand. Particularly given the ongoing drought and uncertainties involved with water supply in the area, Desert Water Agency believes it is inappropriate to omit a full discussion and analysis of water supply impacts from the EIR, as the NOP appears to anticipate doing. Similarly, the NOP suggests that the Tribe may likewise intend to "scope out" from the TEIR any analysis of biological resources, hazards, mineral resources, and population and housing impacts. Each of these resources may be affected by the substantial increase in water demand that the Project appears to entail. Thus, each of these resource areas should be fully discussed in the TEIR.

Accordingly, the Agency asks that the Tribe confirm that the TEIR will fully analyze the Project's impacts to water supply/resources and the other above-identified resources. With regard to water supply/resources in particular, the TEIR should discuss the proposed Project's anticipated water sources, any uncertainties related to the exercise of water rights from each of those sources, the impacts of the Project's water demand and use on other water users within the Agency's jurisdiction, and all other potential water related impacts should be considered.

In addition, the Agency respectfully requests that it be added to the Tribe's notification list as an Interested Person pursuant to Section 10.8.7(c) of the First Amendment to the Tribal-State Compact Between the State of California and the Agua Caliente Band of Cahuilla Indians. Thus, the Agency expressly requests that it be provided a copy of the Draft TEIR and Notice of Completion pursuant to Section 10.8.3(b) of the same, a Final TEIR pursuant to 10.8.4, and all other Project-related notices.

Please send such notices and documents to the following addresses:

Desert Water Agency
Attn: Mark S. Krause
1200 S. Gene Autry Trail
Palm Springs, CA 92264
mkrause@dwa.org

Best Best & Krieger LLP
Attn: Charity Schiller
3390 University Avenue 5th Floor
Riverside, CA 92501
charity.schiller@bbklaw.com

Thank you again for considering Desert Water Agency's comments on the NOP, and we look forward to reviewing the TEIR once it is available.

Sincerely,

David K. Luker
General Manager-Chief Engineer

dkl/sb

City of Palm Springs

Department of Planning Services

3200 E. Tahquitz Canyon Way • Palm Springs, California 92262
Tel: (760) 323-8245 • Fax: (760) 322-8360 • Web: www.palmspringsca.gov

14 January 2016

Ms. Margaret Park, AICP
Planning & Natural Resources Division
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264

RE: Notice of Preparation – Vision Agua Caliente Master Plan Project

Dear Ms. Park:

The City of Palm Springs appreciates the opportunity to participate in the preparation of a Tribal Environmental Impact Report (TEIR) for the Vision Agua Caliente Master Plan Project. We look forward to participating in the scoping process and reviewing proposed plans for the project.

In accordance with Section 10.8.1 of the First Amendment to the Tribal-State Gaming Compact between the Agua Caliente Band of Cahuilla Indians and the State of California, the TEIR shall analyze any potentially significant off-reservation environmental impacts. We would request a consultation meeting with the division to discuss these potential impacts. In addition, the City requests notification of all public meetings and/or hearings related to the preparation of the TEIR, so that we may have the opportunity to participate in the discussion of impacts and development of any mitigation measures. We reserve the right to comment on the draft TEIR at a future date.

Thank you again for including the City of Palm Springs in the TEIR preparation process for the master plan project.

Sincerely,

Flinn Fagg, AICP
Director

From:	Park, Margaret (TRBL)
To:	Anderson, Kate (TRBL); Davis, Tom (TRBL); Malcolm, Dan (TRBL)
Subject:	FW: Comment
Date:	Tuesday, December 15, 2015 1:24:47 PM
Attachments:	image001.jpg

From: EDM - Ron Eade - PRESIDENT [mailto:Ron.Eade@capitalindustrial.ca]
Sent: Tuesday, December 15, 2015 11:09 AM
To: Park, Margaret (TRBL)
Subject: Comment

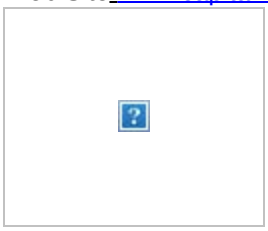
I personal think building the 350 room hotel and a first class spa for tourist to use and visit beside hotel guest . As for the casino it definitely has gone downhill and needs to get tourist back in plus locals . When we purchased our house in Palm Springs the casino was fun to go and play poker , meeting new people at the table and having fun . People were friendly and positive .

These are just my comments and wish the best for the future .

Thank you for the opportunity to give my point of view .

Ron Eade
President

851 77 Ave.
Edmonton Alberta
T6P-1S9
1-780-4404467
E-Mail ron@capitalindustrial.ca
Web Site www.capitalindustrial.ca



From:	Park, Margaret (TRBL)
To:	Davis, Tom (TRBL); Anderson, Kate (TRBL); Malcolm, Dan (TRBL)
Subject:	FW: Downtown Palm Springs Development
Date:	Friday, December 18, 2015 8:05:55 AM
Attachments:	Ltr to M. Park re DEIR for Tribe.docx

From: Jacqueline Danos [mailto:jac.danos@gmail.com]
Sent: Thursday, December 17, 2015 4:23 PM
To: Park, Margaret (TRBL)
Cc: Eric Corey Freed
Subject: Downtown Palm Springs Development

Good afternoon Margaret. I read the recent article in the Desert Sun about the upcoming draft environmental impact report for the proposed development in downtown Palm Springs. At the end of the article it had your contact information for any comments. Attached is a letter with my thoughts for the project and the DEIR. As I mention in the attached comments i believe that The International Living Future Institute could be very helpful so i have cc'd Eric Corey Freed on this as well.

Wishing you and the family a wonderful holiday season. Hopefuly we will see you all again soon.

Jacqueline Danos Purcell
760-861-8508 (cell)

Jacqueline Danos Purcell
70075 San Lorenzo #234
Mountain Center, Ca. 92561
(760)-861-8508
jac.danos@gmail.com

Dec. 15, 2015

Margaret Park, AICP
Director of Planning & Natural Resources
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264
mpark@aguacaliente-nsn.gov

Re: Draft Environmental Impact Report

Dear Margaret,

A long while back (how time flies) you and I met with Eric Corey Freed regarding a possible renovation project of the ACC Casino with the Agua Caliente Band of Cahuilla Indians to retrofit the building for better water efficiency. Time passed and Eric has since moved to Portland, Oregon to work with The International Living Future Institute.

Now it seems the Tribe is moving forward with development in downtown Palm Springs, which to my mind could be a great demonstration of how to build sustainably and responsibly in our desert location. Here are some of my thoughts for consideration in the environmental impact report:

1. Water: Net-Zero

    a) On-site recycling of all water
    b) Permeable paving throughout the area
    c) On-site food production

2. Energy: Net-Zero

    a) Solar energy production with battery storage backup
    b) Plus, as the Tribe has always been such a committed community member, develop community solar generation & distribution by using a company such as Clean Energy Collective. Originally the plans for the Westside COD Campus called for a similar plan, as well as the integration of citywide wireless Internet.

3. Transit

a) Create an intermodal public transportation friendly environment. Instead of building one huge parking structure limit the amount of parking and incorporate the ability for people to arrive via bus, trolley, car & bike sharing, etc. If people arriving at the airport or by train can take public transit directly into downtown Palm Springs the environmental impact of the additional population increase would be greatly diminished.

Incorporating these concepts into the environmental impact report could move the project from being very impactful over the long term to being an example of how development and a sustainable community can be created together.

I have cc'd Eric Corey Freed on this letter because I believe that The International Living Future Institute could be of great assistance to you and the Tribe. This development could be an incredibly forward thinking project that moves Palm Springs, and the Coachella Valley, into the spotlight along with other major international cities working towards a sustainable future.

I look forward to seeing you again soon.

Thank you for taking the time to review the environmental impact of this project.

Sincerely,

Jacqueline Danos Purcell

CC: Eric Corey Freed
VP Global Outreach
International Living Future Institute

From:	Park, Margaret (TRBL)
To:	Anderson, Kate (TRBL); Davis, Tom (TRBL); Malcolm, Dan (TRBL)
Subject:	FW: Palm Springs Spa
Date:	Tuesday, December 15, 2015 7:46:18 AM

From: Linda Holt [mailto:lindaleeholt@gmail.com]
Sent: Tuesday, December 15, 2015 7:01 AM
To: Park, Margaret (TRBL)
Subject: Palm Springs Spa

We have full confidence that whatever the tribe decides will be to the benefit of all who will enjoy the site.

We've heard in the past that the actual springs will be involved in the historic plan. That corner of Tahquitz and Indian Canyon would be so improved with a view of the springs or a facsimile of it (is the sulpher odor a concern? or the possibility of vandalism to the actual springs?) But what a beautiful site to have benches and walkabouts and a mention of the historic value of that corner with the springs in view.

Thanks to the tribe for all it does to care for their land for all of our benefit.
Looking forward to the final result.

Gordon and Linda Holt

From:	Park, Margaret (TRBL)
To:	Davis, Tom (TRBL); Anderson, Kate (TRBL); Malcolm, Dan (TRBL)
Subject:	FW: Morning Margaret
Date:	Wednesday, December 16, 2015 7:46:18 AM

From: Andenor@aol.com [mailto:Andenor@aol.com]
Sent: Tuesday, December 15, 2015 10:06 AM
To: Park, Margaret (TRBL)
Subject: Morning Margaret

I totally support this plan in most respects.

I think this will become the premier convention hotel so rather then have retail I'd just add more convention and meeting space. During conventions there is always a headquarter hotel and exhibitors need the space for receptions and hospitality after the show.

There will always be overflow into the casino from there and you should take advantage of it.

Good luck.

N Anderson
Palm Springs

From: Park, Margaret (TRBL)
To: Malcolm, Dan (TRBL); Davis, Tom (TRBL); Anderson, Kate (TRBL)
Subject: FW: Environmental Impact Report Response
Date: Monday, January 04, 2016 7:48:13 AM

From: Cindy-Lu Gans [mailto:cidmarsh@aol.com]
Sent: Friday, January 01, 2016 9:26 PM
To: Park, Margaret (TRBL)
Subject: Environmental Impact Report Response

Happy new year and thank you for the opportunity to comment on the unique project that will become a cornerstone in Palm Springs for decades. My consern is regarding the 350 room hotel. I hope that the hotel is not too tall. I can't image a hotel that is much tall than 3 or 4 stories. I know you have stated that there are no concrete plans and that lots of decisions still need to be made. I hope you think long and hard before building that is any taller than the buildings already in the area.
Thank you.

Cindy-Lu Gans
Rancho Mirage, CA

APPENDIX 5.2

Air Quality and Greenhouse Gas Emissions Model Output

Vision Agua Caliente Master Plan

Salton Sea Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	35.00	1000sqft	1.50	35,000.00	0
Parking Lot	528.00	Space	7.60	211,200.00	0
Arena	132.00	1000sqft	6.30	132,000.00	0
Other Non-Asphalt Surfaces	78.41	1000sqft	1.80	78,408.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.4	**Precipitation Freq (Days)**	20
Climate Zone	10			**Operational Year**	2016
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Existing Conditions calculation

Land Use - Arena is casino with actual development footprint; Govt Office is post office

Other Non-Asphalt surfaces is landscaping

Construction Phase - existing facilities, no construction

Off-road Equipment - no construction

Trips and VMT - no construction

Vehicle Trips - Daily rates from Traffic Study

Road Dust - All roadways in Project area are paved

Energy Use -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	PhaseEndDate	11/28/2016	12/26/2016
tblLandUse	LotAcreage	0.80	1.50
tblLandUse	LotAcreage	4.75	7.60
tblLandUse	LotAcreage	42.43	6.30
tblProjectCharacteristics	OperationalYear	2018	2016
tblRoadDust	RoadPercentPave	50	100
tblVehicleEF	HHD	0.02	0.10
tblVehicleEF	HHD	0.02	0.10
tblVehicleEF	HHD	0.02	0.10
tblVehicleEF	LDA	0.50	0.47
tblVehicleEF	LDA	0.50	0.47
tblVehicleEF	LDA	0.50	0.47
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD2	6.6480e-003	6.4090e-003
tblVehicleEF	LHD2	6.6480e-003	6.4090e-003
tblVehicleEF	LHD2	6.6480e-003	6.4090e-003
tblVehicleEF	MCY	0.02	5.8560e-003
tblVehicleEF	MCY	0.02	5.8560e-003
tblVehicleEF	MCY	0.02	5.8560e-003
tblVehicleEF	MDV	0.16	0.15

tblVehicleEF	MDV	0.16	0.15
tblVehicleEF	MDV	0.16	0.15
tblVehicleEF	MH	5.5810e-003	1.1930e-003
tblVehicleEF	MH	5.5810e-003	1.1930e-003
tblVehicleEF	MH	5.5810e-003	1.1930e-003
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	OBUS	1.0600e-003	2.3870e-003
tblVehicleEF	OBUS	1.0600e-003	2.3870e-003
tblVehicleEF	OBUS	1.0600e-003	2.3870e-003
tblVehicleEF	SBUS	6.7000e-004	8.0300e-004
tblVehicleEF	SBUS	6.7000e-004	8.0300e-004
tblVehicleEF	SBUS	6.7000e-004	8.0300e-004
tblVehicleEF	UBUS	4.1400e-004	2.1660e-003
tblVehicleEF	UBUS	4.1400e-004	2.1660e-003
tblVehicleEF	UBUS	4.1400e-004	2.1660e-003
tblVehicleTrips	CC_TTP	81.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PR_TP	66.00	0.00
tblVehicleTrips	ST_TR	10.71	0.00
tblVehicleTrips	SU_TR	10.71	0.00
tblVehicleTrips	WD_TR	10.71	0.00
tblVehicleTrips	WD_TR	68.93	21.34

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.0446	0.4554	0.2417	4.0000e-004	1.1483	0.0236	1.1720	0.1147	0.0220	0.1367	0.0000	37.2744	37.2744	9.8500e-003	0.0000	37.5206
Maximum	**0.0446**	**0.4554**	**0.2417**	**4.0000e-004**	**1.1483**	**0.0236**	**1.1720**	**0.1147**	**0.0220**	**0.1367**	**0.0000**	**37.2744**	**37.2744**	**9.8500e-003**	**0.0000**	**37.5206**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.0446	0.4554	0.2417	4.0000e-004	7.0000e-004	0.0236	0.0243	2.0000e-004	0.0220	0.0222	0.0000	37.2743	37.2743	9.8500e-003	0.0000	37.5206
Maximum	**0.0446**	**0.4554**	**0.2417**	**4.0000e-004**	**7.0000e-004**	**0.0236**	**0.0243**	**2.0000e-004**	**0.0220**	**0.0222**	**0.0000**	**37.2743**	**37.2743**	**9.8500e-003**	**0.0000**	**37.5206**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**99.94**	**0.00**	**97.92**	**99.83**	**0.00**	**83.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7938	7.0000e-005	7.2900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0138	0.0138	4.0000e-005	0.0000	0.0148
Energy	0.0238	0.2167	0.1820	1.3000e-003		0.0165	0.0165		0.0165	0.0165	0.0000	838.8106	838.8106	0.0294	9.4700e-003	842.3693
Mobile	0.3258	0.8139	2.8120	4.2700e-003	0.3038	5.9700e-003	0.3097	0.0812	5.6500e-003	0.0868	0.0000	387.7173	387.7173	0.0355	0.0000	388.6045
Waste						0.0000	0.0000		0.0000	0.0000	7.3442	0.0000	7.3442	0.4340	0.0000	18.1950
Water						0.0000	0.0000		0.0000	0.0000	20.2455	292.6860	312.9315	2.0915	0.0516	380.5953
Total	**1.1435**	**1.0306**	**3.0013**	**5.5700e-003**	**0.3038**	**0.0225**	**0.3262**	**0.0812**	**0.0222**	**0.1033**	**27.5897**	**1,519.2277**	**1,546.8173**	**2.5905**	**0.0611**	**1,629.7788**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7938	7.0000e-005	7.2900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0138	0.0138	4.0000e-005	0.0000	0.0148
Energy	0.0238	0.2167	0.1820	1.3000e-003		0.0165	0.0165		0.0165	0.0165	0.0000	838.8106	838.8106	0.0294	9.4700e-003	842.3693
Mobile	0.3258	0.8139	2.8120	4.2700e-003	0.3038	5.9700e-003	0.3097	0.0812	5.6500e-003	0.0868	0.0000	387.7173	387.7173	0.0355	0.0000	388.6045
Waste						0.0000	0.0000		0.0000	0.0000	7.3442	0.0000	7.3442	0.4340	0.0000	18.1950
Water						0.0000	0.0000		0.0000	0.0000	20.2455	292.6860	312.9315	2.0915	0.0516	380.5953
Total	**1.1435**	**1.0306**	**3.0013**	**5.5700e-003**	**0.3038**	**0.0225**	**0.3262**	**0.0812**	**0.0222**	**0.1033**	**27.5897**	**1,519.2277**	**1,546.8173**	**2.5905**	**0.0611**	**1,629.7788**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/29/2016	12/26/2016	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 9.4

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0435	0.4545	0.2332	3.9000e-004		0.0236	0.0236		0.0220	0.0220	0.0000	36.0805	36.0805	9.7800e-003	0.0000	36.3250
Total	**0.0435**	**0.4545**	**0.2332**	**3.9000e-004**		**0.0236**	**0.0236**		**0.0220**	**0.0220**	**0.0000**	**36.0805**	**36.0805**	**9.7800e-003**	**0.0000**	**36.3250**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-003	8.8000e-004	8.5200e-003	1.0000e-005	1.1483	1.0000e-005	1.1483	0.1147	1.0000e-005	0.1147	0.0000	1.1939	1.1939	7.0000e-005	0.0000	1.1956
Total	**1.1000e-003**	**8.8000e-004**	**8.5200e-003**	**1.0000e-005**	**1.1483**	**1.0000e-005**	**1.1483**	**0.1147**	**1.0000e-005**	**0.1147**	**0.0000**	**1.1939**	**1.1939**	**7.0000e-005**	**0.0000**	**1.1956**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Off-Road	0.0435	0.4545	0.2332	3.9000e-004		0.0236	0.0236		0.0220	0.0220	0.0000	36.0804	36.0804	9.7800e-003	0.0000	36.3250
Total	**0.0435**	**0.4545**	**0.2332**	**3.9000e-004**		**0.0236**	**0.0236**		**0.0220**	**0.0220**	**0.0000**	**36.0804**	**36.0804**	**9.7800e-003**	**0.0000**	**36.3250**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-003	8.8000e-004	8.5200e-003	1.0000e-005	7.0000e-004	1.0000e-005	7.1000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	1.1939	1.1939	7.0000e-005	0.0000	1.1956
Total	**1.1000e-003**	**8.8000e-004**	**8.5200e-003**	**1.0000e-005**	**7.0000e-004**	**1.0000e-005**	**7.1000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**1.1939**	**1.1939**	**7.0000e-005**	**0.0000**	**1.1956**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3258	0.8139	2.8120	4.2700e-003	0.3038	5.9700e-003	0.3097	0.0812	5.6500e-003	0.0868	0.0000	387.7173	387.7173	0.0355	0.0000	388.6045

Unmitigated	0.3258	0.8139	2.8120	4.2700e-003	0.3038	5.9700e-003	0.3097	0.0812	5.6500e-003	0.0868	0.0000	387.7173	387.7173	0.0355	0.0000	388.6045

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Arena	0.00	0.00	0.00		
Government Office Building	746.90	0.00	0.00	798,218	798,218
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	746.90	0.00	0.00	798,218	798,218

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Arena	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Government Office Building	12.50	4.20	5.40	33.00	62.00	5.00	50	34	16
Other Non-Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Parking Lot	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Government Office Building	0.504215	0.051528	0.184782	0.163314	0.025325	0.006648	0.014072	0.022194	0.001060	0.000414	0.020198	0.000670	0.005581
Parking Lot	0.504215	0.051528	0.184782	0.163314	0.025325	0.006648	0.014072	0.022194	0.001060	0.000414	0.020198	0.000670	0.005581
Arena	0.504215	0.051528	0.184782	0.163314	0.025325	0.006648	0.014072	0.022194	0.001060	0.000414	0.020198	0.000670	0.005581
Other Non-Asphalt Surfaces	0.504215	0.051528	0.184782	0.163314	0.025325	0.006648	0.014072	0.022194	0.001060	0.000414	0.020198	0.000670	0.005581

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	602.9388	602.9388	0.0249	5.1500e-003	605.0958
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	602.9388	602.9388	0.0249	5.1500e-003	605.0958
NaturalGas Mitigated	0.0238	0.2167	0.1820	1.3000e-003		0.0165	0.0165		0.0165	0.0165	0.0000	235.8718	235.8718	4.5200e-003	4.3200e-003	237.2734
NaturalGas Unmitigated	0.0238	0.2167	0.1820	1.3000e-003		0.0165	0.0165		0.0165	0.0165	0.0000	235.8718	235.8718	4.5200e-003	4.3200e-003	237.2734

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Arena	4.29792e+006	0.0232	0.2107	0.1770	1.2600e-003		0.0160	0.0160		0.0160	0.0160	0.0000	229.3534	229.3534	4.4000e-003	4.2000e-003	230.7163
Government Office Building	122150	6.6000e-004	5.9900e-003	5.0300e-003	4.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	6.5184	6.5184	1.2000e-004	1.2000e-004	6.5571
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0238**	**0.2167**	**0.1820**	**1.3000e-003**		**0.0165**	**0.0165**		**0.0165**	**0.0165**	**0.0000**	**235.8718**	**235.8718**	**4.5200e-003**	**4.3200e-003**	**237.2734**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Arena	4.29792e+006	0.0232	0.2107	0.1770	1.2600e-003		0.0160	0.0160		0.0160	0.0160	0.0000	229.3534	229.3534	4.4000e-003	4.2000e-003	230.7163
Government Office Building	122150	6.6000e-004	5.9900e-003	5.0300e-003	4.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	6.5184	6.5184	1.2000e-004	1.2000e-004	6.5571
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0238**	**0.2167**	**0.1820**	**1.3000e-003**		**0.0165**	**0.0165**		**0.0165**	**0.0165**	**0.0000**	**235.8718**	**235.8718**	**4.5200e-003**	**4.3200e-003**	**237.2734**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Arena	1.36488e+006	434.8800	0.0180	3.7100e-003	436.4358
Government Office Building	341600	108.8411	4.4900e-003	9.3000e-004	109.2305
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	185856	59.2177	2.4400e-003	5.1000e-004	59.4296
Total		**602.9388**	**0.0249**	**5.1500e-003**	**605.0958**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e

Land Use	kWh/yr	MT/yr			
Arena	1.36488e+006	434.8800	0.0180	3.7100e-003	436.4358
Government Office Building	341600	108.8411	4.4900e-003	9.3000e-004	109.2305
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	185856	59.2177	2.4400e-003	5.1000e-004	59.4296
Total		**602.9388**	**0.0249**	**5.1500e-003**	**605.0958**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7938	7.0000e-005	7.2900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0138	0.0138	4.0000e-005	0.0000	0.0148
Unmitigated	0.7938	7.0000e-005	7.2900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0138	0.0138	4.0000e-005	0.0000	0.0148

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1222					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6709					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.1000e-004	7.0000e-005	7.2900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0138	0.0138	4.0000e-005	0.0000	0.0148
Total	**0.7938**	**7.0000e-005**	**7.2900e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0138**	**0.0138**	**4.0000e-005**	**0.0000**	**0.0148**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1222					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6709					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.1000e-004	7.0000e-005	7.2900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0138	0.0138	4.0000e-005	0.0000	0.0148
Total	**0.7938**	**7.0000e-005**	**7.2900e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0138**	**0.0138**	**4.0000e-005**	**0.0000**	**0.0148**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			

Mitigated	312.9315	2.0915	0.0516	380.5953
Unmitigated	312.9315	2.0915	0.0516	380.5953

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Arena	56.8617 / 3.62947	266.7934	1.8631	0.0459	327.0416
Government Office Building	6.95309 / 4.26157	46.1381	0.2284	5.7200e-003	53.5537
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**312.9315**	**2.0915**	**0.0516**	**380.5953**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Arena	56.8617 / 3.62947	266.7934	1.8631	0.0459	327.0416
Government Office Building	6.95309 / 4.26157	46.1381	0.2284	5.7200e-003	53.5537
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000

Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**312.9315**	**2.0915**	**0.0516**	**380.5953**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.3442	0.4340	0.0000	18.1950
Unmitigated	7.3442	0.4340	0.0000	18.1950

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Arena	3.63	0.7369	0.0436	0.0000	1.8255
Government Office Building	32.55	6.6074	0.3905	0.0000	16.3694
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000

Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**7.3442**	**0.4340**	**0.0000**	**18.1950**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Arena	3.63	0.7369	0.0436	0.0000	1.8255
Government Office Building	32.55	6.6074	0.3905	0.0000	16.3694
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**7.3442**	**0.4340**	**0.0000**	**18.1950**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Vision Agua Caliente Master Plan

Salton Sea Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	35.00	1000sqft	1.50	35,000.00	0
Parking Lot	528.00	Space	7.60	211,200.00	0
Arena	132.00	1000sqft	6.30	132,000.00	0
Other Non-Asphalt Surfaces	78.41	1000sqft	1.80	78,408.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.4	**Precipitation Freq (Days)**	20
Climate Zone	10			**Operational Year**	2016
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Existing Conditions calculation

Land Use - Arena is casino with actual development footprint; Govt Office is post office

Other Non-Asphalt surfaces is landscaping

Construction Phase - existing facilities, no construction

Off-road Equipment - no construction

Trips and VMT - no construction

Vehicle Trips - Daily rates from Traffic Study

Road Dust - All roadways in Project area are paved

Energy Use -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	PhaseEndDate	11/28/2016	12/26/2016
tblLandUse	LotAcreage	0.80	1.50
tblLandUse	LotAcreage	4.75	7.60
tblLandUse	LotAcreage	42.43	6.30
tblProjectCharacteristics	OperationalYear	2018	2016
tblRoadDust	RoadPercentPave	50	100
tblVehicleEF	HHD	0.02	0.10
tblVehicleEF	HHD	0.02	0.10
tblVehicleEF	HHD	0.02	0.10
tblVehicleEF	LDA	0.50	0.47
tblVehicleEF	LDA	0.50	0.47
tblVehicleEF	LDA	0.50	0.47
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD2	6.6480e-003	6.4090e-003
tblVehicleEF	LHD2	6.6480e-003	6.4090e-003
tblVehicleEF	LHD2	6.6480e-003	6.4090e-003
tblVehicleEF	MCY	0.02	5.8560e-003
tblVehicleEF	MCY	0.02	5.8560e-003
tblVehicleEF	MCY	0.02	5.8560e-003
tblVehicleEF	MDV	0.16	0.15

tblVehicleEF	MDV	0.16	0.15
tblVehicleEF	MDV	0.16	0.15
tblVehicleEF	MH	5.5810e-003	1.1930e-003
tblVehicleEF	MH	5.5810e-003	1.1930e-003
tblVehicleEF	MH	5.5810e-003	1.1930e-003
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	OBUS	1.0600e-003	2.3870e-003
tblVehicleEF	OBUS	1.0600e-003	2.3870e-003
tblVehicleEF	OBUS	1.0600e-003	2.3870e-003
tblVehicleEF	SBUS	6.7000e-004	8.0300e-004
tblVehicleEF	SBUS	6.7000e-004	8.0300e-004
tblVehicleEF	SBUS	6.7000e-004	8.0300e-004
tblVehicleEF	UBUS	4.1400e-004	2.1660e-003
tblVehicleEF	UBUS	4.1400e-004	2.1660e-003
tblVehicleEF	UBUS	4.1400e-004	2.1660e-003
tblVehicleTrips	CC_TTP	81.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PR_TP	66.00	0.00
tblVehicleTrips	ST_TR	10.71	0.00
tblVehicleTrips	SU_TR	10.71	0.00
tblVehicleTrips	WD_TR	10.71	0.00
tblVehicleTrips	WD_TR	68.93	21.34

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	4.4774	45.5361	24.3803	0.0403	121.4844	2.3637	123.8481	12.1354	2.2023	14.3378	0.0000	4,122.6482	4,122.6482	1.0870	0.0000	4,149.8230
Maximum	**4.4774**	**45.5361**	**24.3803**	**0.0403**	**121.4844**	**2.3637**	**123.8481**	**12.1354**	**2.2023**	**14.3378**	**0.0000**	**4,122.6482**	**4,122.6482**	**1.0870**	**0.0000**	**4,149.8230**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	4.4774	45.5361	24.3803	0.0403	0.0710	2.3637	2.4346	0.0199	2.2023	2.2222	0.0000	4,122.6482	4,122.6482	1.0870	0.0000	4,149.8230
Maximum	**4.4774**	**45.5361**	**24.3803**	**0.0403**	**0.0710**	**2.3637**	**2.4346**	**0.0199**	**2.2023**	**2.2222**	**0.0000**	**4,122.6482**	**4,122.6482**	**1.0870**	**0.0000**	**4,149.8230**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**99.94**	**0.00**	**98.03**	**99.84**	**0.00**	**84.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.3536	7.8000e-004	0.0810	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1693	0.1693	4.8000e-004		0.1812
Energy	0.1306	1.1872	0.9973	7.1200e-003		0.0902	0.0902		0.0902	0.0902		1,424.6801	1,424.6801	0.0273	0.0261	1,433.1463
Mobile	3.2842	6.1599	25.2973	0.0356	2.3643	0.0458	2.4101	0.6312	0.0433	0.6744		3,558.5401	3,558.5401	0.3149		3,566.4132
Total	**7.7684**	**7.3479**	**26.3756**	**0.0427**	**2.3643**	**0.1363**	**2.5006**	**0.6312**	**0.1338**	**0.7649**		**4,983.3895**	**4,983.3895**	**0.3427**	**0.0261**	**4,999.7407**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.3536	7.8000e-004	0.0810	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1693	0.1693	4.8000e-004		0.1812
Energy	0.1306	1.1872	0.9973	7.1200e-003		0.0902	0.0902		0.0902	0.0902		1,424.6801	1,424.6801	0.0273	0.0261	1,433.1463
Mobile	3.2842	6.1599	25.2973	0.0356	2.3643	0.0458	2.4101	0.6312	0.0433	0.6744		3,558.5401	3,558.5401	0.3149		3,566.4132
Total	**7.7684**	**7.3479**	**26.3756**	**0.0427**	**2.3643**	**0.1363**	**2.5006**	**0.6312**	**0.1338**	**0.7649**		**4,983.3895**	**4,983.3895**	**0.3427**	**0.0261**	**4,999.7407**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description

1	Demolition	Demolition	11/29/2016	12/26/2016	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 9.4

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.3463	45.4497	23.3188	0.0388		2.3628	2.3628		2.2015	2.2015		3,977.1928	3,977.1928	1.0783		4,004.1491
Total	**4.3463**	**45.4497**	**23.3188**	**0.0388**		**2.3628**	**2.3628**		**2.2015**	**2.2015**		**3,977.1928**	**3,977.1928**	**1.0783**		**4,004.1491**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1311	0.0864	1.0616	1.4700e-003	121.4844	8.9000e-004	121.4853	12.1354	8.2000e-004	12.1362		145.4554	145.4554	8.7400e-003		145.6739
Total	**0.1311**	**0.0864**	**1.0616**	**1.4700e-003**	**121.4844**	**8.9000e-004**	**121.4853**	**12.1354**	**8.2000e-004**	**12.1362**		**145.4554**	**145.4554**	**8.7400e-003**		**145.6739**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.3463	45.4497	23.3188	0.0388		2.3628	2.3628		2.2015	2.2015	0.0000	3,977.1928	3,977.1928	1.0783		4,004.1491
Total	**4.3463**	**45.4497**	**23.3188**	**0.0388**		**2.3628**	**2.3628**		**2.2015**	**2.2015**	**0.0000**	**3,977.1928**	**3,977.1928**	**1.0783**		**4,004.1491**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1311	0.0864	1.0616	1.4700e-003	0.0710	8.9000e-004	0.0719	0.0199	8.2000e-004	0.0207		145.4554	145.4554	8.7400e-003		145.6739
Total	**0.1311**	**0.0864**	**1.0616**	**1.4700e-003**	**0.0710**	**8.9000e-004**	**0.0719**	**0.0199**	**8.2000e-004**	**0.0207**		**145.4554**	**145.4554**	**8.7400e-003**		**145.6739**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.2842	6.1599	25.2973	0.0356	2.3643	0.0458	2.4101	0.6312	0.0433	0.6744		3,558.5401	3,558.5401	0.3149		3,566.4132
Unmitigated	3.2842	6.1599	25.2973	0.0356	2.3643	0.0458	2.4101	0.6312	0.0433	0.6744		3,558.5401	3,558.5401	0.3149		3,566.4132

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT

Arena	0.00	0.00	0.00		
Government Office Building	746.90	0.00	0.00	798,218	798,218
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	746.90	0.00	0.00	798,218	798,218

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Arena	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Government Office Building	12.50	4.20	5.40	33.00	62.00	5.00	50	34	16
Other Non-Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Parking Lot	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Government Office Building	0.504215	0.051528	0.184782	0.163314	0.025325	0.006648	0.014072	0.022194	0.001060	0.000414	0.020198	0.000670	0.005581
Parking Lot	0.504215	0.051528	0.184782	0.163314	0.025325	0.006648	0.014072	0.022194	0.001060	0.000414	0.020198	0.000670	0.005581
Arena	0.504215	0.051528	0.184782	0.163314	0.025325	0.006648	0.014072	0.022194	0.001060	0.000414	0.020198	0.000670	0.005581
Other Non-Asphalt Surfaces	0.504215	0.051528	0.184782	0.163314	0.025325	0.006648	0.014072	0.022194	0.001060	0.000414	0.020198	0.000670	0.005581

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

NaturalGas Mitigated	0.1306	1.1872	0.9973	7.1200e-003		0.0902	0.0902		0.0902	0.0902		1,424.6801	1,424.6801	0.0273	0.0261	1,433.1463
NaturalGas Unmitigated	0.1306	1.1872	0.9973	7.1200e-003		0.0902	0.0902		0.0902	0.0902		1,424.6801	1,424.6801	0.0273	0.0261	1,433.1463

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Arena	11775.1	0.1270	1.1544	0.9697	6.9300e-003		0.0877	0.0877		0.0877	0.0877		1,385.3086	1,385.3086	0.0266	0.0254	1,393.5408
Government Office Building	334.658	3.6100e-003	0.0328	0.0276	2.0000e-004		2.4900e-003	2.4900e-003		2.4900e-003	2.4900e-003		39.3715	39.3715	7.5000e-004	7.2000e-004	39.6054
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1306**	**1.1872**	**0.9973**	**7.1300e-003**		**0.0902**	**0.0902**		**0.0902**	**0.0902**		**1,424.6801**	**1,424.6801**	**0.0273**	**0.0261**	**1,433.1463**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Arena	11.7751	0.1270	1.1544	0.9697	6.9300e-003		0.0877	0.0877		0.0877	0.0877		1,385.3086	1,385.3086	0.0266	0.0254	1,393.5408
Government Office Building	0.334658	3.6100e-003	0.0328	0.0276	2.0000e-004		2.4900e-003	2.4900e-003		2.4900e-003	2.4900e-003		39.3715	39.3715	7.5000e-004	7.2000e-004	39.6054
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1306**	**1.1872**	**0.9973**	**7.1300e-003**		**0.0902**	**0.0902**		**0.0902**	**0.0902**		**1,424.6801**	**1,424.6801**	**0.0273**	**0.0261**	**1,433.1463**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.3536	7.8000e-004	0.0810	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1693	0.1693	4.8000e-004		0.1812
Unmitigated	4.3536	7.8000e-004	0.0810	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1693	0.1693	4.8000e-004		0.1812

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6693					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.6764					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.9000e-003	7.8000e-004	0.0810	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1693	0.1693	4.8000e-004		0.1812

Total	**4.3536**	**7.8000e-004**	**0.0810**	**1.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**		**0.1693**	**0.1693**	**4.8000e-004**		**0.1812**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6693					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.6764					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.9000e-003	7.8000e-004	0.0810	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1693	0.1693	4.8000e-004		0.1812
Total	**4.3536**	**7.8000e-004**	**0.0810**	**1.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**		**0.1693**	**0.1693**	**4.8000e-004**		**0.1812**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Vision Agua Caliente Master Plan

Salton Sea Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	35.00	1000sqft	1.50	35,000.00	0
Parking Lot	528.00	Space	7.60	211,200.00	0
Arena	132.00	1000sqft	6.30	132,000.00	0
Other Non-Asphalt Surfaces	78.41	1000sqft	1.80	78,408.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.4	**Precipitation Freq (Days)**	20
Climate Zone	10			**Operational Year**	2016
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Existing Conditions calculation

Land Use - Arena is casino with actual development footprint; Govt Office is post office

Other Non-Asphalt surfaces is landscaping

Construction Phase - existing facilities, no construction

Off-road Equipment - no construction

Trips and VMT - no construction

Vehicle Trips - Daily rates from Traffic Study

Road Dust - All roadways in Project area are paved

Energy Use -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	PhaseEndDate	11/28/2016	12/26/2016
tblLandUse	LotAcreage	0.80	1.50
tblLandUse	LotAcreage	4.75	7.60
tblLandUse	LotAcreage	42.43	6.30
tblProjectCharacteristics	OperationalYear	2018	2016
tblRoadDust	RoadPercentPave	50	100
tblVehicleEF	HHD	0.02	0.10
tblVehicleEF	HHD	0.02	0.10
tblVehicleEF	HHD	0.02	0.10
tblVehicleEF	LDA	0.50	0.47
tblVehicleEF	LDA	0.50	0.47
tblVehicleEF	LDA	0.50	0.47
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT1	0.05	0.04
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD2	6.6480e-003	6.4090e-003
tblVehicleEF	LHD2	6.6480e-003	6.4090e-003
tblVehicleEF	LHD2	6.6480e-003	6.4090e-003
tblVehicleEF	MCY	0.02	5.8560e-003
tblVehicleEF	MCY	0.02	5.8560e-003
tblVehicleEF	MCY	0.02	5.8560e-003
tblVehicleEF	MDV	0.16	0.15

tblVehicleEF	MDV	0.16	0.15
tblVehicleEF	MDV	0.16	0.15
tblVehicleEF	MH	5.5810e-003	1.1930e-003
tblVehicleEF	MH	5.5810e-003	1.1930e-003
tblVehicleEF	MH	5.5810e-003	1.1930e-003
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	OBUS	1.0600e-003	2.3870e-003
tblVehicleEF	OBUS	1.0600e-003	2.3870e-003
tblVehicleEF	OBUS	1.0600e-003	2.3870e-003
tblVehicleEF	SBUS	6.7000e-004	8.0300e-004
tblVehicleEF	SBUS	6.7000e-004	8.0300e-004
tblVehicleEF	SBUS	6.7000e-004	8.0300e-004
tblVehicleEF	UBUS	4.1400e-004	2.1660e-003
tblVehicleEF	UBUS	4.1400e-004	2.1660e-003
tblVehicleEF	UBUS	4.1400e-004	2.1660e-003
tblVehicleTrips	CC_TTP	81.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PR_TP	66.00	0.00
tblVehicleTrips	ST_TR	10.71	0.00
tblVehicleTrips	SU_TR	10.71	0.00
tblVehicleTrips	WD_TR	10.71	0.00
tblVehicleTrips	WD_TR	68.93	21.34

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	4.4538	45.5394	24.0898	0.0400	121.4844	2.3637	123.8481	12.1354	2.2023	14.3378	0.0000	4,099.5252	4,099.5252	1.0852	0.0000	4,126.6560
Maximum	**4.4538**	**45.5394**	**24.0898**	**0.0400**	**121.4844**	**2.3637**	**123.8481**	**12.1354**	**2.2023**	**14.3378**	**0.0000**	**4,099.5252**	**4,099.5252**	**1.0852**	**0.0000**	**4,126.6560**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	4.4538	45.5394	24.0898	0.0400	0.0710	2.3637	2.4346	0.0199	2.2023	2.2222	0.0000	4,099.5252	4,099.5252	1.0852	0.0000	4,126.6560
Maximum	**4.4538**	**45.5394**	**24.0898**	**0.0400**	**0.0710**	**2.3637**	**2.4346**	**0.0199**	**2.2023**	**2.2222**	**0.0000**	**4,099.5252**	**4,099.5252**	**1.0852**	**0.0000**	**4,126.6560**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**99.94**	**0.00**	**98.03**	**99.84**	**0.00**	**84.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.3536	7.8000e-004	0.0810	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1693	0.1693	4.8000e-004		0.1812
Energy	0.1306	1.1872	0.9973	7.1200e-003		0.0902	0.0902		0.0902	0.0902		1,424.6801	1,424.6801	0.0273	0.0261	1,433.1463
Mobile	2.1929	6.2989	21.1336	0.0310	2.3643	0.0464	2.4107	0.6312	0.0439	0.6750		3,100.9276	3,100.9276	0.3033		3,108.5099
Total	**6.6771**	**7.4870**	**22.2118**	**0.0381**	**2.3643**	**0.1369**	**2.5013**	**0.6312**	**0.1344**	**0.7655**		**4,525.7769**	**4,525.7769**	**0.3311**	**0.0261**	**4,541.8374**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.3536	7.8000e-004	0.0810	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1693	0.1693	4.8000e-004		0.1812
Energy	0.1306	1.1872	0.9973	7.1200e-003		0.0902	0.0902		0.0902	0.0902		1,424.6801	1,424.6801	0.0273	0.0261	1,433.1463
Mobile	2.1929	6.2989	21.1336	0.0310	2.3643	0.0464	2.4107	0.6312	0.0439	0.6750		3,100.9276	3,100.9276	0.3033		3,108.5099
Total	**6.6771**	**7.4870**	**22.2118**	**0.0381**	**2.3643**	**0.1369**	**2.5013**	**0.6312**	**0.1344**	**0.7655**		**4,525.7769**	**4,525.7769**	**0.3311**	**0.0261**	**4,541.8374**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description

1	Demolition	Demolition	11/29/2016	12/26/2016	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 9.4

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.3463	45.4497	23.3188	0.0388		2.3628	2.3628		2.2015	2.2015		3,977.1928	3,977.1928	1.0783		4,004.1491
Total	**4.3463**	**45.4497**	**23.3188**	**0.0388**		**2.3628**	**2.3628**		**2.2015**	**2.2015**		**3,977.1928**	**3,977.1928**	**1.0783**		**4,004.1491**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1075	0.0898	0.7710	1.2300e-003	121.4844	8.9000e-004	121.4853	12.1354	8.2000e-004	12.1362		122.3324	122.3324	6.9800e-003		122.5069
Total	**0.1075**	**0.0898**	**0.7710**	**1.2300e-003**	**121.4844**	**8.9000e-004**	**121.4853**	**12.1354**	**8.2000e-004**	**12.1362**		**122.3324**	**122.3324**	**6.9800e-003**		**122.5069**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.3463	45.4497	23.3188	0.0388		2.3628	2.3628		2.2015	2.2015	0.0000	3,977.1928	3,977.1928	1.0783		4,004.1491
Total	**4.3463**	**45.4497**	**23.3188**	**0.0388**		**2.3628**	**2.3628**		**2.2015**	**2.2015**	**0.0000**	**3,977.1928**	**3,977.1928**	**1.0783**		**4,004.1491**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1075	0.0898	0.7710	1.2300e-003	0.0710	8.9000e-004	0.0719	0.0199	8.2000e-004	0.0207		122.3324	122.3324	6.9800e-003		122.5069
Total	**0.1075**	**0.0898**	**0.7710**	**1.2300e-003**	**0.0710**	**8.9000e-004**	**0.0719**	**0.0199**	**8.2000e-004**	**0.0207**		**122.3324**	**122.3324**	**6.9800e-003**		**122.5069**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.1929	6.2989	21.1336	0.0310	2.3643	0.0464	2.4107	0.6312	0.0439	0.6750		3,100.9276	3,100.9276	0.3033		3,108.5099
Unmitigated	2.1929	6.2989	21.1336	0.0310	2.3643	0.0464	2.4107	0.6312	0.0439	0.6750		3,100.9276	3,100.9276	0.3033		3,108.5099

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT

Arena	0.00	0.00	0.00		
Government Office Building	746.90	0.00	0.00	798,218	798,218
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	746.90	0.00	0.00	798,218	798,218

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Arena	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Government Office Building	12.50	4.20	5.40	33.00	62.00	5.00	50	34	16
Other Non-Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Parking Lot	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Government Office Building	0.504215	0.051528	0.184782	0.163314	0.025325	0.006648	0.014072	0.022194	0.001060	0.000414	0.020198	0.000670	0.005581
Parking Lot	0.504215	0.051528	0.184782	0.163314	0.025325	0.006648	0.014072	0.022194	0.001060	0.000414	0.020198	0.000670	0.005581
Arena	0.504215	0.051528	0.184782	0.163314	0.025325	0.006648	0.014072	0.022194	0.001060	0.000414	0.020198	0.000670	0.005581
Other Non-Asphalt Surfaces	0.504215	0.051528	0.184782	0.163314	0.025325	0.006648	0.014072	0.022194	0.001060	0.000414	0.020198	0.000670	0.005581

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

NaturalGas Mitigated	0.1306	1.1872	0.9973	7.1200e-003		0.0902	0.0902		0.0902	0.0902		1,424.6801	1,424.6801	0.0273	0.0261	1,433.1463
NaturalGas Unmitigated	0.1306	1.1872	0.9973	7.1200e-003		0.0902	0.0902		0.0902	0.0902		1,424.6801	1,424.6801	0.0273	0.0261	1,433.1463

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Arena	11775.1	0.1270	1.1544	0.9697	6.9300e-003		0.0877	0.0877		0.0877	0.0877		1,385.3086	1,385.3086	0.0266	0.0254	1,393.5408
Government Office Building	334.658	3.6100e-003	0.0328	0.0276	2.0000e-004		2.4900e-003	2.4900e-003		2.4900e-003	2.4900e-003		39.3715	39.3715	7.5000e-004	7.2000e-004	39.6054
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1306**	**1.1872**	**0.9973**	**7.1300e-003**		**0.0902**	**0.0902**		**0.0902**	**0.0902**		**1,424.6801**	**1,424.6801**	**0.0273**	**0.0261**	**1,433.1463**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Arena	11.7751	0.1270	1.1544	0.9697	6.9300e-003		0.0877	0.0877		0.0877	0.0877		1,385.3086	1,385.3086	0.0266	0.0254	1,393.5408
Government Office Building	0.334658	3.6100e-003	0.0328	0.0276	2.0000e-004		2.4900e-003	2.4900e-003		2.4900e-003	2.4900e-003		39.3715	39.3715	7.5000e-004	7.2000e-004	39.6054
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1306**	**1.1872**	**0.9973**	**7.1300e-003**		**0.0902**	**0.0902**		**0.0902**	**0.0902**		**1,424.6801**	**1,424.6801**	**0.0273**	**0.0261**	**1,433.1463**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.3536	7.8000e-004	0.0810	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1693	0.1693	4.8000e-004		0.1812
Unmitigated	4.3536	7.8000e-004	0.0810	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1693	0.1693	4.8000e-004		0.1812

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6693					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.6764					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.9000e-003	7.8000e-004	0.0810	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1693	0.1693	4.8000e-004		0.1812

Total	**4.3536**	**7.8000e-004**	**0.0810**	**1.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**		**0.1693**	**0.1693**	**4.8000e-004**		**0.1812**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6693					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.6764					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.9000e-003	7.8000e-004	0.0810	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1693	0.1693	4.8000e-004		0.1812
Total	**4.3536**	**7.8000e-004**	**0.0810**	**1.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**		**0.1693**	**0.1693**	**4.8000e-004**		**0.1812**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Vision Agua Caliente Master Plan

Salton Sea Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unenclosed Parking with Elevator	650.00	Space	2.30	260,000.00	0
Arena	68.00	1000sqft	6.30	68,000.00	0
Health Club	40.00	1000sqft	2.60	40,000.00	0
Hotel	350.00	Room	3.80	508,200.00	0
Regional Shopping Center	50.00	1000sqft	3.00	50,000.00	0
General Office Building	60.00	1000sqft	0.00	60,000.00	0
Other Non-Asphalt Surfaces	274.43	1000sqft	0.00	274,428.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.4	**Precipitation Freq (Days)**	20
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction to start 2018

Land Use - Approximate size of Master Plan area is 17.9 acres

General Office Building is 60,000 square feet of meeting space.

Construction Phase - Estimated construction buildout for Master Plan area.

Off-road Equipment -

Trips and VMT -

On-road Fugitive Dust - All roads in the vicinity of the Project Site.

Demolition -

Grading -

Vehicle Trips - Based on Project Traffic Study

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - Roads in project area are paved.

Energy Use -

Construction Off-road Equipment Mitigation - Tier 2 engines per EPA.

Mobile Land Use Mitigation -

Area Mitigation - Per SCAQMD Rule 1113

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	0.5
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	175.00
tblConstructionPhase	NumDays	300.00	500.00
tblConstructionPhase	NumDays	20.00	100.00
tblConstructionPhase	NumDays	10.00	30.00
tblGrading	MaterialExported	0.00	20,000.00
tblLandUse	LotAcreage	5.85	2.30
tblLandUse	LotAcreage	21.86	6.30
tblLandUse	LotAcreage	0.92	2.60
tblLandUse	LotAcreage	11.67	3.80
tblLandUse	LotAcreage	1.15	3.00
tblLandUse	LotAcreage	1.38	0.00
tblLandUse	LotAcreage	6.30	0.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00

tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblRoadDust	RoadPercentPave	50	100
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	0.00
tblVehicleTrips	ST_TR	10.71	29.63
tblVehicleTrips	ST_TR	49.97	7.96
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	10.71	29.63
tblVehicleTrips	SU_TR	25.24	7.96
tblVehicleTrips	SU_TR	1.05	0.00

tblVehicleTrips	WD_TR	10.71	29.63
tblVehicleTrips	WD_TR	32.93	32.50
tblVehicleTrips	WD_TR	42.70	7.96
tblVehicleTrips	WD_TR	11.03	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.0439	0.4473	0.2650	4.8000e-004	7.4100e-003	0.0223	0.0297	1.4200e-003	0.0208	0.0222	0.0000	43.2654	43.2654	0.0113	0.0000	43.5475
2019	0.6541	6.0312	4.4927	0.0114	0.7808	0.2320	1.0128	0.3034	0.2161	0.5195	0.0000	1,037.3461	1,037.3461	0.1583	0.0000	1,041.3031
2020	0.7074	5.4193	5.3908	0.0151	0.6959	0.1624	0.8582	0.1878	0.1528	0.3406	0.0000	1,374.4979	1,374.4979	0.1464	0.0000	1,378.1580
2021	4.0840	2.3994	2.7144	7.3900e-003	0.3586	0.0712	0.4298	0.0966	0.0671	0.1637	0.0000	671.9424	671.9424	0.0706	0.0000	673.7071
2022	1.4314	0.0416	0.1230	2.5000e-004	0.0206	2.0900e-003	0.0227	5.4800e-003	2.0800e-003	7.5500e-003	0.0000	22.5354	22.5354	1.0300e-003	0.0000	22.5612
Maximum	**4.0840**	**6.0312**	**5.3908**	**0.0151**	**0.7808**	**0.2320**	**1.0128**	**0.3034**	**0.2161**	**0.5195**	**0.0000**	**1,374.4979**	**1,374.4979**	**0.1583**	**0.0000**	**1,378.1580**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					

2018	0.0157	0.3822	0.2923	4.8000e-004	4.5400e-003	0.0105	0.0151	9.8000e-004	0.0105	0.0115	0.0000	43.2654	43.2654	0.0113	0.0000	43.5474
2019	0.3973	5.8376	4.7010	0.0114	0.5253	0.1367	0.6620	0.1780	0.1361	0.3141	0.0000	1,037.3456	1,037.3456	0.1583	0.0000	1,041.3026
2020	0.5713	5.9916	5.5251	0.0151	0.6959	0.1344	0.8302	0.1878	0.1336	0.3214	0.0000	1,374.4976	1,374.4976	0.1464	0.0000	1,378.1576
2021	4.0273	2.8727	2.8158	7.3900e-003	0.3586	0.0680	0.4266	0.0966	0.0678	0.1643	0.0000	671.9422	671.9422	0.0706	0.0000	673.7069
2022	1.4292	0.0642	0.1234	2.5000e-004	0.0206	2.4100e-003	0.0230	5.4800e-003	2.4000e-003	7.8700e-003	0.0000	22.5354	22.5354	1.0300e-003	0.0000	22.5612
Maximum	**4.0273**	**5.9916**	**5.5251**	**0.0151**	**0.6959**	**0.1367**	**0.8302**	**0.1878**	**0.1361**	**0.3214**	**0.0000**	**1,374.4976**	**1,374.4976**	**0.1583**	**0.0000**	**1,378.1576**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**6.94**	**-5.65**	**-3.63**	**0.00**	**13.87**	**28.15**	**16.84**	**21.16**	**23.64**	**22.24**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**11-29-2018**	**2-27-2019**	1.3302	1.1233
2	**2-28-2019**	**5-28-2019**	1.4322	1.1189
3	**5-29-2019**	**8-28-2019**	2.1317	2.0541
4	**8-29-2019**	**11-28-2019**	1.6823	1.7216
5	**11-29-2019**	**2-28-2020**	1.5822	1.6665
6	**2-29-2020**	**5-28-2020**	1.5075	1.6145
7	**5-29-2020**	**8-28-2020**	1.5473	1.6567
8	**8-29-2020**	**11-28-2020**	1.5359	1.6453
9	**11-29-2020**	**2-27-2021**	1.4276	1.5767
10	**2-28-2021**	**5-28-2021**	1.3757	1.5461
11	**5-29-2021**	**8-28-2021**	1.4725	1.5773
12	**8-29-2021**	**11-28-2021**	2.0240	2.0477
13	**11-29-2021**	**2-27-2022**	1.9969	2.0230
14	**2-28-2022**	**5-28-2022**	0.2192	0.2222
		Highest	2.1317	2.0541

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.3880	1.2000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0267	0.0267	7.0000e-005	0.0000	0.0284
Energy	0.1859	1.6900	1.4196	0.0101		0.1284	0.1284		0.1284	0.1284	0.0000	5,834.8586	5,834.8586	0.2002	0.0679	5,860.0841
Mobile	2.4713	5.1212	18.8701	0.0380	3.2542	0.0261	3.2803	0.8689	0.0242	0.8931	0.0000	3,470.2978	3,470.2978	0.2553	0.0000	3,476.6813
Waste						0.0000	0.0000		0.0000	0.0000	107.5446	0.0000	107.5446	6.3557	0.0000	266.4372
Water						0.0000	0.0000		0.0000	0.0000	17.4185	274.2000	291.6186	1.8004	0.0446	349.9143
Total	**6.0453**	**6.8114**	**20.3034**	**0.0482**	**3.2542**	**0.1546**	**3.4088**	**0.8689**	**0.1527**	**1.0216**	**124.9632**	**9,579.3830**	**9,704.3462**	**8.6117**	**0.1124**	**9,953.1453**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.1760	1.2000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0267	0.0267	7.0000e-005	0.0000	0.0284
Energy	0.1859	1.6900	1.4196	0.0101		0.1284	0.1284		0.1284	0.1284	0.0000	5,834.8586	5,834.8586	0.2002	0.0679	5,860.0841
Mobile	2.3388	4.7561	16.3689	0.0317	2.6169	0.0222	2.6391	0.6987	0.0206	0.7193	0.0000	2,896.7137	2,896.7137	0.2228	0.0000	2,902.2842
Waste						0.0000	0.0000		0.0000	0.0000	53.7723	0.0000	53.7723	3.1779	0.0000	133.2186
Water						0.0000	0.0000		0.0000	0.0000	13.9348	225.8118	239.7466	1.4406	0.0357	286.4063
Total	**5.7007**	**6.4462**	**17.8022**	**0.0419**	**2.6169**	**0.1507**	**2.7676**	**0.6987**	**0.1491**	**0.8478**	**67.7071**	**8,957.4107**	**9,025.1179**	**5.0415**	**0.1036**	**9,182.0216**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**5.70**	**5.36**	**12.32**	**13.08**	**19.58**	**2.53**	**18.81**	**19.58**	**2.38**	**17.01**	**45.82**	**6.49**	**7.00**	**41.46**	**7.89**	**7.75**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/29/2018	4/17/2019	5	100	
2	Site Preparation	Site Preparation	4/18/2019	5/29/2019	5	30	
3	Grading	Grading	5/30/2019	7/10/2019	5	30	
4	Building Construction	Building Construction	7/11/2019	6/9/2021	5	500	
5	Paving	Paving	6/10/2021	7/7/2021	5	20	
6	Architectural Coating	Architectural Coating	7/8/2021	3/9/2022	5	175	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 2.3

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,089,300; Non-Residential Outdoor: 363,100; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40

Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	182.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	2,500.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	518.00	207.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	104.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.7000e-003	0.0000	4.7000e-003	7.1000e-004	0.0000	7.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0428	0.4407	0.2565	4.5000e-004		0.0223	0.0223		0.0208	0.0208	0.0000	40.3927	40.3927	0.0111	0.0000	40.6709
Total	**0.0428**	**0.4407**	**0.2565**	**4.5000e-004**	**4.7000e-003**	**0.0223**	**0.0270**	**7.1000e-004**	**0.0208**	**0.0215**	**0.0000**	**40.3927**	**40.3927**	**0.0111**	**0.0000**	**40.6709**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.3000e-004	5.7600e-003	7.0000e-004	2.0000e-005	1.2800e-003	2.0000e-005	1.3000e-003	3.2000e-004	2.0000e-005	3.4000e-004	0.0000	1.5745	1.5745	9.0000e-005	0.0000	1.5767
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0300e-003	8.0000e-004	7.8000e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2983	1.2983	6.0000e-005	0.0000	1.2999
Total	**1.1600e-003**	**6.5600e-003**	**8.5000e-003**	**3.0000e-005**	**2.7100e-003**	**3.0000e-005**	**2.7400e-003**	**7.0000e-004**	**3.0000e-005**	**7.3000e-004**	**0.0000**	**2.8728**	**2.8728**	**1.5000e-004**	**0.0000**	**2.8766**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Fugitive Dust					1.8300e-003	0.0000	1.8300e-003	2.8000e-004	0.0000	2.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0145	0.3756	0.2838	4.5000e-004		0.0105	0.0105		0.0105	0.0105	0.0000	40.3926	40.3926	0.0111	0.0000	40.6709
Total	**0.0145**	**0.3756**	**0.2838**	**4.5000e-004**	**1.8300e-003**	**0.0105**	**0.0123**	**2.8000e-004**	**0.0105**	**0.0108**	**0.0000**	**40.3926**	**40.3926**	**0.0111**	**0.0000**	**40.6709**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.3000e-004	5.7600e-003	7.0000e-004	2.0000e-005	1.2800e-003	2.0000e-005	1.3000e-003	3.2000e-004	2.0000e-005	3.4000e-004	0.0000	1.5745	1.5745	9.0000e-005	0.0000	1.5767
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0300e-003	8.0000e-004	7.8000e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2983	1.2983	6.0000e-005	0.0000	1.2999
Total	**1.1600e-003**	**6.5600e-003**	**8.5000e-003**	**3.0000e-005**	**2.7100e-003**	**3.0000e-005**	**2.7400e-003**	**7.0000e-004**	**3.0000e-005**	**7.3000e-004**	**0.0000**	**2.8728**	**2.8728**	**1.5000e-004**	**0.0000**	**2.8766**

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0158	0.0000	0.0158	2.3900e-003	0.0000	2.3900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1353	1.3777	0.8493	1.4900e-003		0.0691	0.0691		0.0643	0.0643	0.0000	133.3114	133.3114	0.0371	0.0000	134.2385
Total	**0.1353**	**1.3777**	**0.8493**	**1.4900e-003**	**0.0158**	**0.0691**	**0.0849**	**2.3900e-003**	**0.0643**	**0.0667**	**0.0000**	**133.3114**	**133.3114**	**0.0371**	**0.0000**	**134.2385**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.1000e-004	0.0180	2.2700e-003	5.0000e-005	1.4900e-003	6.0000e-005	1.5500e-003	4.0000e-004	6.0000e-005	4.6000e-004	0.0000	5.2223	5.2223	2.9000e-004	0.0000	5.2295
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1700e-003	2.4100e-003	0.0237	5.0000e-005	4.7700e-003	3.0000e-005	4.8100e-003	1.2700e-003	3.0000e-005	1.3000e-003	0.0000	4.2116	4.2116	1.9000e-004	0.0000	4.2165
Total	**3.5800e-003**	**0.0204**	**0.0260**	**1.0000e-004**	**6.2600e-003**	**9.0000e-005**	**6.3600e-003**	**1.6700e-003**	**9.0000e-005**	**1.7600e-003**	**0.0000**	**9.4339**	**9.4339**	**4.8000e-004**	**0.0000**	**9.4460**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.1400e-003	0.0000	6.1400e-003	9.3000e-004	0.0000	9.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0486	1.2576	0.9499	1.4900e-003		0.0352	0.0352		0.0352	0.0352	0.0000	133.3112	133.3112	0.0371	0.0000	134.2384
Total	**0.0486**	**1.2576**	**0.9499**	**1.4900e-003**	**6.1400e-003**	**0.0352**	**0.0413**	**9.3000e-004**	**0.0352**	**0.0361**	**0.0000**	**133.3112**	**133.3112**	**0.0371**	**0.0000**	**134.2384**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	4.1000e-004	0.0180	2.2700e-003	5.0000e-005	1.4900e-003	6.0000e-005	1.5500e-003	4.0000e-004	6.0000e-005	4.6000e-004	0.0000	5.2223	5.2223	2.9000e-004	0.0000	5.2295
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1700e-003	2.4100e-003	0.0237	5.0000e-005	4.7700e-003	3.0000e-005	4.8100e-003	1.2700e-003	3.0000e-005	1.3000e-003	0.0000	4.2116	4.2116	1.9000e-004	0.0000	4.2165
Total	**3.5800e-003**	**0.0204**	**0.0260**	**1.0000e-004**	**6.2600e-003**	**9.0000e-005**	**6.3600e-003**	**1.6700e-003**	**9.0000e-005**	**1.7600e-003**	**0.0000**	**9.4339**	**9.4339**	**4.8000e-004**	**0.0000**	**9.4460**

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2710	0.0000	0.2710	0.1490	0.0000	0.1490	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0650	0.6836	0.3310	5.7000e-004		0.0359	0.0359		0.0330	0.0330	0.0000	51.2530	51.2530	0.0162	0.0000	51.6584
Total	**0.0650**	**0.6836**	**0.3310**	**5.7000e-004**	**0.2710**	**0.0359**	**0.3069**	**0.1490**	**0.0330**	**0.1820**	**0.0000**	**51.2530**	**51.2530**	**0.0162**	**0.0000**	**51.6584**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4800e-003	1.1200e-003	0.0111	2.0000e-005	2.2300e-003	1.0000e-005	2.2500e-003	5.9000e-004	1.0000e-005	6.1000e-004	0.0000	1.9691	1.9691	9.0000e-005	0.0000	1.9713

Total	**1.4800e-003**	**1.1200e-003**	**0.0111**	**2.0000e-005**	**2.2300e-003**	**1.0000e-005**	**2.2500e-003**	**5.9000e-004**	**1.0000e-005**	**6.1000e-004**	**0.0000**	**1.9691**	**1.9691**	**9.0000e-005**	**0.0000**	**1.9713**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1057	0.0000	0.1057	0.0581	0.0000	0.0581	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0181	0.5058	0.3444	5.7000e-004		0.0142	0.0142		0.0142	0.0142	0.0000	51.2530	51.2530	0.0162	0.0000	51.6584
Total	**0.0181**	**0.5058**	**0.3444**	**5.7000e-004**	**0.1057**	**0.0142**	**0.1199**	**0.0581**	**0.0142**	**0.0723**	**0.0000**	**51.2530**	**51.2530**	**0.0162**	**0.0000**	**51.6584**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4800e-003	1.1200e-003	0.0111	2.0000e-005	2.2300e-003	1.0000e-005	2.2500e-003	5.9000e-004	1.0000e-005	6.1000e-004	0.0000	1.9691	1.9691	9.0000e-005	0.0000	1.9713
Total	**1.4800e-003**	**1.1200e-003**	**0.0111**	**2.0000e-005**	**2.2300e-003**	**1.0000e-005**	**2.2500e-003**	**5.9000e-004**	**1.0000e-005**	**6.1000e-004**	**0.0000**	**1.9691**	**1.9691**	**9.0000e-005**	**0.0000**	**1.9713**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1321	0.0000	0.1321	0.0543	0.0000	0.0543	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0711	0.8178	0.5007	9.3000e-004		0.0357	0.0357		0.0329	0.0329	0.0000	83.5520	83.5520	0.0264	0.0000	84.2129
Total	**0.0711**	**0.8178**	**0.5007**	**9.3000e-004**	**0.1321**	**0.0357**	**0.1678**	**0.0543**	**0.0329**	**0.0871**	**0.0000**	**83.5520**	**83.5520**	**0.0264**	**0.0000**	**84.2129**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.3100e-003	0.3215	0.0405	9.8000e-004	0.0217	1.1200e-003	0.0228	5.9600e-003	1.0700e-003	7.0300e-003	0.0000	93.1624	93.1624	5.1200e-003	0.0000	93.2904
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2500e-003	0.0123	2.0000e-005	2.4800e-003	2.0000e-005	2.5000e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	2.1879	2.1879	1.0000e-004	0.0000	2.1904
Total	**8.9500e-003**	**0.3227**	**0.0528**	**1.0000e-003**	**0.0242**	**1.1400e-003**	**0.0253**	**6.6200e-003**	**1.0800e-003**	**7.7000e-003**	**0.0000**	**95.3502**	**95.3502**	**5.2200e-003**	**0.0000**	**95.4808**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Fugitive Dust					0.0515	0.0000	0.0515	0.0212	0.0000	0.0212	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0272	0.7686	0.5508	9.3000e-004		0.0200	0.0200		0.0200	0.0200	0.0000	83.5519	83.5519	0.0264	0.0000	84.2128
Total	**0.0272**	**0.7686**	**0.5508**	**9.3000e-004**	**0.0515**	**0.0200**	**0.0715**	**0.0212**	**0.0200**	**0.0412**	**0.0000**	**83.5519**	**83.5519**	**0.0264**	**0.0000**	**84.2128**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.3100e-003	0.3215	0.0405	9.8000e-004	0.0217	1.1200e-003	0.0228	5.9600e-003	1.0700e-003	7.0300e-003	0.0000	93.1624	93.1624	5.1200e-003	0.0000	93.2904
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2500e-003	0.0123	2.0000e-005	2.4800e-003	2.0000e-005	2.5000e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	2.1879	2.1879	1.0000e-004	0.0000	2.1904
Total	**8.9500e-003**	**0.3227**	**0.0528**	**1.0000e-003**	**0.0242**	**1.1400e-003**	**0.0253**	**6.6200e-003**	**1.0800e-003**	**7.7000e-003**	**0.0000**	**95.3502**	**95.3502**	**5.2200e-003**	**0.0000**	**95.4808**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1464	1.3069	1.0642	1.6700e-003		0.0800	0.0800		0.0752	0.0752	0.0000	145.7646	145.7646	0.0355	0.0000	146.6523
Total	**0.1464**	**1.3069**	**1.0642**	**1.6700e-003**		**0.0800**	**0.0800**		**0.0752**	**0.0752**	**0.0000**	**145.7646**	**145.7646**	**0.0355**	**0.0000**	**146.6523**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0463	1.3672	0.3406	2.9800e-003	0.0638	8.3200e-003	0.0722	0.0184	7.9600e-003	0.0264	0.0000	282.4952	282.4952	0.0264	0.0000	283.1560
Worker	0.1761	0.1338	1.3172	2.6000e-003	0.2655	1.7400e-003	0.2673	0.0705	1.6000e-003	0.0721	0.0000	234.2167	234.2167	0.0108	0.0000	234.4869
Total	**0.2224**	**1.5010**	**1.6578**	**5.5800e-003**	**0.3293**	**0.0101**	**0.3394**	**0.0889**	**9.5600e-003**	**0.0985**	**0.0000**	**516.7119**	**516.7119**	**0.0372**	**0.0000**	**517.6429**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0670	1.4604	1.1082	1.6700e-003		0.0560	0.0560		0.0560	0.0560	0.0000	145.7644	145.7644	0.0355	0.0000	146.6522
Total	**0.0670**	**1.4604**	**1.1082**	**1.6700e-003**		**0.0560**	**0.0560**		**0.0560**	**0.0560**	**0.0000**	**145.7644**	**145.7644**	**0.0355**	**0.0000**	**146.6522**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0463	1.3672	0.3406	2.9800e-003	0.0638	8.3200e-003	0.0722	0.0184	7.9600e-003	0.0264	0.0000	282.4952	282.4952	0.0264	0.0000	283.1560
Worker	0.1761	0.1338	1.3172	2.6000e-003	0.2655	1.7400e-003	0.2673	0.0705	1.6000e-003	0.0721	0.0000	234.2167	234.2167	0.0108	0.0000	234.4869
Total	**0.2224**	**1.5010**	**1.6578**	**5.5800e-003**	**0.3293**	**0.0101**	**0.3394**	**0.0889**	**9.5600e-003**	**0.0985**	**0.0000**	**516.7119**	**516.7119**	**0.0372**	**0.0000**	**517.6429**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2777	2.5134	2.2072	3.5300e-003		0.1463	0.1463		0.1376	0.1376	0.0000	303.4091	303.4091	0.0740	0.0000	305.2596
Total	**0.2777**	**2.5134**	**2.2072**	**3.5300e-003**		**0.1463**	**0.1463**		**0.1376**	**0.1376**	**0.0000**	**303.4091**	**303.4091**	**0.0740**	**0.0000**	**305.2596**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0854	2.6507	0.6460	6.2300e-003	0.1349	0.0124	0.1473	0.0389	0.0119	0.0508	0.0000	591.9464	591.9464	0.0518	0.0000	593.2405
Worker	0.3443	0.2553	2.5376	5.3100e-003	0.5610	3.5900e-003	0.5646	0.1489	3.3000e-003	0.1522	0.0000	479.1424	479.1424	0.0206	0.0000	479.6579

Total	**0.4297**	**2.9059**	**3.1836**	**0.0115**	**0.6959**	**0.0160**	**0.7119**	**0.1878**	**0.0152**	**0.2030**	**0.0000**	**1,071.0888**	**1,071.0888**	**0.0724**	**0.0000**	**1,072.8984**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1416	3.0856	2.3415	3.5300e-003		0.1184	0.1184		0.1184	0.1184	0.0000	303.4087	303.4087	0.0740	0.0000	305.2592
Total	**0.1416**	**3.0856**	**2.3415**	**3.5300e-003**		**0.1184**	**0.1184**		**0.1184**	**0.1184**	**0.0000**	**303.4087**	**303.4087**	**0.0740**	**0.0000**	**305.2592**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0854	2.6507	0.6460	6.2300e-003	0.1349	0.0124	0.1473	0.0389	0.0119	0.0508	0.0000	591.9464	591.9464	0.0518	0.0000	593.2405
Worker	0.3443	0.2553	2.5376	5.3100e-003	0.5610	3.5900e-003	0.5646	0.1489	3.3000e-003	0.1522	0.0000	479.1424	479.1424	0.0206	0.0000	479.6579
Total	**0.4297**	**2.9059**	**3.1836**	**0.0115**	**0.6959**	**0.0160**	**0.7119**	**0.1878**	**0.0152**	**0.2030**	**0.0000**	**1,071.0888**	**1,071.0888**	**0.0724**	**0.0000**	**1,072.8984**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1084	0.9936	0.9448	1.5300e-003		0.0546	0.0546		0.0514	0.0514	0.0000	132.0333	132.0333	0.0319	0.0000	132.8296
Total	**0.1084**	**0.9936**	**0.9448**	**1.5300e-003**		**0.0546**	**0.0546**		**0.0514**	**0.0514**	**0.0000**	**132.0333**	**132.0333**	**0.0319**	**0.0000**	**132.8296**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0328	1.0557	0.2528	2.7000e-003	0.0587	1.9000e-003	0.0606	0.0169	1.8200e-003	0.0188	0.0000	256.1208	256.1208	0.0210	0.0000	256.6469
Worker	0.1395	0.1008	1.0213	2.2300e-003	0.2441	1.5200e-003	0.2456	0.0648	1.4000e-003	0.0662	0.0000	201.4667	201.4667	8.2200e-003	0.0000	201.6722
Total	**0.1723**	**1.1565**	**1.2740**	**4.9300e-003**	**0.3028**	**3.4200e-003**	**0.3062**	**0.0817**	**3.2200e-003**	**0.0850**	**0.0000**	**457.5875**	**457.5875**	**0.0293**	**0.0000**	**458.3191**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Off-Road	0.0616	1.3426	1.0188	1.5300e-003		0.0515	0.0515		0.0515	0.0515	0.0000	132.0331	132.0331	0.0319	0.0000	132.8294
Total	**0.0616**	**1.3426**	**1.0188**	**1.5300e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**	**0.0000**	**132.0331**	**132.0331**	**0.0319**	**0.0000**	**132.8294**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0328	1.0557	0.2528	2.7000e-003	0.0587	1.9000e-003	0.0606	0.0169	1.8200e-003	0.0188	0.0000	256.1208	256.1208	0.0210	0.0000	256.6469
Worker	0.1395	0.1008	1.0213	2.2300e-003	0.2441	1.5200e-003	0.2456	0.0648	1.4000e-003	0.0662	0.0000	201.4667	201.4667	8.2200e-003	0.0000	201.6722
Total	**0.1723**	**1.1565**	**1.2740**	**4.9300e-003**	**0.3028**	**3.4200e-003**	**0.3062**	**0.0817**	**3.2200e-003**	**0.0850**	**0.0000**	**457.5875**	**457.5875**	**0.0293**	**0.0000**	**458.3191**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0126**	**0.1292**	**0.1465**	**2.3000e-004**		**6.7800e-003**	**6.7800e-003**		**6.2400e-003**	**6.2400e-003**	**0.0000**	**20.0235**	**20.0235**	**6.4800e-003**	**0.0000**	**20.1854**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.1000e-004	5.1000e-004	5.1900e-003	1.0000e-005	1.2400e-003	1.0000e-005	1.2500e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0235	1.0235	4.0000e-005	0.0000	1.0246
Total	**7.1000e-004**	**5.1000e-004**	**5.1900e-003**	**1.0000e-005**	**1.2400e-003**	**1.0000e-005**	**1.2500e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0235**	**1.0235**	**4.0000e-005**	**0.0000**	**1.0246**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.3100e-003	0.2012	0.1730	2.3000e-004		6.6700e-003	6.6700e-003		6.6700e-003	6.6700e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.3100e-003**	**0.2012**	**0.1730**	**2.3000e-004**		**6.6700e-003**	**6.6700e-003**		**6.6700e-003**	**6.6700e-003**	**0.0000**	**20.0235**	**20.0235**	**6.4800e-003**	**0.0000**	**20.1854**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.1000e-004	5.1000e-004	5.1900e-003	1.0000e-005	1.2400e-003	1.0000e-005	1.2500e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0235	1.0235	4.0000e-005	0.0000	1.0246
Total	**7.1000e-004**	**5.1000e-004**	**5.1900e-003**	**1.0000e-005**	**1.2400e-003**	**1.0000e-005**	**1.2500e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0235**	**1.0235**	**4.0000e-005**	**0.0000**	**1.0246**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.7450					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0139	0.0970	0.1154	1.9000e-004		5.9800e-003	5.9800e-003		5.9800e-003	5.9800e-003	0.0000	16.2132	16.2132	1.1100e-003	0.0000	16.2410
Total	**3.7589**	**0.0970**	**0.1154**	**1.9000e-004**		**5.9800e-003**	**5.9800e-003**		**5.9800e-003**	**5.9800e-003**	**0.0000**	**16.2132**	**16.2132**	**1.1100e-003**	**0.0000**	**16.2410**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0312	0.0226	0.2284	5.0000e-004	0.0546	3.4000e-004	0.0549	0.0145	3.1000e-004	0.0148	0.0000	45.0615	45.0615	1.8400e-003	0.0000	45.1075

Total	**0.0312**	**0.0226**	**0.2284**	**5.0000e-004**	**0.0546**	**3.4000e-004**	**0.0549**	**0.0145**	**3.1000e-004**	**0.0148**	**0.0000**	**45.0615**	**45.0615**	**1.8400e-003**	**0.0000**	**45.1075**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.7450					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.2300e-003	0.1494	0.1164	1.9000e-004		6.0400e-003	6.0400e-003		6.0400e-003	6.0400e-003	0.0000	16.2131	16.2131	1.1100e-003	0.0000	16.2410
Total	**3.7522**	**0.1494**	**0.1164**	**1.9000e-004**		**6.0400e-003**	**6.0400e-003**		**6.0400e-003**	**6.0400e-003**	**0.0000**	**16.2131**	**16.2131**	**1.1100e-003**	**0.0000**	**16.2410**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0312	0.0226	0.2284	5.0000e-004	0.0546	3.4000e-004	0.0549	0.0145	3.1000e-004	0.0148	0.0000	45.0615	45.0615	1.8400e-003	0.0000	45.1075
Total	**0.0312**	**0.0226**	**0.2284**	**5.0000e-004**	**0.0546**	**3.4000e-004**	**0.0549**	**0.0145**	**3.1000e-004**	**0.0148**	**0.0000**	**45.0615**	**45.0615**	**1.8400e-003**	**0.0000**	**45.1075**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.4154					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.9100e-003	0.0338	0.0435	7.0000e-005		1.9600e-003	1.9600e-003		1.9600e-003	1.9600e-003	0.0000	6.1278	6.1278	4.0000e-004	0.0000	6.1378
Total	**1.4203**	**0.0338**	**0.0435**	**7.0000e-005**		**1.9600e-003**	**1.9600e-003**		**1.9600e-003**	**1.9600e-003**	**0.0000**	**6.1278**	**6.1278**	**4.0000e-004**	**0.0000**	**6.1378**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0110	7.7700e-003	0.0794	1.8000e-004	0.0206	1.2000e-004	0.0208	5.4800e-003	1.1000e-004	5.5900e-003	0.0000	16.4076	16.4076	6.3000e-004	0.0000	16.4235
Total	**0.0110**	**7.7700e-003**	**0.0794**	**1.8000e-004**	**0.0206**	**1.2000e-004**	**0.0208**	**5.4800e-003**	**1.1000e-004**	**5.5900e-003**	**0.0000**	**16.4076**	**16.4076**	**6.3000e-004**	**0.0000**	**16.4235**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Archit. Coating	1.4154					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7300e-003	0.0565	0.0440	7.0000e-005		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	6.1278	6.1278	4.0000e-004	0.0000	6.1378
Total	**1.4182**	**0.0565**	**0.0440**	**7.0000e-005**		**2.2800e-003**	**2.2800e-003**		**2.2800e-003**	**2.2800e-003**	**0.0000**	**6.1278**	**6.1278**	**4.0000e-004**	**0.0000**	**6.1378**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0110	7.7700e-003	0.0794	1.8000e-004	0.0206	1.2000e-004	0.0208	5.4800e-003	1.1000e-004	5.5900e-003	0.0000	16.4076	16.4076	6.3000e-004	0.0000	16.4235
Total	**0.0110**	**7.7700e-003**	**0.0794**	**1.8000e-004**	**0.0206**	**1.2000e-004**	**0.0208**	**5.4800e-003**	**1.1000e-004**	**5.5900e-003**	**0.0000**	**16.4076**	**16.4076**	**6.3000e-004**	**0.0000**	**16.4235**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Mitigated	2.3388	4.7561	16.3689	0.0317	2.6169	0.0222	2.6391	0.6987	0.0206	0.7193	0.0000	2,896.7137	2,896.7137	0.2228	0.0000	2,902.2842
Unmitigated	2.4713	5.1212	18.8701	0.0380	3.2542	0.0261	3.2803	0.8689	0.0242	0.8931	0.0000	3,470.2978	3,470.2978	0.2553	0.0000	3,476.6813

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Arena	2,014.84	2,014.84	2014.84	2,375,078	1,909,958
Health Club	1,300.00	834.80	1069.20	1,577,362	1,268,462
Hotel	2,859.50	2,866.50	2082.50	4,083,122	3,283,511
Regional Shopping Center	398.00	398.00	398.00	527,119	423,891
Unenclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	6,572.34	6,114.14	5,564.54	8,562,680	6,885,822

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Arena	12.50	4.20	5.40	0.00	81.00	19.00	66	28	6
Health Club	12.50	4.20	5.40	16.90	64.10	19.00	52	39	9
Hotel	12.50	4.20	5.40	19.40	61.60	19.00	58	38	4
Regional Shopping Center	12.50	4.20	5.40	16.30	64.70	19.00	54	35	11
Unenclosed Parking with Elevator	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
General Office Building	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unenclosed Parking with Elevator	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712
Arena	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712
Health Club	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712
Hotel	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712
Regional Shopping Center	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712

General Office Building	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712
Other Non-Asphalt Surfaces	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	3,995.0475	3,995.0475	0.1649	0.0341	4,009.3399
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	3,995.0475	3,995.0475	0.1649	0.0341	4,009.3399
NaturalGas Mitigated	0.1859	1.6900	1.4196	0.0101		0.1284	0.1284		0.1284	0.1284	0.0000	1,839.8111	1,839.8111	0.0353	0.0337	1,850.7442
NaturalGas Unmitigated	0.1859	1.6900	1.4196	0.0101		0.1284	0.1284		0.1284	0.1284	0.0000	1,839.8111	1,839.8111	0.0353	0.0337	1,850.7442

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Arena	2.21408e+006	0.0119	0.1085	0.0912	6.5000e-004		8.2500e-003	8.2500e-003		8.2500e-003	8.2500e-003	0.0000	118.1517	118.1517	2.2600e-003	2.1700e-003	118.8539
General Office Building	209400	1.1300e-003	0.0103	8.6200e-003	6.0000e-005		7.8000e-004	7.8000e-004		7.8000e-004	7.8000e-004	0.0000	11.1744	11.1744	2.1000e-004	2.0000e-004	11.2408

Health Club	1.3024e+006	7.0200e-003	0.0638	0.0536	3.8000e-004		4.8500e-003	4.8500e-003		4.8500e-003	4.8500e-003	0.0000	69.5010	69.5010	1.3300e-003	1.2700e-003	69.9140
Hotel	3.06394e+007	0.1652	1.5019	1.2616	9.0100e-003		0.1142	0.1142		0.1142	0.1142	0.0000	1,635.0339	1,635.0339	0.0313	0.0300	1,644.7501
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	111500	6.0000e-004	5.4700e-003	4.5900e-003	3.0000e-005		4.2000e-004	4.2000e-004		4.2000e-004	4.2000e-004	0.0000	5.9501	5.9501	1.1000e-004	1.1000e-004	5.9854
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1859**	**1.6900**	**1.4196**	**0.0101**		**0.1285**	**0.1285**		**0.1285**	**0.1285**	**0.0000**	**1,839.8111**	**1,839.8111**	**0.0353**	**0.0337**	**1,850.7442**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Arena	2.21408e+006	0.0119	0.1085	0.0912	6.5000e-004		8.2500e-003	8.2500e-003		8.2500e-003	8.2500e-003	0.0000	118.1517	118.1517	2.2600e-003	2.1700e-003	118.8539
General Office Building	209400	1.1300e-003	0.0103	8.6200e-003	6.0000e-005		7.8000e-004	7.8000e-004		7.8000e-004	7.8000e-004	0.0000	11.1744	11.1744	2.1000e-004	2.0000e-004	11.2408
Health Club	1.3024e+006	7.0200e-003	0.0638	0.0536	3.8000e-004		4.8500e-003	4.8500e-003		4.8500e-003	4.8500e-003	0.0000	69.5010	69.5010	1.3300e-003	1.2700e-003	69.9140
Hotel	3.06394e+007	0.1652	1.5019	1.2616	9.0100e-003		0.1142	0.1142		0.1142	0.1142	0.0000	1,635.0339	1,635.0339	0.0313	0.0300	1,644.7501
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	111500	6.0000e-004	5.4700e-003	4.5900e-003	3.0000e-005		4.2000e-004	4.2000e-004		4.2000e-004	4.2000e-004	0.0000	5.9501	5.9501	1.1000e-004	1.1000e-004	5.9854
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1859**	**1.6900**	**1.4196**	**0.0101**		**0.1285**	**0.1285**		**0.1285**	**0.1285**	**0.0000**	**1,839.8111**	**1,839.8111**	**0.0353**	**0.0337**	**1,850.7442**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Arena	703120	224.0291	9.2500e-003	1.9100e-003	224.8306
General Office Building	585600	186.5847	7.7000e-003	1.5900e-003	187.2522
Health Club	413600	131.7818	5.4400e-003	1.1300e-003	132.2533
Hotel	9.45252e+006	3,011.7754	0.1243	0.0257	3,022.5501
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	650500	207.2632	8.5600e-003	1.7700e-003	208.0047
Unenclosed Parking with Elevator	733200	233.6132	9.6400e-003	2.0000e-003	234.4490
Total		**3,995.0475**	**0.1649**	**0.0341**	**4,009.3399**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Arena	703120	224.0291	9.2500e-003	1.9100e-003	224.8306
General Office Building	585600	186.5847	7.7000e-003	1.5900e-003	187.2522
Health Club	413600	131.7818	5.4400e-003	1.1300e-003	132.2533
Hotel	9.45252e+006	3,011.7754	0.1243	0.0257	3,022.5501
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000

Regional Shopping Center	650500	207.2632	8.5600e-003	1.7700e-003	208.0047
Unenclosed Parking with	733200	233.6132	9.6400e-003	2.0000e-003	234.4490
Total		**3,995.0475**	**0.1649**	**0.0341**	**4,009.3399**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.1760	1.2000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0267	0.0267	7.0000e-005	0.0000	0.0284
Unmitigated	3.3880	1.2000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0267	0.0267	7.0000e-005	0.0000	0.0284

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5160					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8707					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.2700e-003	1.2000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0267	0.0267	7.0000e-005	0.0000	0.0284
Total	**3.3880**	**1.2000e-004**	**0.0137**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0267**	**0.0267**	**7.0000e-005**	**0.0000**	**0.0284**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5160					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.6587					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.2700e-003	1.2000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0267	0.0267	7.0000e-005	0.0000	0.0284
Total	**3.1760**	**1.2000e-004**	**0.0137**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0267**	**0.0267**	**7.0000e-005**	**0.0000**	**0.0284**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	239.7466	1.4406	0.0357	286.4063
Unmitigated	291.6186	1.8004	0.0446	349.9143

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Arena	29.2924 / 1.86973	137.4390	0.9598	0.0236	168.4760
General Office Building	10.664 / 6.53602	70.7625	0.3503	8.7800e-003	82.1358
Health Club	2.36573 / 1.44996	15.6981	0.0777	1.9500e-003	18.2212
Hotel	8.87837 / 0.986486	43.1431	0.2910	7.1800e-003	52.5555
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	3.70363 / 2.26996	24.5759	0.1217	3.0500e-003	28.5259
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**291.6186**	**1.8004**	**0.0446**	**349.9143**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Arena	23.4339 / 1.75567	110.8712	0.7679	0.0189	135.7041
General Office Building	8.53122 / 6.13732	59.8260	0.2804	7.0500e-003	68.9362
Health Club	1.89258 / 1.36151	13.2719	0.0622	1.5600e-003	15.2929
Hotel	7.1027 / 0.92631	34.9998	0.2328	5.7400e-003	42.5315
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	2.9629 / 2.1315	20.7776	0.0974	2.4500e-003	23.9416
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**239.7466**	**1.4406**	**0.0357**	**286.4063**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			

Mitigated	53.7723	3.1779	0.0000	133.2186
Unmitigated	107.5446	6.3557	0.0000	266.4372

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Arena	1.87	0.3796	0.0224	0.0000	0.9404
General Office Building	55.8	11.3269	0.6694	0.0000	28.0619
Health Club	228	46.2819	2.7352	0.0000	114.6616
Hotel	191.63	38.8992	2.2989	0.0000	96.3710
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	52.5	10.6570	0.6298	0.0000	26.4023
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**107.5446**	**6.3557**	**0.0000**	**266.4372**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			

Arena	0.935	0.1898	0.0112	0.0000	0.4702
General Office Building	27.9	5.6635	0.3347	0.0000	14.0310
Health Club	114	23.1410	1.3676	0.0000	57.3308
Hotel	95.815	19.4496	1.1494	0.0000	48.1855
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	26.25	5.3285	0.3149	0.0000	13.2012
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**53.7723**	**3.1779**	**0.0000**	**133.2186**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Vision Agua Caliente Master Plan

Salton Sea Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unenclosed Parking with Elevator	650.00	Space	2.30	260,000.00	0
Arena	68.00	1000sqft	6.30	68,000.00	0
Health Club	40.00	1000sqft	2.60	40,000.00	0
Hotel	350.00	Room	3.80	508,200.00	0
Regional Shopping Center	50.00	1000sqft	3.00	50,000.00	0
General Office Building	60.00	1000sqft	0.00	60,000.00	0
Other Non-Asphalt Surfaces	274.43	1000sqft	0.00	274,428.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.4	**Precipitation Freq (Days)**	20
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction to start 2018

Land Use - Approximate size of Master Plan area is 17.9 acres

General Office Building is 60,000 square feet of meeting space.

Construction Phase - Estimated construction buildout for Master Plan area.

Off-road Equipment -

Trips and VMT -

On-road Fugitive Dust - All roads in the vicinity of the Project Site.

Demolition -

Grading -

Vehicle Trips - Based on Project Traffic Study

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - Roads in project area are paved.

Energy Use -

Construction Off-road Equipment Mitigation - Tier 2 engines per EPA.

Mobile Land Use Mitigation -

Area Mitigation - Per SCAQMD Rule 1113

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	0.5
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
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tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	175.00
tblConstructionPhase	NumDays	300.00	500.00
tblConstructionPhase	NumDays	20.00	100.00
tblConstructionPhase	NumDays	10.00	30.00
tblGrading	MaterialExported	0.00	20,000.00
tblLandUse	LotAcreage	5.85	2.30
tblLandUse	LotAcreage	21.86	6.30
tblLandUse	LotAcreage	0.92	2.60
tblLandUse	LotAcreage	11.67	3.80
tblLandUse	LotAcreage	1.15	3.00
tblLandUse	LotAcreage	1.38	0.00
tblLandUse	LotAcreage	6.30	0.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00

tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblRoadDust	RoadPercentPave	50	100
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	0.00
tblVehicleTrips	ST_TR	10.71	29.63
tblVehicleTrips	ST_TR	49.97	7.96
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	10.71	29.63
tblVehicleTrips	SU_TR	25.24	7.96
tblVehicleTrips	SU_TR	1.05	0.00

tblVehicleTrips	WD_TR	10.71	29.63
tblVehicleTrips	WD_TR	32.93	32.50
tblVehicleTrips	WD_TR	42.70	7.96
tblVehicleTrips	WD_TR	11.03	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	3.8373	38.8785	23.2068	0.0417	0.6471	1.9412	2.5883	0.1238	1.8073	1.9311	0.0000	4,162.1677	4,162.1677	1.0820	0.0000	4,189.2166
2019	6.4937	75.4572	48.8573	0.1298	18.2169	2.4578	20.6082	9.9706	2.2639	12.1707	0.0000	13,249.6393	13,249.6393	2.3100	0.0000	13,307.3895
2020	5.8979	41.1948	45.6770	0.1204	5.3735	1.2385	6.6120	1.4491	1.1655	2.6146	0.0000	12,100.2673	12,100.2673	1.2390	0.0000	12,131.2412
2021	59.7792	37.6221	43.1291	0.1186	5.3735	1.0181	6.3916	1.4491	0.9572	2.4062	0.0000	11,922.1316	11,922.1316	1.1874	0.0000	11,951.8155
2022	59.7250	1.7290	5.9603	0.0114	0.8701	0.0869	0.9570	0.2308	0.0865	0.3173	0.0000	1,114.7929	1,114.7929	0.0519	0.0000	1,116.0916
Maximum	**59.7792**	**75.4572**	**48.8573**	**0.1298**	**18.2169**	**2.4578**	**20.6082**	**9.9706**	**2.2639**	**12.1707**	**0.0000**	**13,249.6393**	**13,249.6393**	**2.3100**	**0.0000**	**13,307.3895**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					

2018	1.3800	33.2198	25.5767	0.0417	0.3975	0.9162	1.3137	0.0860	0.9160	1.0020	0.0000	4,162.1677	4,162.1677	1.0820	0.0000	4,189.2166
2019	5.2134	72.1757	49.5673	0.1298	7.1964	1.4084	8.1436	3.9129	1.4051	4.8600	0.0000	13,249.6393	13,249.6393	2.3100	0.0000	13,307.3895
2020	4.8590	45.5631	46.7023	0.1204	5.3735	1.0250	6.3985	1.4491	1.0187	2.4678	0.0000	12,100.2673	12,100.2673	1.2390	0.0000	12,131.2411
2021	59.6742	43.7444	44.4276	0.1186	5.3735	0.9630	6.3365	1.4491	0.9594	2.4085	0.0000	11,922.1316	11,922.1316	1.1874	0.0000	11,951.8155
2022	59.6344	2.6729	5.9791	0.0114	0.8701	0.1003	0.9704	0.2308	0.0999	0.3307	0.0000	1,114.7929	1,114.7929	0.0519	0.0000	1,116.0916
Maximum	**59.6742**	**72.1757**	**49.5673**	**0.1298**	**7.1964**	**1.4084**	**8.1436**	**3.9129**	**1.4051**	**4.8600**	**0.0000**	**13,249.6393**	**13,249.6393**	**2.3100**	**0.0000**	**13,307.3895**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**3.66**	**-1.28**	**-3.25**	**0.00**	**36.97**	**34.55**	**37.66**	**46.10**	**29.95**	**43.06**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	18.5717	1.3900e-003	0.1524	1.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004		0.3266	0.3266	8.6000e-004		0.3480
Energy	1.0187	9.2605	7.7788	0.0556		0.7038	0.7038		0.7038	0.7038		11,112.5731	11,112.5731	0.2130	0.2037	11,178.6096
Mobile	18.5333	28.8952	124.5834	0.2340	18.7364	0.1483	18.8847	4.9979	0.1378	5.1357		23,498.8355	23,498.8355	1.6606		23,540.3493
Total	**38.1236**	**38.1571**	**132.5146**	**0.2895**	**18.7364**	**0.8526**	**19.5890**	**4.9979**	**0.8421**	**5.8400**		**34,611.7352**	**34,611.7352**	**1.8744**	**0.2037**	**34,719.3069**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	27.9914	1.3900e-003	0.1524	1.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004		0.3266	0.3266	8.6000e-004		0.3480
Energy	1.0187	9.2605	7.7788	0.0556		0.7038	0.7038		0.7038	0.7038		11,112.5731	11,112.5731	0.2130	0.2037	11,178.6096
Mobile	17.7326	26.9265	107.0260	0.1949	15.0672	0.1260	15.1932	4.0192	0.1170	4.1362		19,590.3278	19,590.3278	1.4386		19,626.2929
Total	**46.7426**	**36.1884**	**114.9572**	**0.2505**	**15.0672**	**0.8304**	**15.8975**	**4.0192**	**0.8214**	**4.8405**		**30,703.2275**	**30,703.2275**	**1.6525**	**0.2037**	**30,805.2505**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**-22.61**	**5.16**	**13.25**	**13.47**	**19.58**	**2.61**	**18.84**	**19.58**	**2.46**	**17.11**	**0.00**	**11.29**	**11.29**	**11.84**	**0.00**	**11.27**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/29/2018	4/17/2019	5	100	
2	Site Preparation	Site Preparation	4/18/2019	5/29/2019	5	30	
3	Grading	Grading	5/30/2019	7/10/2019	5	30	
4	Building Construction	Building Construction	7/11/2019	6/9/2021	5	500	
5	Paving	Paving	6/10/2021	7/7/2021	5	20	
6	Architectural Coating	Architectural Coating	7/8/2021	3/9/2022	5	175	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 2.3

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,089,300; Non-Residential Outdoor: 363,100; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	182.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	2,500.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	518.00	207.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	104.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4091	0.0000	0.4091	0.0620	0.0000	0.0620			0.0000			0.0000
Off-Road	3.7190	38.3225	22.3040	0.0388		1.9386	1.9386		1.8048	1.8048		3,871.7665	3,871.7665	1.0667		3,898.4344
Total	**3.7190**	**38.3225**	**22.3040**	**0.0388**	**0.4091**	**1.9386**	**2.3477**	**0.0620**	**1.8048**	**1.8668**		**3,871.7665**	**3,871.7665**	**1.0667**		**3,898.4344**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0109	0.4871	0.0561	1.4500e-003	0.1125	1.8000e-003	0.1143	0.0285	1.7300e-003	0.0303		152.8014	152.8014	8.1200e-003		153.0045
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1074	0.0689	0.8467	1.3900e-003	0.1255	8.2000e-004	0.1263	0.0333	7.6000e-004	0.0341		137.5998	137.5998	7.1200e-003		137.7777

Total	**0.1183**	**0.5560**	**0.9028**	**2.8400e-003**	**0.2380**	**2.6200e-003**	**0.2406**	**0.0618**	**2.4900e-003**	**0.0643**		**290.4012**	**290.4012**	**0.0152**		**290.7822**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1596	0.0000	0.1596	0.0242	0.0000	0.0242			0.0000			0.0000
Off-Road	1.2617	32.6638	24.6739	0.0388		0.9135	0.9135		0.9135	0.9135	0.0000	3,871.7665	3,871.7665	1.0667		3,898.4344
Total	**1.2617**	**32.6638**	**24.6739**	**0.0388**	**0.1596**	**0.9135**	**1.0731**	**0.0242**	**0.9135**	**0.9377**	**0.0000**	**3,871.7665**	**3,871.7665**	**1.0667**		**3,898.4344**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0109	0.4871	0.0561	1.4500e-003	0.1125	1.8000e-003	0.1143	0.0285	1.7300e-003	0.0303		152.8014	152.8014	8.1200e-003		153.0045
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1074	0.0689	0.8467	1.3900e-003	0.1255	8.2000e-004	0.1263	0.0333	7.6000e-004	0.0341		137.5998	137.5998	7.1200e-003		137.7777
Total	**0.1183**	**0.5560**	**0.9028**	**2.8400e-003**	**0.2380**	**2.6200e-003**	**0.2406**	**0.0618**	**2.4900e-003**	**0.0643**		**290.4012**	**290.4012**	**0.0152**		**290.7822**

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4091	0.0000	0.4091	0.0620	0.0000	0.0620			0.0000			0.0000
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697		3,816.8994	3,816.8994	1.0618		3,843.4451
Total	**3.5134**	**35.7830**	**22.0600**	**0.0388**	**0.4091**	**1.7949**	**2.2040**	**0.0620**	**1.6697**	**1.7316**		**3,816.8994**	**3,816.8994**	**1.0618**		**3,843.4451**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0104	0.4555	0.0542	1.4400e-003	0.0391	1.6200e-003	0.0407	0.0105	1.5500e-003	0.0121		151.3910	151.3910	7.8300e-003		151.5869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0983	0.0618	0.7690	1.3400e-003	0.1255	8.1000e-004	0.1263	0.0333	7.5000e-004	0.0340		133.3484	133.3484	6.4700e-003		133.5102
Total	**0.1086**	**0.5173**	**0.8232**	**2.7800e-003**	**0.1646**	**2.4300e-003**	**0.1670**	**0.0438**	**2.3000e-003**	**0.0461**		**284.7394**	**284.7394**	**0.0143**		**285.0971**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Fugitive Dust					0.1596	0.0000	0.1596	0.0242	0.0000	0.0242			0.0000			0.0000
Off-Road	1.2617	32.6638	24.6739	0.0388		0.9135	0.9135		0.9135	0.9135	0.0000	3,816.8994	3,816.8994	1.0618		3,843.4451
Total	**1.2617**	**32.6638**	**24.6739**	**0.0388**	**0.1596**	**0.9135**	**1.0731**	**0.0242**	**0.9135**	**0.9377**	**0.0000**	**3,816.8994**	**3,816.8994**	**1.0618**		**3,843.4451**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0104	0.4555	0.0542	1.4400e-003	0.0391	1.6200e-003	0.0407	0.0105	1.5500e-003	0.0121		151.3910	151.3910	7.8300e-003		151.5869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0983	0.0618	0.7690	1.3400e-003	0.1255	8.1000e-004	0.1263	0.0333	7.5000e-004	0.0340		133.3484	133.3484	6.4700e-003		133.5102
Total	**0.1086**	**0.5173**	**0.8232**	**2.7800e-003**	**0.1646**	**2.4300e-003**	**0.1670**	**0.0438**	**2.3000e-003**	**0.0461**		**284.7394**	**284.7394**	**0.0143**		**285.0971**

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991		3,766.4529	3,766.4529	1.1917		3,796.2445
Total	**4.3350**	**45.5727**	**22.0630**	**0.0380**	**18.0663**	**2.3904**	**20.4566**	**9.9307**	**2.1991**	**12.1298**		**3,766.4529**	**3,766.4529**	**1.1917**		**3,796.2445**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1179	0.0742	0.9228	1.6100e-003	0.1506	9.8000e-004	0.1516	0.0400	9.0000e-004	0.0408		160.0181	160.0181	7.7700e-003		160.2123
Total	**0.1179**	**0.0742**	**0.9228**	**1.6100e-003**	**0.1506**	**9.8000e-004**	**0.1516**	**0.0400**	**9.0000e-004**	**0.0408**		**160.0181**	**160.0181**	**7.7700e-003**		**160.2123**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0380		0.9462	0.9462		0.9462	0.9462	0.0000	3,766.4529	3,766.4529	1.1917		3,796.2445
Total	**1.2097**	**33.7214**	**22.9600**	**0.0380**	**7.0458**	**0.9462**	**7.9920**	**3.8730**	**0.9462**	**4.8191**	**0.0000**	**3,766.4529**	**3,766.4529**	**1.1917**		**3,796.2445**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1179	0.0742	0.9228	1.6100e-003	0.1506	9.8000e-004	0.1516	0.0400	9.0000e-004	0.0408		160.0181	160.0181	7.7700e-003		160.2123
Total	**0.1179**	**0.0742**	**0.9228**	**1.6100e-003**	**0.1506**	**9.8000e-004**	**0.1516**	**0.0400**	**9.0000e-004**	**0.0408**		**160.0181**	**160.0181**	**7.7700e-003**		**160.2123**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8061	0.0000	8.8061	3.6166	0.0000	3.6166			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920		6,140.0195	6,140.0195	1.9426		6,188.5854
Total	**4.7389**	**54.5202**	**33.3768**	**0.0620**	**8.8061**	**2.3827**	**11.1888**	**3.6166**	**2.1920**	**5.8087**		**6,140.0195**	**6,140.0195**	**1.9426**		**6,188.5854**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4756	20.8546	2.4811	0.0660	1.4608	0.0740	1.5349	0.4007	0.0708	0.4716		6,931.8219	6,931.8219	0.3587		6,940.7905
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1310	0.0824	1.0254	1.7900e-003	0.1673	1.0800e-003	0.1684	0.0444	1.0000e-003	0.0454		177.7979	177.7979	8.6300e-003		178.0136

Total	**0.6066**	**20.9370**	**3.5065**	**0.0678**	**1.6282**	**0.0751**	**1.7033**	**0.4451**	**0.0718**	**0.5169**		**7,109.6198**	**7,109.6198**	**0.3674**		**7,118.8041**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.4344	0.0000	3.4344	1.4105	0.0000	1.4105			0.0000			0.0000
Off-Road	1.8106	51.2386	36.7226	0.0620		1.3333	1.3333		1.3333	1.3333	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854
Total	**1.8106**	**51.2386**	**36.7226**	**0.0620**	**3.4344**	**1.3333**	**4.7677**	**1.4105**	**1.3333**	**2.7438**	**0.0000**	**6,140.0195**	**6,140.0195**	**1.9426**		**6,188.5854**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4756	20.8546	2.4811	0.0660	1.4608	0.0740	1.5349	0.4007	0.0708	0.4716		6,931.8219	6,931.8219	0.3587		6,940.7905
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1310	0.0824	1.0254	1.7900e-003	0.1673	1.0800e-003	0.1684	0.0444	1.0000e-003	0.0454		177.7979	177.7979	8.6300e-003		178.0136
Total	**0.6066**	**20.9370**	**3.5065**	**0.0678**	**1.6282**	**0.0751**	**1.7033**	**0.4451**	**0.0718**	**0.5169**		**7,109.6198**	**7,109.6198**	**0.3674**		**7,118.8041**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635
Total	**2.3612**	**21.0788**	**17.1638**	**0.0269**		**1.2899**	**1.2899**		**1.2127**	**1.2127**		**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7395	21.8198	5.1366	0.0490	1.0396	0.1332	1.1728	0.2995	0.1274	0.4269		5,130.7193	5,130.7193	0.4477		5,141.9110
Worker	3.3930	2.1346	26.5569	0.0464	4.3340	0.0281	4.3620	1.1496	0.0259	1.1754		4,604.9649	4,604.9649	0.2235		4,610.5526
Total	**4.1326**	**23.9544**	**31.6935**	**0.0954**	**5.3736**	**0.1613**	**5.5348**	**1.4491**	**0.1533**	**1.6023**		**9,735.6842**	**9,735.6842**	**0.6712**		**9,752.4635**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7395	21.8198	5.1366	0.0490	1.0396	0.1332	1.1728	0.2995	0.1274	0.4269		5,130.7193	5,130.7193	0.4477		5,141.9110
Worker	3.3930	2.1346	26.5569	0.0464	4.3340	0.0281	4.3620	1.1496	0.0259	1.1754		4,604.9649	4,604.9649	0.2235		4,610.5526
Total	**4.1326**	**23.9544**	**31.6935**	**0.0954**	**5.3736**	**0.1613**	**5.5348**	**1.4491**	**0.1533**	**1.6023**		**9,735.6842**	**9,735.6842**	**0.6712**		**9,752.4635**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6452	20.0800	4.5947	0.0486	1.0396	0.0941	1.1336	0.2995	0.0900	0.3895		5,088.5450	5,088.5450	0.4145		5,098.9081
Worker	3.1329	1.9288	24.2338	0.0449	4.3340	0.0274	4.3613	1.1496	0.0252	1.1748		4,458.6593	4,458.6593	0.2016		4,463.6986
Total	**3.7781**	**22.0087**	**28.8285**	**0.0935**	**5.3735**	**0.1215**	**5.4950**	**1.4491**	**0.1152**	**1.5643**		**9,547.2042**	**9,547.2042**	**0.6161**		**9,562.6067**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6452	20.0800	4.5947	0.0486	1.0396	0.0941	1.1336	0.2995	0.0900	0.3895		5,088.5450	5,088.5450	0.4145		5,098.9081
Worker	3.1329	1.9288	24.2338	0.0449	4.3340	0.0274	4.3613	1.1496	0.0252	1.1748		4,458.6593	4,458.6593	0.2016		4,463.6986
Total	**3.7781**	**22.0087**	**28.8285**	**0.0935**	**5.3735**	**0.1215**	**5.4950**	**1.4491**	**0.1152**	**1.5643**		**9,547.2042**	**9,547.2042**	**0.6161**		**9,562.6067**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5682	18.4383	4.1159	0.0483	1.0395	0.0327	1.0723	0.2995	0.0313	0.3308		5,060.1134	5,060.1134	0.3870		5,069.7873
Worker	2.9115	1.7517	22.4380	0.0434	4.3340	0.0267	4.3607	1.1496	0.0246	1.1742		4,308.6543	4,308.6543	0.1844		4,313.2639

Total	**3.4796**	**20.1900**	**26.5539**	**0.0917**	**5.3735**	**0.0594**	**5.4329**	**1.4491**	**0.0559**	**1.5050**		**9,368.7677**	**9,368.7677**	**0.5713**		**9,383.0512**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5682	18.4383	4.1159	0.0483	1.0395	0.0327	1.0723	0.2995	0.0313	0.3308		5,060.1134	5,060.1134	0.3870		5,069.7873
Worker	2.9115	1.7517	22.4380	0.0434	4.3340	0.0267	4.3607	1.1496	0.0246	1.1742		4,308.6543	4,308.6543	0.1844		4,313.2639
Total	**3.4796**	**20.1900**	**26.5539**	**0.0917**	**5.3735**	**0.0594**	**5.4329**	**1.4491**	**0.0559**	**1.5050**		**9,368.7677**	**9,368.7677**	**0.5713**		**9,383.0512**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2556**	**12.9191**	**14.6532**	**0.0228**		**0.6777**	**0.6777**		**0.6235**	**0.6235**		**2,207.2109**	**2,207.2109**	**0.7139**		**2,225.0573**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0843	0.0507	0.6498	1.2600e-003	0.1255	7.7000e-004	0.1263	0.0333	7.1000e-004	0.0340		124.7680	124.7680	5.3400e-003		124.9015
Total	**0.0843**	**0.0507**	**0.6498**	**1.2600e-003**	**0.1255**	**7.7000e-004**	**0.1263**	**0.0333**	**7.1000e-004**	**0.0340**		**124.7680**	**124.7680**	**5.3400e-003**		**124.9015**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Off-Road	0.9311	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9311**	**20.1146**	**17.2957**	**0.0228**		**0.6670**	**0.6670**		**0.6670**	**0.6670**	**0.0000**	**2,207.2109**	**2,207.2109**	**0.7139**		**2,225.0573**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0843	0.0507	0.6498	1.2600e-003	0.1255	7.7000e-004	0.1263	0.0333	7.1000e-004	0.0340		124.7680	124.7680	5.3400e-003		124.9015
Total	**0.0843**	**0.0507**	**0.6498**	**1.2600e-003**	**0.1255**	**7.7000e-004**	**0.1263**	**0.0333**	**7.1000e-004**	**0.0340**		**124.7680**	**124.7680**	**5.3400e-003**		**124.9015**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	58.9757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**59.1946**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5845	0.3517	4.5049	8.7100e-003	0.8701	5.3600e-003	0.8755	0.2308	4.9400e-003	0.2357		865.0580	865.0580	0.0370		865.9835
Total	**0.5845**	**0.3517**	**4.5049**	**8.7100e-003**	**0.8701**	**5.3600e-003**	**0.8755**	**0.2308**	**4.9400e-003**	**0.2357**		**865.0580**	**865.0580**	**0.0370**		**865.9835**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	58.9757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**59.0896**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5845	0.3517	4.5049	8.7100e-003	0.8701	5.3600e-003	0.8755	0.2308	4.9400e-003	0.2357		865.0580	865.0580	0.0370		865.9835
Total	**0.5845**	**0.3517**	**4.5049**	**8.7100e-003**	**0.8701**	**5.3600e-003**	**0.8755**	**0.2308**	**4.9400e-003**	**0.2357**		**865.0580**	**865.0580**	**0.0370**		**865.9835**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	58.9757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**59.1803**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5447	0.3205	4.1467	8.3900e-003	0.8701	5.1900e-003	0.8753	0.2308	4.7800e-003	0.2356		833.3449	833.3449	0.0336		834.1854

Total	**0.5447**	**0.3205**	**4.1467**	**8.3900e-003**	**0.8701**	**5.1900e-003**	**0.8753**	**0.2308**	**4.7800e-003**	**0.2356**		**833.3449**	**833.3449**	**0.0336**		**834.1854**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	58.9757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**59.0896**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5447	0.3205	4.1467	8.3900e-003	0.8701	5.1900e-003	0.8753	0.2308	4.7800e-003	0.2356		833.3449	833.3449	0.0336		834.1854
Total	**0.5447**	**0.3205**	**4.1467**	**8.3900e-003**	**0.8701**	**5.1900e-003**	**0.8753**	**0.2308**	**4.7800e-003**	**0.2356**		**833.3449**	**833.3449**	**0.0336**		**834.1854**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	17.7326	26.9265	107.0260	0.1949	15.0672	0.1260	15.1932	4.0192	0.1170	4.1362		19,590.3278	19,590.3278	1.4386		19,626.2929
Unmitigated	18.5333	28.8952	124.5834	0.2340	18.7364	0.1483	18.8847	4.9979	0.1378	5.1357		23,498.8355	23,498.8355	1.6606		23,540.3493

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Arena	2,014.84	2,014.84	2014.84	2,375,078	1,909,958
Health Club	1,300.00	834.80	1069.20	1,577,362	1,268,462
Hotel	2,859.50	2,866.50	2082.50	4,083,122	3,283,511
Regional Shopping Center	398.00	398.00	398.00	527,119	423,891
Unenclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	6,572.34	6,114.14	5,564.54	8,562,680	6,885,822

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Arena	12.50	4.20	5.40	0.00	81.00	19.00	66	28	6
Health Club	12.50	4.20	5.40	16.90	64.10	19.00	52	39	9
Hotel	12.50	4.20	5.40	19.40	61.60	19.00	58	38	4
Regional Shopping Center	12.50	4.20	5.40	16.30	64.70	19.00	54	35	11
Unenclosed Parking with	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0

General Office Building	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unenclosed Parking with Elevator	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712
Arena	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712
Health Club	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712
Hotel	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712
Regional Shopping Center	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712
General Office Building	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712
Other Non-Asphalt Surfaces	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.0187	9.2605	7.7788	0.0556		0.7038	0.7038		0.7038	0.7038		11,112.5731	11,112.5731	0.2130	0.2037	11,178.6096
NaturalGas Unmitigated	1.0187	9.2605	7.7788	0.0556		0.7038	0.7038		0.7038	0.7038		11,112.5731	11,112.5731	0.2130	0.2037	11,178.6096

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Arena	6065.97	0.0654	0.5947	0.4996	3.5700e-003		0.0452	0.0452		0.0452	0.0452		713.6438	713.6438	0.0137	0.0131	717.8847
General Office Building	573.699	6.1900e-003	0.0562	0.0473	3.4000e-004		4.2700e-003	4.2700e-003		4.2700e-003	4.2700e-003		67.4940	67.4940	1.2900e-003	1.2400e-003	67.8950
Health Club	3568.22	0.0385	0.3498	0.2939	2.1000e-003		0.0266	0.0266		0.0266	0.0266		419.7905	419.7905	8.0500e-003	7.7000e-003	422.2851
Hotel	83943.5	0.9053	8.2298	6.9130	0.0494		0.6255	0.6255		0.6255	0.6255		9,875.7060	9,875.7060	0.1893	0.1811	9,934.3924
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	305.479	3.2900e-003	0.0300	0.0252	1.8000e-004		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003		35.9388	35.9388	6.9000e-004	6.6000e-004	36.1523
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.0187**	**9.2605**	**7.7788**	**0.0556**		**0.7038**	**0.7038**		**0.7038**	**0.7038**		**11,112.5731**	**11,112.5731**	**0.2130**	**0.2037**	**11,178.6096**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Arena	6.06597	0.0654	0.5947	0.4996	3.5700e-003		0.0452	0.0452		0.0452	0.0452		713.6438	713.6438	0.0137	0.0131	717.8847
General Office Building	0.573699	6.1900e-003	0.0562	0.0473	3.4000e-004		4.2700e-003	4.2700e-003		4.2700e-003	4.2700e-003		67.4940	67.4940	1.2900e-003	1.2400e-003	67.8950
Health Club	3.56822	0.0385	0.3498	0.2939	2.1000e-003		0.0266	0.0266		0.0266	0.0266		419.7905	419.7905	8.0500e-003	7.7000e-003	422.2851
Hotel	83.9435	0.9053	8.2298	6.9130	0.0494		0.6255	0.6255		0.6255	0.6255		9,875.7060	9,875.7060	0.1893	0.1811	9,934.3924
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Regional Shopping Center	0.305479	3.2900e-003	0.0300	0.0252	1.8000e-004		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003		35.9388	35.9388	6.9000e-004	6.6000e-004	36.1523
Unenclosed Parking with	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.0187**	**9.2605**	**7.7788**	**0.0556**		**0.7038**	**0.7038**		**0.7038**	**0.7038**		**11,112.5731**	**11,112.5731**	**0.2130**	**0.2037**	**11,178.6096**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	27.9914	1.3900e-003	0.1524	1.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004		0.3266	0.3266	8.6000e-004		0.3480
Unmitigated	18.5717	1.3900e-003	0.1524	1.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004		0.3266	0.3266	8.6000e-004		0.3480

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

SubCategory	lb/day										lb/day					
Architectural Coating	2.8276					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.7300					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0141	1.3900e-003	0.1524	1.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004		0.3266	0.3266	8.6000e-004		0.3480
Total	**18.5717**	**1.3900e-003**	**0.1524**	**1.0000e-005**		**5.4000e-004**	**5.4000e-004**		**5.4000e-004**	**5.4000e-004**		**0.3266**	**0.3266**	**8.6000e-004**		**0.3480**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.8276					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	25.1497					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0141	1.3900e-003	0.1524	1.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004		0.3266	0.3266	8.6000e-004		0.3480
Total	**27.9914**	**1.3900e-003**	**0.1524**	**1.0000e-005**		**5.4000e-004**	**5.4000e-004**		**5.4000e-004**	**5.4000e-004**		**0.3266**	**0.3266**	**8.6000e-004**		**0.3480**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Vision Agua Caliente Master Plan

Salton Sea Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unenclosed Parking with Elevator	650.00	Space	2.30	260,000.00	0
Arena	68.00	1000sqft	6.30	68,000.00	0
Health Club	40.00	1000sqft	2.60	40,000.00	0
Hotel	350.00	Room	3.80	508,200.00	0
Regional Shopping Center	50.00	1000sqft	3.00	50,000.00	0
General Office Building	60.00	1000sqft	0.00	60,000.00	0
Other Non-Asphalt Surfaces	274.43	1000sqft	0.00	274,428.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.4	**Precipitation Freq (Days)**	20
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Construction to start 2018

Land Use - Approximate size of Master Plan area is 17.9 acres

General Office Building is 60,000 square feet of meeting space.

Construction Phase - Estimated construction buildout for Master Plan area.

Off-road Equipment -

Trips and VMT -

On-road Fugitive Dust - All roads in the vicinity of the Project Site.

Demolition -

Grading -

Vehicle Trips - Based on Project Traffic Study

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - Roads in project area are paved.

Energy Use -

Construction Off-road Equipment Mitigation - Tier 2 engines per EPA.

Mobile Land Use Mitigation -

Area Mitigation - Per SCAQMD Rule 1113

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	0.5
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	175.00
tblConstructionPhase	NumDays	300.00	500.00
tblConstructionPhase	NumDays	20.00	100.00
tblConstructionPhase	NumDays	10.00	30.00
tblGrading	MaterialExported	0.00	20,000.00
tblLandUse	LotAcreage	5.85	2.30
tblLandUse	LotAcreage	21.86	6.30
tblLandUse	LotAcreage	0.92	2.60
tblLandUse	LotAcreage	11.67	3.80
tblLandUse	LotAcreage	1.15	3.00
tblLandUse	LotAcreage	1.38	0.00
tblLandUse	LotAcreage	6.30	0.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00

tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblProjectCharacteristics	OperationalYear	2018	2023
tblRoadDust	RoadPercentPave	50	100
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PR_TP	77.00	0.00
tblVehicleTrips	ST_TR	10.71	29.63
tblVehicleTrips	ST_TR	49.97	7.96
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	10.71	29.63
tblVehicleTrips	SU_TR	25.24	7.96
tblVehicleTrips	SU_TR	1.05	0.00

tblVehicleTrips	WD_TR	10.71	29.63
tblVehicleTrips	WD_TR	32.93	32.50
tblVehicleTrips	WD_TR	42.70	7.96
tblVehicleTrips	WD_TR	11.03	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	3.8186	38.8922	22.9826	0.0414	0.6471	1.9412	2.5883	0.1238	1.8074	1.9311	0.0000	4,135.7281	4,135.7281	1.0814	0.0000	4,162.7639
2019	5.9224	75.9122	42.2909	0.1275	18.2169	2.4593	20.6082	9.9706	2.2653	12.1707	0.0000	13,017.5297	13,017.5297	2.3506	0.0000	13,076.2938
2020	5.3798	41.1727	39.6629	0.1108	5.3735	1.2404	6.6139	1.4491	1.1673	2.6164	0.0000	11,131.8759	11,131.8759	1.2478	0.0000	11,163.0709
2021	59.6781	37.5219	37.5246	0.1092	5.3735	1.0196	6.3931	1.4491	0.9587	2.4078	0.0000	10,978.9520	10,978.9520	1.1974	0.0000	11,008.8872
2022	59.6331	1.7381	4.7660	0.0100	0.8701	0.0869	0.9570	0.2308	0.0865	0.3173	0.0000	981.7371	981.7371	0.0450	0.0000	982.8628
Maximum	**59.6781**	**75.9122**	**42.2909**	**0.1275**	**18.2169**	**2.4593**	**20.6082**	**9.9706**	**2.2653**	**12.1707**	**0.0000**	**13,017.5297**	**13,017.5297**	**2.3506**	**0.0000**	**13,076.2938**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					

2018	1.3613	33.2335	25.3524	0.0414	0.3975	0.9162	1.3137	0.0860	0.9161	1.0020	0.0000	4,135.7281	4,135.7281	1.0814	0.0000	4,162.7638
2019	4.6421	72.6306	43.0009	0.1275	7.1964	1.4100	8.1436	3.9129	1.4066	4.8600	0.0000	13,017.5297	13,017.5297	2.3506	0.0000	13,076.2938
2020	4.3408	45.5410	40.6882	0.1108	5.3735	1.0269	6.4004	1.4491	1.0205	2.4696	0.0000	11,131.8759	11,131.8759	1.2478	0.0000	11,163.0708
2021	59.5731	43.6442	38.8232	0.1092	5.3735	0.9646	6.3381	1.4491	0.9610	2.4100	0.0000	10,978.9520	10,978.9520	1.1974	0.0000	11,008.8872
2022	59.5424	2.6821	4.7848	0.0100	0.8701	0.1003	0.9704	0.2308	0.0999	0.3307	0.0000	981.7371	981.7371	0.0450	0.0000	982.8628
Maximum	**59.5731**	**72.6306**	**43.0009**	**0.1275**	**7.1964**	**1.4100**	**8.1436**	**3.9129**	**1.4066**	**4.8600**	**0.0000**	**13,017.5297**	**13,017.5297**	**2.3506**	**0.0000**	**13,076.2938**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**3.70**	**-1.28**	**-3.68**	**0.00**	**36.97**	**34.52**	**37.66**	**46.10**	**29.93**	**43.05**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	18.5717	1.3900e-003	0.1524	1.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004		0.3266	0.3266	8.6000e-004		0.3480
Energy	1.0187	9.2605	7.7788	0.0556		0.7038	0.7038		0.7038	0.7038		11,112.5731	11,112.5731	0.2130	0.2037	11,178.6096
Mobile	12.0766	29.2075	105.0678	0.2043	18.7364	0.1489	18.8853	4.9979	0.1384	5.1363		20,536.8780	20,536.8780	1.6184		20,577.3379
Total	**31.6670**	**38.4694**	**112.9990**	**0.2598**	**18.7364**	**0.8533**	**19.5896**	**4.9979**	**0.8427**	**5.8406**		**31,649.7778**	**31,649.7778**	**1.8322**	**0.2037**	**31,756.2954**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	27.9914	1.3900e-003	0.1524	1.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004		0.3266	0.3266	8.6000e-004		0.3480
Energy	1.0187	9.2605	7.7788	0.0556		0.7038	0.7038		0.7038	0.7038		11,112.5731	11,112.5731	0.2130	0.2037	11,178.6096
Mobile	11.3382	27.0853	92.3807	0.1704	15.0672	0.1266	15.1938	4.0192	0.1176	4.1368		17,140.2897	17,140.2897	1.4226		17,175.8552
Total	**40.3483**	**36.3471**	**100.3118**	**0.2260**	**15.0672**	**0.8310**	**15.8981**	**4.0192**	**0.8220**	**4.8411**		**28,253.1894**	**28,253.1894**	**1.6365**	**0.2037**	**28,354.8128**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**-27.41**	**5.52**	**11.23**	**13.02**	**19.58**	**2.61**	**18.84**	**19.58**	**2.46**	**17.11**	**0.00**	**10.73**	**10.73**	**10.68**	**0.00**	**10.71**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/29/2018	4/17/2019	5	100	
2	Site Preparation	Site Preparation	4/18/2019	5/29/2019	5	30	
3	Grading	Grading	5/30/2019	7/10/2019	5	30	
4	Building Construction	Building Construction	7/11/2019	6/9/2021	5	500	
5	Paving	Paving	6/10/2021	7/7/2021	5	20	
6	Architectural Coating	Architectural Coating	7/8/2021	3/9/2022	5	175	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 2.3

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,089,300; Non-Residential Outdoor: 363,100; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	182.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	2,500.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	518.00	207.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	104.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4091	0.0000	0.4091	0.0620	0.0000	0.0620			0.0000			0.0000
Off-Road	3.7190	38.3225	22.3040	0.0388		1.9386	1.9386		1.8048	1.8048		3,871.7665	3,871.7665	1.0667		3,898.4344
Total	**3.7190**	**38.3225**	**22.3040**	**0.0388**	**0.4091**	**1.9386**	**2.3477**	**0.0620**	**1.8048**	**1.8668**		**3,871.7665**	**3,871.7665**	**1.0667**		**3,898.4344**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0116	0.4984	0.0683	1.4100e-003	0.1125	1.8400e-003	0.1143	0.0285	1.7600e-003	0.0303		148.3207	148.3207	9.0700e-003		148.5475
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0880	0.0713	0.6103	1.1600e-003	0.1255	8.2000e-004	0.1263	0.0333	7.6000e-004	0.0341		115.6409	115.6409	5.6400e-003		115.7819

Total	**0.0996**	**0.5697**	**0.6785**	**2.5700e-003**	**0.2380**	**2.6600e-003**	**0.2406**	**0.0618**	**2.5200e-003**	**0.0643**		**263.9616**	**263.9616**	**0.0147**		**264.3295**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1596	0.0000	0.1596	0.0242	0.0000	0.0242			0.0000			0.0000
Off-Road	1.2617	32.6638	24.6739	0.0388		0.9135	0.9135		0.9135	0.9135	0.0000	3,871.7665	3,871.7665	1.0667		3,898.4344
Total	**1.2617**	**32.6638**	**24.6739**	**0.0388**	**0.1596**	**0.9135**	**1.0731**	**0.0242**	**0.9135**	**0.9377**	**0.0000**	**3,871.7665**	**3,871.7665**	**1.0667**		**3,898.4344**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0116	0.4984	0.0683	1.4100e-003	0.1125	1.8400e-003	0.1143	0.0285	1.7600e-003	0.0303		148.3207	148.3207	9.0700e-003		148.5475
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0880	0.0713	0.6103	1.1600e-003	0.1255	8.2000e-004	0.1263	0.0333	7.6000e-004	0.0341		115.6409	115.6409	5.6400e-003		115.7819
Total	**0.0996**	**0.5697**	**0.6785**	**2.5700e-003**	**0.2380**	**2.6600e-003**	**0.2406**	**0.0618**	**2.5200e-003**	**0.0643**		**263.9616**	**263.9616**	**0.0147**		**264.3295**

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4091	0.0000	0.4091	0.0620	0.0000	0.0620			0.0000			0.0000
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697		3,816.8994	3,816.8994	1.0618		3,843.4451
Total	**3.5134**	**35.7830**	**22.0600**	**0.0388**	**0.4091**	**1.7949**	**2.2040**	**0.0620**	**1.6697**	**1.7316**		**3,816.8994**	**3,816.8994**	**1.0618**		**3,843.4451**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0110	0.4653	0.0658	1.4000e-003	0.0391	1.6500e-003	0.0407	0.0105	1.5800e-003	0.0121		146.9419	146.9419	8.7600e-003		147.1610
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0807	0.0638	0.5520	1.1300e-003	0.1255	8.1000e-004	0.1263	0.0333	7.5000e-004	0.0340		112.0494	112.0494	5.1200e-003		112.1773
Total	**0.0917**	**0.5291**	**0.6178**	**2.5300e-003**	**0.1646**	**2.4600e-003**	**0.1671**	**0.0438**	**2.3300e-003**	**0.0461**		**258.9914**	**258.9914**	**0.0139**		**259.3383**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Fugitive Dust					0.1596	0.0000	0.1596	0.0242	0.0000	0.0242			0.0000			0.0000
Off-Road	1.2617	32.6638	24.6739	0.0388		0.9135	0.9135		0.9135	0.9135	0.0000	3,816.8994	3,816.8994	1.0618		3,843.4451
Total	**1.2617**	**32.6638**	**24.6739**	**0.0388**	**0.1596**	**0.9135**	**1.0731**	**0.0242**	**0.9135**	**0.9377**	**0.0000**	**3,816.8994**	**3,816.8994**	**1.0618**		**3,843.4451**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0110	0.4653	0.0658	1.4000e-003	0.0391	1.6500e-003	0.0407	0.0105	1.5800e-003	0.0121		146.9419	146.9419	8.7600e-003		147.1610
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0807	0.0638	0.5520	1.1300e-003	0.1255	8.1000e-004	0.1263	0.0333	7.5000e-004	0.0340		112.0494	112.0494	5.1200e-003		112.1773
Total	**0.0917**	**0.5291**	**0.6178**	**2.5300e-003**	**0.1646**	**2.4600e-003**	**0.1671**	**0.0438**	**2.3300e-003**	**0.0461**		**258.9914**	**258.9914**	**0.0139**		**259.3383**

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991		3,766.4529	3,766.4529	1.1917		3,796.2445
Total	**4.3350**	**45.5727**	**22.0630**	**0.0380**	**18.0663**	**2.3904**	**20.4566**	**9.9307**	**2.1991**	**12.1298**		**3,766.4529**	**3,766.4529**	**1.1917**		**3,796.2445**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0968	0.0765	0.6624	1.3500e-003	0.1506	9.8000e-004	0.1516	0.0400	9.0000e-004	0.0408		134.4593	134.4593	6.1400e-003		134.6128
Total	**0.0968**	**0.0765**	**0.6624**	**1.3500e-003**	**0.1506**	**9.8000e-004**	**0.1516**	**0.0400**	**9.0000e-004**	**0.0408**		**134.4593**	**134.4593**	**6.1400e-003**		**134.6128**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0380		0.9462	0.9462		0.9462	0.9462	0.0000	3,766.4529	3,766.4529	1.1917		3,796.2445
Total	**1.2097**	**33.7214**	**22.9600**	**0.0380**	**7.0458**	**0.9462**	**7.9920**	**3.8730**	**0.9462**	**4.8191**	**0.0000**	**3,766.4529**	**3,766.4529**	**1.1917**		**3,796.2445**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0968	0.0765	0.6624	1.3500e-003	0.1506	9.8000e-004	0.1516	0.0400	9.0000e-004	0.0408		134.4593	134.4593	6.1400e-003		134.6128
Total	**0.0968**	**0.0765**	**0.6624**	**1.3500e-003**	**0.1506**	**9.8000e-004**	**0.1516**	**0.0400**	**9.0000e-004**	**0.0408**		**134.4593**	**134.4593**	**6.1400e-003**		**134.6128**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Fugitive Dust					8.8061	0.0000	8.8061	3.6166	0.0000	3.6166			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920		6,140.0195	6,140.0195	1.9426		6,188.5854
Total	**4.7389**	**54.5202**	**33.3768**	**0.0620**	**8.8061**	**2.3827**	**11.1888**	**3.6166**	**2.1920**	**5.8087**		**6,140.0195**	**6,140.0195**	**1.9426**		**6,188.5854**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Hauling	0.5042	21.3069	3.0107	0.0640	1.4608	0.0756	1.5364	0.4007	0.0723	0.4730		6,728.1110	6,728.1110	0.4011		6,738.1386
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1076	0.0851	0.7361	1.5000e-003	0.1673	1.0800e-003	0.1684	0.0444	1.0000e-003	0.0454		149.3992	149.3992	6.8200e-003		149.5697

Total	**0.6117**	**21.3920**	**3.7468**	**0.0655**	**1.6282**	**0.0767**	**1.7048**	**0.4451**	**0.0733**	**0.5184**		**6,877.5102**	**6,877.5102**	**0.4079**		**6,887.7084**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.4344	0.0000	3.4344	1.4105	0.0000	1.4105			0.0000			0.0000
Off-Road	1.8106	51.2386	36.7226	0.0620		1.3333	1.3333		1.3333	1.3333	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854
Total	**1.8106**	**51.2386**	**36.7226**	**0.0620**	**3.4344**	**1.3333**	**4.7677**	**1.4105**	**1.3333**	**2.7438**	**0.0000**	**6,140.0195**	**6,140.0195**	**1.9426**		**6,188.5854**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5042	21.3069	3.0107	0.0640	1.4608	0.0756	1.5364	0.4007	0.0723	0.4730		6,728.1110	6,728.1110	0.4011		6,738.1386
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1076	0.0851	0.7361	1.5000e-003	0.1673	1.0800e-003	0.1684	0.0444	1.0000e-003	0.0454		149.3992	149.3992	6.8200e-003		149.5697
Total	**0.6117**	**21.3920**	**3.7468**	**0.0655**	**1.6282**	**0.0767**	**1.7048**	**0.4451**	**0.0733**	**0.5184**		**6,877.5102**	**6,877.5102**	**0.4079**		**6,887.7084**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635
Total	**2.3612**	**21.0788**	**17.1638**	**0.0269**		**1.2899**	**1.2899**		**1.2127**	**1.2127**		**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7753	21.8146	6.0635	0.0466	1.0396	0.1357	1.1753	0.2995	0.1298	0.4293		4,873.1518	4,873.1518	0.5019		4,885.6989
Worker	2.7859	2.2027	19.0636	0.0389	4.3340	0.0281	4.3620	1.1496	0.0259	1.1754		3,869.4403	3,869.4403	0.1766		3,873.8564
Total	**3.5612**	**24.0173**	**25.1271**	**0.0855**	**5.3736**	**0.1638**	**5.5373**	**1.4491**	**0.1556**	**1.6047**		**8,742.5921**	**8,742.5921**	**0.6785**		**8,759.5553**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7753	21.8146	6.0635	0.0466	1.0396	0.1357	1.1753	0.2995	0.1298	0.4293		4,873.1518	4,873.1518	0.5019		4,885.6989
Worker	2.7859	2.2027	19.0636	0.0389	4.3340	0.0281	4.3620	1.1496	0.0259	1.1754		3,869.4403	3,869.4403	0.1766		3,873.8564
Total	**3.5612**	**24.0173**	**25.1271**	**0.0855**	**5.3736**	**0.1638**	**5.5373**	**1.4491**	**0.1556**	**1.6047**		**8,742.5921**	**8,742.5921**	**0.6785**		**8,759.5553**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6789	19.9985	5.4615	0.0462	1.0396	0.0959	1.1355	0.2995	0.0918	0.3913		4,832.4502	4,832.4502	0.4656		4,844.0897
Worker	2.5810	1.9882	17.3529	0.0377	4.3340	0.0274	4.3613	1.1496	0.0252	1.1748		3,746.3627	3,746.3627	0.1594		3,750.3467
Total	**3.2599**	**21.9866**	**22.8144**	**0.0839**	**5.3735**	**0.1233**	**5.4968**	**1.4491**	**0.1170**	**1.5661**		**8,578.8129**	**8,578.8129**	**0.6249**		**8,594.4364**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6789	19.9985	5.4615	0.0462	1.0396	0.0959	1.1355	0.2995	0.0918	0.3913		4,832.4502	4,832.4502	0.4656		4,844.0897
Worker	2.5810	1.9882	17.3529	0.0377	4.3340	0.0274	4.3613	1.1496	0.0252	1.1748		3,746.3627	3,746.3627	0.1594		3,750.3467
Total	**3.2599**	**21.9866**	**22.8144**	**0.0839**	**5.3735**	**0.1233**	**5.4968**	**1.4491**	**0.1170**	**1.5661**		**8,578.8129**	**8,578.8129**	**0.6249**		**8,594.4364**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6006	18.2861	4.9344	0.0459	1.0395	0.0343	1.0739	0.2995	0.0328	0.3323		4,805.2404	4,805.2404	0.4354		4,816.1257
Worker	2.4082	1.8037	16.0150	0.0364	4.3340	0.0267	4.3607	1.1496	0.0246	1.1742		3,620.3478	3,620.3478	0.1460		3,623.9972

Total	**3.0088**	**20.0898**	**20.9494**	**0.0823**	**5.3735**	**0.0610**	**5.4345**	**1.4491**	**0.0574**	**1.5065**		**8,425.5881**	**8,425.5881**	**0.5814**		**8,440.1229**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6006	18.2861	4.9344	0.0459	1.0395	0.0343	1.0739	0.2995	0.0328	0.3323		4,805.2404	4,805.2404	0.4354		4,816.1257
Worker	2.4082	1.8037	16.0150	0.0364	4.3340	0.0267	4.3607	1.1496	0.0246	1.1742		3,620.3478	3,620.3478	0.1460		3,623.9972
Total	**3.0088**	**20.0898**	**20.9494**	**0.0823**	**5.3735**	**0.0610**	**5.4345**	**1.4491**	**0.0574**	**1.5065**		**8,425.5881**	**8,425.5881**	**0.5814**		**8,440.1229**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2556**	**12.9191**	**14.6532**	**0.0228**		**0.6777**	**0.6777**		**0.6235**	**0.6235**		**2,207.2109**	**2,207.2109**	**0.7139**		**2,225.0573**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0697	0.0522	0.4638	1.0500e-003	0.1255	7.7000e-004	0.1263	0.0333	7.1000e-004	0.0340		104.8363	104.8363	4.2300e-003		104.9420
Total	**0.0697**	**0.0522**	**0.4638**	**1.0500e-003**	**0.1255**	**7.7000e-004**	**0.1263**	**0.0333**	**7.1000e-004**	**0.0340**		**104.8363**	**104.8363**	**4.2300e-003**		**104.9420**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Off-Road	0.9311	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9311**	**20.1146**	**17.2957**	**0.0228**		**0.6670**	**0.6670**		**0.6670**	**0.6670**	**0.0000**	**2,207.2109**	**2,207.2109**	**0.7139**		**2,225.0573**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0697	0.0522	0.4638	1.0500e-003	0.1255	7.7000e-004	0.1263	0.0333	7.1000e-004	0.0340		104.8363	104.8363	4.2300e-003		104.9420
Total	**0.0697**	**0.0522**	**0.4638**	**1.0500e-003**	**0.1255**	**7.7000e-004**	**0.1263**	**0.0333**	**7.1000e-004**	**0.0340**		**104.8363**	**104.8363**	**4.2300e-003**		**104.9420**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	58.9757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**59.1946**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4835	0.3621	3.2154	7.3100e-003	0.8701	5.3600e-003	0.8755	0.2308	4.9400e-003	0.2357		726.8652	726.8652	0.0293		727.5979
Total	**0.4835**	**0.3621**	**3.2154**	**7.3100e-003**	**0.8701**	**5.3600e-003**	**0.8755**	**0.2308**	**4.9400e-003**	**0.2357**		**726.8652**	**726.8652**	**0.0293**		**727.5979**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	58.9757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**59.0896**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4835	0.3621	3.2154	7.3100e-003	0.8701	5.3600e-003	0.8755	0.2308	4.9400e-003	0.2357		726.8652	726.8652	0.0293		727.5979
Total	**0.4835**	**0.3621**	**3.2154**	**7.3100e-003**	**0.8701**	**5.3600e-003**	**0.8755**	**0.2308**	**4.9400e-003**	**0.2357**		**726.8652**	**726.8652**	**0.0293**		**727.5979**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	58.9757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**59.1803**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4528	0.3297	2.9524	7.0400e-003	0.8701	5.1900e-003	0.8753	0.2308	4.7800e-003	0.2356		700.2891	700.2891	0.0267		700.9566

Total	**0.4528**	**0.3297**	**2.9524**	**7.0400e-003**	**0.8701**	**5.1900e-003**	**0.8753**	**0.2308**	**4.7800e-003**	**0.2356**		**700.2891**	**700.2891**	**0.0267**		**700.9566**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	58.9757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**59.0896**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4528	0.3297	2.9524	7.0400e-003	0.8701	5.1900e-003	0.8753	0.2308	4.7800e-003	0.2356		700.2891	700.2891	0.0267		700.9566
Total	**0.4528**	**0.3297**	**2.9524**	**7.0400e-003**	**0.8701**	**5.1900e-003**	**0.8753**	**0.2308**	**4.7800e-003**	**0.2356**		**700.2891**	**700.2891**	**0.0267**		**700.9566**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	11.3382	27.0853	92.3807	0.1704	15.0672	0.1266	15.1938	4.0192	0.1176	4.1368		17,140.2897	17,140.2897	1.4226		17,175.8552
Unmitigated	12.0766	29.2075	105.0678	0.2043	18.7364	0.1489	18.8853	4.9979	0.1384	5.1363		20,536.8780	20,536.8780	1.6184		20,577.3379

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Arena	2,014.84	2,014.84	2014.84	2,375,078	1,909,958
Health Club	1,300.00	834.80	1069.20	1,577,362	1,268,462
Hotel	2,859.50	2,866.50	2082.50	4,083,122	3,283,511
Regional Shopping Center	398.00	398.00	398.00	527,119	423,891
Unenclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	6,572.34	6,114.14	5,564.54	8,562,680	6,885,822

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Arena	12.50	4.20	5.40	0.00	81.00	19.00	66	28	6
Health Club	12.50	4.20	5.40	16.90	64.10	19.00	52	39	9
Hotel	12.50	4.20	5.40	19.40	61.60	19.00	58	38	4
Regional Shopping Center	12.50	4.20	5.40	16.30	64.70	19.00	54	35	11
Unenclosed Parking with	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0

General Office Building	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unenclosed Parking with Elevator	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712
Arena	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712
Health Club	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712
Hotel	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712
Regional Shopping Center	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712
General Office Building	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712
Other Non-Asphalt Surfaces	0.533457	0.042081	0.195639	0.138139	0.018019	0.005434	0.016329	0.022182	0.001334	0.000374	0.022674	0.000626	0.003712

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.0187	9.2605	7.7788	0.0556		0.7038	0.7038		0.7038	0.7038		11,112.5731	11,112.5731	0.2130	0.2037	11,178.6096
NaturalGas Unmitigated	1.0187	9.2605	7.7788	0.0556		0.7038	0.7038		0.7038	0.7038		11,112.5731	11,112.5731	0.2130	0.2037	11,178.6096

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Arena	6065.97	0.0654	0.5947	0.4996	3.5700e-003		0.0452	0.0452		0.0452	0.0452		713.6438	713.6438	0.0137	0.0131	717.8847
General Office Building	573.699	6.1900e-003	0.0562	0.0473	3.4000e-004		4.2700e-003	4.2700e-003		4.2700e-003	4.2700e-003		67.4940	67.4940	1.2900e-003	1.2400e-003	67.8950
Health Club	3568.22	0.0385	0.3498	0.2939	2.1000e-003		0.0266	0.0266		0.0266	0.0266		419.7905	419.7905	8.0500e-003	7.7000e-003	422.2851
Hotel	83943.5	0.9053	8.2298	6.9130	0.0494		0.6255	0.6255		0.6255	0.6255		9,875.7060	9,875.7060	0.1893	0.1811	9,934.3924
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	305.479	3.2900e-003	0.0300	0.0252	1.8000e-004		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003		35.9388	35.9388	6.9000e-004	6.6000e-004	36.1523
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.0187**	**9.2605**	**7.7788**	**0.0556**		**0.7038**	**0.7038**		**0.7038**	**0.7038**		**11,112.5731**	**11,112.5731**	**0.2130**	**0.2037**	**11,178.6096**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Arena	6.06597	0.0654	0.5947	0.4996	3.5700e-003		0.0452	0.0452		0.0452	0.0452		713.6438	713.6438	0.0137	0.0131	717.8847
General Office Building	0.573699	6.1900e-003	0.0562	0.0473	3.4000e-004		4.2700e-003	4.2700e-003		4.2700e-003	4.2700e-003		67.4940	67.4940	1.2900e-003	1.2400e-003	67.8950
Health Club	3.56822	0.0385	0.3498	0.2939	2.1000e-003		0.0266	0.0266		0.0266	0.0266		419.7905	419.7905	8.0500e-003	7.7000e-003	422.2851
Hotel	83.9435	0.9053	8.2298	6.9130	0.0494		0.6255	0.6255		0.6255	0.6255		9,875.7060	9,875.7060	0.1893	0.1811	9,934.3924
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Regional Shopping Center	0.305479	3.2900e-003	0.0300	0.0252	1.8000e-004		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003		35.9388	35.9388	6.9000e-004	6.6000e-004	36.1523
Unenclosed Parking with	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.0187**	**9.2605**	**7.7788**	**0.0556**		**0.7038**	**0.7038**		**0.7038**	**0.7038**		**11,112.5731**	**11,112.5731**	**0.2130**	**0.2037**	**11,178.6096**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	27.9914	1.3900e-003	0.1524	1.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004		0.3266	0.3266	8.6000e-004		0.3480
Unmitigated	18.5717	1.3900e-003	0.1524	1.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004		0.3266	0.3266	8.6000e-004		0.3480

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

SubCategory	lb/day										lb/day					
Architectural Coating	2.8276					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.7300					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0141	1.3900e-003	0.1524	1.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004		0.3266	0.3266	8.6000e-004		0.3480
Total	**18.5717**	**1.3900e-003**	**0.1524**	**1.0000e-005**		**5.4000e-004**	**5.4000e-004**		**5.4000e-004**	**5.4000e-004**		**0.3266**	**0.3266**	**8.6000e-004**		**0.3480**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.8276					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	25.1497					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0141	1.3900e-003	0.1524	1.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004		0.3266	0.3266	8.6000e-004		0.3480
Total	**27.9914**	**1.3900e-003**	**0.1524**	**1.0000e-005**		**5.4000e-004**	**5.4000e-004**		**5.4000e-004**	**5.4000e-004**		**0.3266**	**0.3266**	**8.6000e-004**		**0.3480**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX 5.6a

Ambient Noise Measurement Sheets

Summary

Filename	831_Data.019						
Serial Number	1671						
Model	Model 831						
Firmware Version	2.301						
User							
Location							
Job Description							
Note							
Measurement Description							
Start	2016/06/07 12:35:34						
Stop	2016/06/07 12:50:45						
Duration	0:15:10.7						
Run Time	0:15:10.7						
Pause	0:00:00.0						
Pre Calibration	2016/06/01 7:39:16						
Post Calibration	None						
Calibration Deviation	---						
Overall Settings							
RMS Weight	A Weighting						
Peak Weight	A Weighting						
Detector	Slow						
Preamp	PRM831						
Microphone Correction	Off						
Integration Method	Linear						
Gain	0.0 dB						
Overload	143.5 dB						

	A		C		Z	
Under Range Peak	**75.9**		72.9		77.9	dB
Under Range Limit	**26.2**		26.5		32.0	dB
Noise Floor	17.1		17.4		22.6	dB

Results				
LAeq	63.4	dB		
LAE	92.9	dB		
EA	219.017	µPa²h		
LApeak (max)	2016/06/07 12:49:39		90.9	dB
LASmax	2016/06/07 12:49:39		77.9	dB
LASmin	2016/06/07 12:43:08		56.8	dB
SEA	-99.9	dB		
LAS > 65.0 dB (Exceedence Counts / Duration)	19		256.1	s
LAS > 85.0 dB (Exceedence Counts / Duration)	0		0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0		0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0		0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0		0.0	s

Community Noise	**Ldn**	**LDay 07:00-22:00**	**LNight 22:00-07:00**	**Lden**	**LDay 07:00-19:00**	**LEvening 19:00-22:00**	**LNight 22:00-07:00**
	63.4	63.4	-99.9	63.4	63.4	-99.9	-99.9

LCeq	73.8	dB
LAeq	63.4	dB
LCeq - LAeq	10.5	dB
LAleq	64.6	dB
LAeq	63.4	dB
LAleq - LAeq	1.3	dB
# Overloads	0	
Overload Duration	0.0	s
Statistics		
LAS1.67	71.3	dB
LAS8.33	66.7	dB
LAS25.00	64.3	dB
LAS33.33	62.5	dB
LAS50.00	60.1	dB
LAS90.00	58.0	dB

Calibration History

Preamp	**Date**	**dB re. 1V/Pa**	**6.3**	**8.0**	**10.0**	**12.5**	**16.0**	**20.0**	**25.0**	**31.5**	**40.0**	**50.0**	**63.0**	**80.0**	**100**	**125**	**160**	**200**	**250**	**315**	**400**	**500**	**630**	**800**	**1000**	**1250**	**1600**	**2000**	**2500**	**3150**	**4000**	**5000**	**6300**	**8000**	**10000**	**12500**	**16000**	**20000**
PRM831	2016/06/01 7:39:16	-124.2																																			
Direct	2012/08/14 11:37:11	-124.0																																			
Direct	2012/08/14 11:32:24	-124.1																																			
Direct	2012/07/27 10:04:56	-125.4	23.8	27.3	20.6	27.7	23.0	25.3	21.7	20.6	25.0	22.1	22.0	22.6	20.7	21.8	22.7	22.7	40.4	20.8	22.0	23.8	26.3	25.6	26.7	26.5	27.0	29.1	30.3	31.6	32.1	33.0	34.2	35.3	36.5	37.4	38.6	40.5
Direct	2011/07/02 14:00:22	-25.9	-30.5	-20.4	-1.0	-8.1	-9.2	0.3	4.9	22.5	17.1	17.6	18.6	21.8	30.3	35.9	34.4	45.1	47.5	44.6	46.9	38.0	31.7	30.6	114.7	49.5	21.7	67.1	21.4	59.5	27.0	29.3	25.9	26.1	27.0	26.9	28.2	31.2
Direct	2011/06/17 9:29:37	-26.6																																			
PRM831	2016/06/07 8:43:55	-26.0																																			
PRM831	2016/06/07 8:43:41	-26.0																																			
PRM831	2016/06/01 7:41:17	-26.1																																			
PRM831	2016/06/01 7:41:03	-26.1																																			
PRM831	2016/05/26 11:05:58	-25.9																																			
PRM831	2016/05/26 11:05:44	-25.9																																			
PRM831	2016/03/16 15:19:57	-25.9																																			
PRM831	2016/03/16 15:19:41	-25.9																																			
PRM831	2016/02/02 10:57:03	-25.7																																			
PRM831	2016/02/02 10:56:49	-25.7																																			
PRM831	2016/01/20 17:34:01	-25.8																																			
Other	2014/09/11 13:37:34	-24.8																																			

Summary

Filename	831_Data.043
Serial Number	3171
Model	Model 831
Firmware Version	2.302
User	
Location	
Job Description	
Note	
Measurement Description	
Start	2016/06/07 12:15:26
Stop	2016/06/07 12:30:32
Duration	0:15:05.3
Run Time	0:15:05.3
Pause	0:00:00.0
Pre Calibration	2015/12/10 6:55:39
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
OBA Range	Low
OBA Bandwidth	1/1 and 1/3
OBA Freq. Weighting	A Weighting
OBA Max Spectrum	Bin Max
Gain	0.0 dB
Overload	143.8 dB

	A	C	Z
Under Range Peak	**76.3**	73.3	78.3 dB
Under Range Limit	**26.3**	26.6	32.1 dB
Noise Floor	17.1	17.5	22.7 dB

Results

LAeq		60.7 dB	
LAE		90.2 dB	
EA		117.461 µPa²h	
LApeak (max)	2016/06/07 12:28:53	104.8 dB	
LASmax	2016/06/07 12:28:53	80.6 dB	
LASmin	2016/06/07 12:29:12	50.8 dB	
SEA		-99.9 dB	
LAS > 65.0 dB (Exceedence Counts / Duration)		16	59.6 s
LAS > 85.0 dB (Exceedence Counts / Duration)		0	0.0 s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0	0.0 s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0	0.0 s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0	0.0 s

Community Noise	**Ldn**	**LDay 07:00-22:00**	**LNight 22:00-07:00**	**Lden**	**LDay 07:00-19:00**	**LEvening 19:00-22:00**	**LNight 22:00-07:00**
	60.7	60.7	-99.9	60.7	60.7	-99.9	-99.9

LCeq	73.3	dB
LAeq	60.7	dB
LCeq - LAeq	12.6	dB
LAleq	67.8	dB
LAeq	60.7	dB
LAleq - LAeq	7.1	dB
# Overloads	0	
Overload Duration	0.0	s
# OBA Overloads	0	
OBA Overload Duration	0.0	s

Statistics

LAS1.67	68.0	dB
LAS8.33	63.5	dB
LAS25.00	60.6	dB
LAS33.30	59.5	dB
LAS50.00	57.6	dB
LAS90.00	52.9	dB

Calibration History

Preamp	**Date**	**dB re. 1V/Pa**	**6.3**	**8.0**	**10.0**	**12.5**	**16.0**	**20.0**	**25.0**	**31.5**	**40.0**	**50.0**	**63.0**	**80.0**	**100**	**125**	**160**	**200**	**250**	**315**	**400**	**500**	**630**	**800**	**1000**	**1250**	**1600**	**2000**	**2500**	**3150**	**4000**	**5000**	**6300**	**8000**	**10000**	**12500**	**16000**	**20000**
PRM831	2015/12/10 6:55:39	-26.5	64.2	75.9	51.3	46.9	38.7	39.9	39.5	39.8	52.3	42.0	43.7	38.0	35.4	27.3	29.6	27.9	27.9	25.6	27.6	24.2	24.1	28.0	114.0	45.7	27.9	65.1	30.7	59.7	32.8	33.5	34.3	35.6	36.9	37.6	39.1	40.6
Direct	2015/12/09 6:53:58	-26.5	39.4	32.9	46.8	32.4	37.9	31.0	37.3	48.2	47.1	43.1	49.4	38.8	42.5	27.1	30.5	31.2	31.7	38.2	39.7	33.6	32.4	29.7	114.0	45.6	28.5	65.2	31.1	59.7	32.8	34.3	34.5	35.9	37.1	37.8	39.0	40.9
Direct	2015/12/08 6:55:44	-26.5	53.9	58.0	42.7	36.3	43.8	39.3	39.2	41.8	47.4	62.4	56.7	54.3	49.5	41.6	39.0	37.8	39.5	41.5	43.1	34.6	29.4	29.1	114.0	45.5	29.5	65.1	31.0	59.7	32.6	34.4	34.3	35.9	36.5	37.8	39.0	40.7
Direct	2015/12/08 6:55:30	-26.5	62.7	48.6	47.1	46.1	40.2	37.0	36.9	41.8	49.8	60.8	43.0	42.6	47.9	42.8	36.9	36.6	34.9	35.8	38.8	33.6	27.9	28.9	114.1	45.7	28.7	65.2	30.4	59.8	32.3	34.0	34.5	35.8	37.0	38.0	39.0	40.8
Direct	2015/12/07 6:55:22	-26.6	56.5	56.1	42.8	41.3	34.2	42.1	39.2	36.9	50.4	50.9	41.4	38.4	36.2	32.4	31.6	33.2	35.8	36.2	36.8	30.0	25.8	29.3	113.9	45.7	28.5	65.2	30.5	59.7	32.0	33.7	34.5	35.7	36.9	38.1	39.0	40.9
Direct	2015/12/04 6:53:54	-26.6	56.3	42.9	45.0	43.1	34.5	36.3	34.6	45.7	49.8	53.7	40.9	47.0	48.9	26.8	28.3	27.8	26.1	25.5	30.4	27.9	25.4	28.3	114.0	45.9	28.6	65.2	31.0	59.8	32.9	34.0	34.5	35.7	37.0	38.2	39.0	40.6
Direct	2015/12/02 6:57:05	-26.6	51.4	44.5	49.5	44.5	49.2	39.1	33.5	36.1	47.9	57.6	52.1	47.2	54.3	28.9	27.5	25.2	27.6	27.2	28.2	24.9	24.3	27.8	114.0	45.6	28.2	65.0	31.1	58.9	38.8	38.2	35.4	36.6	36.9	38.2	38.9	40.8
Direct	2015/12/02 6:56:51	-26.6	54.3	48.3	44.4	40.4	36.5	40.3	33.7	35.7	49.0	56.1	51.5	44.6	53.5	28.2	25.6	24.3	27.2	26.2	27.0	24.5	23.9	27.7	113.9	45.6	28.7	65.0	30.6	58.9	39.1	38.5	35.4	36.5	37.0	37.7	39.0	40.7
Direct	2015/12/01 6:52:19	-26.5	62.7	60.6	56.9	49.2	47.1	41.8	53.5	50.5	53.5	50.9	42.5	37.7	37.1	34.5	33.4	30.9	28.2	30.5	29.5	26.5	25.0	27.5	114.0	45.7	28.3	65.3	30.3	59.7	32.9	33.7	34.7	35.6	36.8	38.0	39.0	40.8
Direct	2015/12/01 6:52:05	-26.5	44.0	43.8	47.9	42.5	40.5	38.9	39.6	37.3	56.6	59.5	30.4	34.7	32.9	35.5	28.1	27.9	27.4	26.2	34.6	26.7	25.9	28.8	114.0	45.9	28.5	65.3	30.7	59.7	32.9	34.0	34.6	36.0	36.9	38.2	39.4	40.8
Direct	2015/11/30 6:52:18	-26.6	49.0	32.8	40.7	39.1	32.9	36.1	36.3	32.0	48.1	36.7	37.3	35.2	31.1	27.0	24.5	26.7	26.2	25.5	25.7	27.5	25.9	28.4	114.0	45.6	28.6	65.2	30.5	59.8	32.7	34.2	34.1	35.4	36.9	37.8	39.0	40.9
PRM831	2016/06/07 9:08:58	-26.3	68.9	59.7	51.0	63.6	55.7	67.6	63.5	64.1	75.5	67.0	66.9	65.3	65.6	68.3	59.6	59.2	61.0	65.9	80.5	75.3	67.5	45.8	114.0	49.3	33.4	65.1	30.0	59.5	33.3	33.5	34.2	35.7	36.6	37.5	38.9	40.7
PRM831	2016/06/06 6:59:20	-26.3	36.0	32.9	46.5	56.2	68.9	70.8	61.3	78.0	50.6	59.1	63.9	40.1	47.5	48.3	39.3	37.6	38.7	37.8	33.4	32.5	32.8	39.9	114.0	49.2	33.4	65.0	32.4	59.8	34.7	43.5	38.9	37.7	36.8	37.6	38.8	40.6
PRM831	2016/06/01 9:00:58	-26.4	43.7	33.6	45.2	40.6	53.6	54.3	44.2	39.5	46.6	48.7	51.3	58.1	42.7	42.7	50.8	50.6	54.3	56.4	54.0	49.0	51.0	47.2	114.0	49.8	38.3	64.7	31.8	60.3	34.8	44.2	39.1	37.7	37.0	38.2	39.3	40.9
PRM831	2016/05/21 19:24:52	-26.4	39.0	41.4	49.5	64.1	72.2	86.8	89.0	93.7	86.3	94.2	80.4	80.8	82.2	79.1	75.9	74.4	71.4	66.4	63.1	53.6	43.9	40.2	113.8	49.1	34.3	65.3	32.8	60.6	47.4	41.9	39.7	37.3	37.1	38.1	39.0	40.5
PRM831	2016/05/16 6:56:15	-26.3	56.1	44.7	33.8	35.7	32.7	27.5	32.9	30.7	31.9	33.7	32.8	28.7	29.2	24.0	23.3	25.0	21.3	22.9	22.8	24.8	25.2	29.9	114.0	48.8	27.5	65.0	30.3	59.0	32.3	33.5	33.9	35.4	36.3	37.7	38.8	40.6
PRM831	2016/05/16 6:56:01	-26.3	46.5	35.8	34.1	41.1	31.5	31.5	26.5	28.3	29.2	44.2	44.0	34.3	31.5	34.6	39.4	36.5	45.2	44.7	50.1	36.2	47.5	36.8	114.1	48.9	28.3	65.1	29.5	59.1	33.0	33.4	34.2	35.1	36.7	37.8	39.0	40.6
PRM831	2016/05/12 14:13:00	-26.4	46.7	53.8	65.5	59.5	68.5	73.4	64.4	79.2	62.1	59.7	65.7	65.5	62.8	57.8	57.2	53.1	53.0	50.9	51.8	38.3	35.2	38.5	114.0	49.3	34.0	64.9	31.5	60.1	34.6	43.7	39.0	37.8	37.2	38.5	39.0	40.8
PRM831	2016/05/04 7:26:43	-26.4	60.0	50.9	48.9	42.4	37.4	35.8	43.6	47.6	50.7	51.8	55.8	64.7	57.9	42.3	42.2	37.0	33.4	29.5	29.3	25.6	26.0	29.9	113.9	48.8	28.5	64.6	29.7	59.5	33.2	33.4	34.3	35.3	36.4	37.7	38.7	40.6
PRM831	2016/04/29 14:18:39	-26.4	68.8	63.6	65.2	58.6	68.7	69.9	56.8	79.5	65.1	64.2	67.0	56.5	55.6	55.7	51.6	46.9	49.9	46.3	42.7	43.0	33.5	31.0	113.9	49.0	28.2	65.1	30.6	59.1	32.7	33.5	34.2	35.6	36.8	37.7	38.8	40.5
PRM831	2016/04/23 19:23:13	-26.3	65.9	55.3	63.6	64.3	54.9	54.8	52.4	54.3	51.9	58.4	49.3	50.8	55.9	45.2	50.3	52.1	50.5	53.6	52.6	52.4	49.0	33.9	114.0	48.8	28.2	65.4	29.8	59.9	32.7	33.7	34.5	35.3	36.6	37.9	38.7	40.7
PRM831	2016/04/23 19:22:55	-26.4	60.2	59.6	59.9	63.8	62.7	50.6	55.0	63.6	66.8	61.1	52.2	52.5	55.7	51.7	49.2	44.5	42.8	37.3	35.5	29.6	26.4	30.6	114.2	49.1	28.3	65.6	30.0	60.1	33.1	34.0	34.7	35.9	36.6	38.0	39.1	41.0
Other	2015/08/25 6:57:04	-26.4	40.8	33.8	36.9	44.5	39.1	37.2	40.3	38.0	44.0	43.9	43.3	39.7	51.9	47.8	38.6	32.5	33.9	38.4	38.1	26.3	29.0	28.1	114.0	45.6	27.8	65.2	30.7	59.7	32.4	33.9	34.3	35.5	36.7	37.7	39.1	40.8
Other	2015/08/25 6:56:50	-26.4	49.6	50.7	46.8	39.0	39.3	38.3	28.9	37.8	46.2	38.7	38.0	37.5	36.4	24.9	23.1	24.1	22.9	22.8	23.3	24.8	25.3	28.2	113.6	45.0	28.0	64.8	30.4	59.4	32.7	33.7	34.0	34.8	36.3	37.4	38.3	40.6

Summary

Filename	831_Data.018
Serial Number	1671
Model	Model 831
Firmware Version	2.301
User	
Location	
Job Description	
Note	
Measurement Description	
Start	2016/06/07 12:11:22
Stop	2016/06/07 12:26:32
Duration	0:15:10.3
Run Time	0:15:10.3
Pause	0:00:00.0
Pre Calibration	2016/06/01 7:39:16
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0 dB
Overload	143.5 dB

	A	C	Z	
Under Range Peak	**75.9**	72.9	77.9	dB
Under Range Limit	**26.2**	26.5	32.0	dB
Noise Floor	17.1	17.4	22.6	dB

Results

LAeq	70.0	dB	
LAE	99.8	dB	
EA	1.050	mPa²h	
LApeak (max)	2016/06/07 12:23:55	101.1	dB
LASmax	2016/06/07 12:21:15	85.9	dB
LASmin	2016/06/07 12:15:35	51.1	dB
SEA	-99.9	dB	

LAS > 65.0 dB (Exceedence Counts / Duration)	42	504.0	s
LAS > 85.0 dB (Exceedence Counts / Duration)	1	1.5	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0	0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0	0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0	0.0	s

Community Noise	**Ldn**	**LDay 07:00-22:00**	**LNight 22:00-07:00**	**Lden**	**LDay 07:00-19:00**	**LEvening 19:00-22:00**	**LNight 22:00-07:00**
	70.2	70.2	-99.9	70.2	70.2	-99.9	-99.9

LCeq	79.5	dB
LAeq	70.2	dB
LCeq - LAeq	9.4	dB
LAleq	72.4	dB
LAeq	70.2	dB
LAleq - LAeq	2.3	dB
# Overloads	0	
Overload Duration	0.0	s

Statistics

LAS1.67	80.1	dB
LAS8.33	73.8	dB
LAS25.00	69.8	dB
LAS33.33	68.1	dB
LAS50.00	64.8	dB
LAS90.00	56.3	dB

Calibration History

Preamp	**Date**	**dB re. 1V/Pa**	**6.3**	**8.0**	**10.0**	**12.5**	**16.0**	**20.0**	**25.0**	**31.5**	**40.0**	**50.0**	**63.0**	**80.0**	**100**	**125**	**160**	**200**	**250**	**315**	**400**	**500**	**630**	**800**	**1000**	**1250**	**1600**	**2000**	**2500**	**3150**	**4000**	**5000**	**6300**	**8000**	**10000**	**12500**	**16000**	**20000**
PRM831	2016/06/01 7:39:16	-124.2																																			
Direct	2012/08/14 11:37:11	-124.0																																			
Direct	2012/08/14 11:32:24	-124.1																																			
Direct	2012/07/27 10:04:56	-125.4	23.8	27.3	20.6	27.7	23.0	25.3	21.7	20.6	25.0	22.1	22.0	22.6	20.7	21.8	22.7	22.7	40.4	20.8	22.0	23.8	26.3	25.6	26.7	26.5	27.0	29.1	30.3	31.6	32.1	33.0	34.2	35.3	36.5	37.4	38.6	40.5
Direct	2011/07/02 14:00:22	-25.9	-30.5	-20.4	-1.0	-8.1	-9.2	0.3	4.9	22.5	17.1	17.6	18.6	21.8	30.3	35.9	34.4	45.1	47.5	44.6	46.9	38.0	31.7	30.6	114.7	49.5	21.7	67.1	21.4	59.5	27.0	29.3	25.9	26.1	27.0	26.9	28.2	31.2
Direct	2011/06/17 9:29:37	-26.6																																			
PRM831	2016/06/07 8:43:55	-26.0																																			
PRM831	2016/06/07 8:43:41	-26.0																																			
PRM831	2016/06/01 7:41:17	-26.1																																			
PRM831	2016/06/01 7:41:03	-26.1																																			
PRM831	2016/05/26 11:05:58	-25.9																																			
PRM831	2016/05/26 11:05:44	-25.9																																			
PRM831	2016/03/16 15:19:57	-25.9																																			
PRM831	2016/03/16 15:19:41	-25.9																																			
PRM831	2016/02/02 10:57:03	-25.7																																			
PRM831	2016/02/02 10:56:49	-25.7																																			
PRM831	2016/01/20 17:34:01	-25.8																																			
Other	2014/09/11 13:37:34	-24.8																																			

Summary

Filename	831_Data.044
Serial Number	3171
Model	Model 831
Firmware Version	2.302
User	
Location	
Job Description	
Note	
Measurement Description	
Start	2016/06/07 12:40:05
Stop	2016/06/07 12:55:12
Duration	0:15:06.4
Run Time	0:15:06.4
Pause	0:00:00.0
Pre Calibration	2015/12/10 6:55:39
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
OBA Range	Low
OBA Bandwidth	1/1 and 1/3
OBA Freq. Weighting	A Weighting
OBA Max Spectrum	Bin Max
Gain	0.0 dB
Overload	143.8 dB

	A	C	Z
Under Range Peak	**76.3**	73.3	78.3 dB
Under Range Limit	**26.3**	26.6	32.1 dB
Noise Floor	17.1	17.5	22.7 dB

Results

LAeq		65.8 dB	
LAE		95.3 dB	
EA		379.008 µPa²h	
LApeak (max)	2016/06/07 12:41:29	103.7 dB	
LASmax	2016/06/07 12:47:18	78.8 dB	
LASmin	2016/06/07 12:40:36	51.4 dB	
SEA		-99.9 dB	
LAS > 65.0 dB (Exceedence Counts / Duration)		43	305.0 s
LAS > 85.0 dB (Exceedence Counts / Duration)		0	0.0 s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0	0.0 s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0	0.0 s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0	0.0 s

Community Noise	**Ldn**	**LDay 07:00-22:00**	**LNight 22:00-07:00**	**Lden**	**LDay 07:00-19:00**	**LEvening 19:00-22:00**	**LNight 22:00-07:00**
	65.8	65.8	-99.9	65.8	65.8	-99.9	-99.9

LCeq	76.0	dB
LAeq	65.8	dB
LCeq - LAeq	10.3	dB
LAleq	70.4	dB
LAeq	65.8	dB
LAleq - LAeq	4.6	dB
# Overloads	0	
Overload Duration	0.0	s
# OBA Overloads		
OBA Overload Duration	2.0	s

Statistics

LAS1.67	74.7	dB
LAS8.33	70.4	dB
LAS25.00	65.4	dB
LAS33.30	63.8	dB
LAS50.00	61.4	dB
LAS90.00	55.5	dB

Calibration History

Preamp	**Date**	**dB re. 1V/Pa**	**6.3**	**8.0**	**10.0**	**12.5**	**16.0**	**20.0**	**25.0**	**31.5**	**40.0**	**50.0**	**63.0**	**80.0**	**100**	**125**	**160**	**200**	**250**	**315**	**400**	**500**	**630**	**800**	**1000**	**1250**	**1600**	**2000**	**2500**	**3150**	**4000**	**5000**	**6300**	**8000**	**10000**	**12500**	**16000**	**20000**
PRM831	2015/12/10 6:55:39	-26.5	64.2	75.9	51.3	46.9	38.7	39.9	39.5	39.8	52.3	42.0	43.7	38.0	35.4	27.3	29.6	27.9	27.9	25.6	27.6	24.2	24.1	28.0	114.0	45.7	27.9	65.1	30.7	59.7	32.8	33.5	34.3	35.6	36.9	37.6	39.1	40.6
Direct	2015/12/09 6:53:58	-26.5	39.4	32.9	46.8	32.4	37.9	31.0	37.3	48.2	47.1	43.1	49.4	38.8	42.5	27.1	30.5	31.2	31.7	38.2	39.7	33.6	32.4	29.7	114.0	45.6	28.5	65.2	31.1	59.7	32.8	34.3	34.5	35.9	37.1	37.8	39.0	40.9
Direct	2015/12/08 6:55:44	-26.5	53.9	58.0	42.7	36.3	43.8	39.3	39.2	41.8	47.4	62.4	56.7	54.3	49.5	41.6	39.0	37.8	39.5	41.5	43.1	34.6	29.4	29.1	114.0	45.5	29.5	65.1	31.0	59.7	32.6	34.4	34.3	35.9	36.5	37.8	39.0	40.7
Direct	2015/12/08 6:55:30	-26.5	62.7	48.6	47.1	46.1	40.2	37.0	36.9	41.8	49.8	60.8	43.0	42.6	47.9	42.8	36.9	36.6	34.9	35.8	38.8	33.6	27.9	28.9	114.1	45.7	28.7	65.2	30.4	59.8	32.3	34.0	34.5	35.8	37.0	38.0	39.0	40.8
Direct	2015/12/07 6:55:22	-26.6	56.5	56.1	42.8	41.3	34.2	42.1	39.2	36.9	50.4	50.9	41.4	38.4	36.2	32.4	31.6	33.2	35.8	36.2	36.8	30.0	25.8	29.3	113.9	45.7	28.5	65.2	30.5	59.7	32.0	33.7	34.5	35.7	36.9	38.1	39.0	40.9
Direct	2015/12/04 6:53:54	-26.6	56.3	42.9	45.0	43.1	34.5	36.3	34.6	45.7	49.8	53.7	40.9	47.0	48.9	26.8	28.3	27.8	26.1	25.5	30.4	27.9	25.4	28.3	114.0	45.9	28.6	65.2	31.0	59.8	32.9	34.0	34.5	35.7	37.0	38.2	39.0	40.6
Direct	2015/12/02 6:57:05	-26.6	51.4	44.5	49.5	44.5	49.2	39.1	33.5	36.1	47.9	57.6	52.1	47.2	54.3	28.9	27.5	25.2	27.6	27.2	28.2	24.9	24.3	27.8	114.0	45.6	28.2	65.0	31.1	58.9	38.8	38.2	35.4	36.6	36.9	38.2	38.9	40.8
Direct	2015/12/02 6:56:51	-26.6	54.3	48.3	44.4	40.4	36.5	40.3	33.7	35.7	49.0	56.1	51.5	44.6	53.5	28.2	25.6	24.3	27.2	26.2	27.0	24.5	23.9	27.7	113.9	45.6	28.7	65.0	30.6	58.9	39.1	38.5	35.4	36.5	37.0	37.7	39.0	40.7
Direct	2015/12/01 6:52:19	-26.5	62.7	60.6	56.9	49.2	47.1	41.8	53.5	50.5	53.5	50.9	42.5	37.7	37.1	34.5	33.4	30.9	28.2	30.5	29.5	26.5	25.0	27.5	114.0	45.7	28.3	65.3	30.3	59.7	32.9	33.7	34.7	35.6	36.8	38.0	39.0	40.8
Direct	2015/12/01 6:52:05	-26.5	44.0	43.8	47.9	42.5	40.5	38.9	39.6	37.3	56.6	59.5	30.4	34.7	32.9	35.5	28.1	27.9	27.4	26.2	34.6	26.7	25.9	28.8	114.0	45.9	28.5	65.3	30.7	59.7	32.9	34.0	34.6	36.0	36.9	38.2	39.4	40.8
Direct	2015/11/30 6:52:18	-26.6	49.0	32.8	40.7	39.1	32.9	36.1	36.3	32.0	48.1	36.7	37.3	35.2	31.1	27.0	24.5	26.7	26.2	25.5	25.7	27.5	25.9	28.4	114.0	45.6	28.6	65.2	30.5	59.8	32.7	34.2	34.1	35.4	36.9	37.8	39.0	40.9
PRM831	2016/06/07 9:08:58	-26.3	68.9	59.7	51.0	63.6	55.7	67.6	63.5	64.1	75.5	67.0	66.9	65.3	65.6	68.3	59.6	59.2	61.0	65.9	80.5	75.3	67.5	45.8	114.0	49.3	33.4	65.1	30.0	59.5	33.3	33.5	34.2	35.7	36.6	37.5	38.9	40.7
PRM831	2016/06/06 6:59:20	-26.3	36.0	32.9	46.5	56.2	68.9	70.8	61.3	78.0	50.6	59.1	63.9	40.1	47.5	48.3	39.3	37.6	38.7	37.8	33.4	32.5	32.8	39.9	114.0	49.2	33.4	65.0	32.4	59.8	34.7	43.5	38.9	37.7	36.8	37.6	38.8	40.6
PRM831	2016/06/01 9:00:58	-26.4	43.7	33.6	45.2	40.6	53.6	54.3	44.2	39.5	46.6	48.7	51.3	58.1	42.7	42.7	50.8	50.6	54.3	56.4	54.0	49.0	51.0	47.2	114.0	49.8	38.3	64.7	31.8	60.3	34.8	44.2	39.1	37.7	37.0	38.2	39.3	40.9
PRM831	2016/05/21 19:24:52	-26.4	39.0	41.4	49.5	64.1	72.2	86.8	89.0	93.7	86.3	94.2	80.4	80.8	82.2	79.1	75.9	74.4	71.4	66.4	63.1	53.6	43.9	40.2	113.8	49.1	34.3	65.3	32.8	60.6	47.4	41.9	39.7	37.3	37.1	38.1	39.0	40.5
PRM831	2016/05/16 6:56:15	-26.3	56.1	44.7	33.8	35.7	32.7	27.5	32.9	30.7	31.9	33.7	32.8	28.7	29.2	24.0	23.3	25.0	21.3	22.9	22.8	24.8	25.2	29.9	114.0	48.8	27.5	65.0	30.3	59.0	32.3	33.5	33.9	35.4	36.3	37.7	38.8	40.6
PRM831	2016/05/16 6:56:01	-26.3	46.5	35.8	34.1	41.1	31.5	31.5	26.5	28.3	29.2	44.2	44.0	34.3	31.5	34.6	39.4	36.5	45.2	44.7	50.1	36.2	47.5	36.8	114.1	48.9	28.3	65.1	29.5	59.1	33.0	33.4	34.2	35.1	36.7	37.8	39.0	40.6
PRM831	2016/05/12 14:13:00	-26.4	46.7	53.8	65.5	59.5	68.5	73.4	64.4	79.2	62.1	59.7	65.7	65.5	62.8	57.8	57.2	53.1	53.0	50.9	51.8	38.3	35.2	38.5	114.0	49.3	34.0	64.9	31.5	60.1	34.6	43.7	39.0	37.8	37.2	38.5	39.0	40.8
PRM831	2016/05/04 7:26:43	-26.4	60.0	50.9	48.9	42.4	37.4	35.8	43.6	47.6	50.7	51.8	55.8	64.7	57.9	42.3	42.2	37.0	33.4	29.5	29.3	25.6	26.0	29.9	113.9	48.8	28.5	64.6	29.7	59.5	33.2	33.4	34.3	35.3	36.4	37.7	38.7	40.6
PRM831	2016/04/29 14:18:39	-26.4	68.8	63.6	65.2	58.6	68.7	69.9	56.8	79.5	65.1	64.2	67.0	56.5	55.6	55.7	51.6	46.9	49.9	46.3	42.7	43.0	33.5	31.0	113.9	49.0	28.2	65.1	30.6	59.1	32.7	33.5	34.2	35.6	36.8	37.7	38.8	40.5
PRM831	2016/04/23 19:23:13	-26.3	65.9	55.3	63.6	64.3	54.9	54.8	52.4	54.3	51.9	58.4	49.3	50.8	55.9	45.2	50.3	52.1	50.5	53.6	52.6	52.4	49.0	33.9	114.0	48.8	28.2	65.4	29.8	59.9	32.7	33.7	34.5	35.3	36.6	37.9	38.7	40.7
PRM831	2016/04/23 19:22:55	-26.4	60.2	59.6	59.9	63.8	62.7	50.6	55.0	63.6	66.8	61.1	52.2	52.5	55.7	51.7	49.2	44.5	42.8	37.3	35.5	29.6	26.4	30.6	114.2	49.1	28.3	65.6	30.0	60.1	33.1	34.0	34.7	35.9	36.6	38.0	39.1	41.0
Other	2015/08/25 6:57:04	-26.4	40.8	33.8	36.9	44.5	39.1	37.2	40.3	38.0	44.0	43.9	43.3	39.7	51.9	47.8	38.6	32.5	33.9	38.4	38.1	26.3	29.0	28.1	114.0	45.6	27.8	65.2	30.7	59.7	32.4	33.9	34.3	35.5	36.7	37.7	39.1	40.8
Other	2015/08/25 6:56:50	-26.4	49.6	50.7	46.8	39.0	39.3	38.3	28.9	37.8	46.2	38.7	38.0	37.5	36.4	24.9	23.1	24.1	22.9	22.8	23.3	24.8	25.3	28.2	113.6	45.0	28.0	64.8	30.4	59.4	32.7	33.7	34.0	34.8	36.3	37.4	38.3	40.6

APPENDIX 5.6b

Roadway Noise Calculations

NOISE LEVEL CONTOURS - Off-Site ADT Volumes

ROADWAY NAME Segment	Land Use	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor (1)	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	dB(A) CNEL	Traffic Volumes Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	Ref. Energy Levels A	MT	HT	Dist Adj	Ld A	MT	HT	Le Total	Ln A	MT	HT	Total
Palm Cyn s/o Alejo Rd																																	
Existing (2016)		3	0	11,432	40	75	0	0	1.8%	0.7%	63.4	8,883	1,452	1,097	180	71	10	2	15	6	67.4	76.3	81.2	-1.8	62.8	55.0	55.8	64.2	59.8	47.4	45.6	60.2	51.0
Existing plus Project (2016)		3	0	12,437	40	75	0	0	1.8%	0.7%	63.8	9,664	1,579	1,194	196	78	11	2	17	7	67.4	76.3	81.2	-1.8	63.2	55.3	56.2	64.5	60.2	47.7	46.0	60.6	51.4
Future (2026)		3	0	14,762	40	75	0	0	1.8%	0.7%	64.5	11,470	1,875	1,417	232	92	13	3	20	8	67.4	76.3	81.2	-1.8	63.9	56.1	56.9	65.3	61.0	48.5	46.7	61.3	52.1
Future plus Project (2026)		3	0	15,767	40	75	0	0	1.8%	0.7%	64.8	12,251	2,002	1,514	248	98	14	3	21	9	67.4	76.3	81.2	-1.8	64.2	56.4	57.2	65.6	61.2	48.8	47.0	61.6	52.4
Palm Cyn s/o Tahquitz Cyn																																	
Existing (2016)		3	0	10,821	40	75	0	0	1.8%	0.7%	63.2	8,408	1,374	1,039	170	67	10	2	15	6	67.4	76.3	81.2	-1.8	62.6	54.7	55.6	63.9	59.6	47.1	45.4	60.0	50.8
Existing plus Project (2016)		3	0	11,444	40	75	0	0	1.8%	0.7%	63.4	8,892	1,453	1,099	180	71	10	2	15	6	67.4	76.3	81.2	-1.8	62.8	55.0	55.8	64.2	59.8	47.4	45.6	60.2	51.0
Future (2026)		3	0	13,785	40	75	0	0	1.8%	0.7%	64.2	10,711	1,751	1,323	217	86	13	3	19	8	67.4	76.3	81.2	-1.8	63.6	55.8	56.6	65.0	60.7	48.2	46.4	61.0	51.9
Future plus Project (2026)		3	0	14,408	40	75	0	0	1.8%	0.7%	64.4	11,195	1,830	1,383	227	90	13	3	20	8	67.4	76.3	81.2	-1.8	63.8	56.0	56.8	65.2	60.8	48.4	46.6	61.2	52.0
Palm Cyn n/o Ramon Rd																																	
Existing (2016)		3	0	10,780	40	75	0	0	1.8%	0.7%	63.2	8,376	1,369	1,035	170	67	10	2	15	6	67.4	76.3	81.2	-1.8	62.6	54.7	55.5	63.9	59.6	47.1	45.4	60.0	50.8
Existing plus Project (2016)		3	0	11,403	40	75	0	0	1.8%	0.7%	63.4	8,860	1,448	1,095	179	71	10	2	15	6	67.4	76.3	81.2	-1.8	62.8	55.0	55.8	64.2	59.8	47.4	45.6	60.2	51.0
Future (2026)		3	0	13,735	40	75	0	0	1.8%	0.7%	64.2	10,672	1,744	1,319	216	86	12	3	19	8	67.4	76.3	81.2	-1.8	63.6	55.8	56.6	65.0	60.6	48.2	46.4	61.0	51.8
Future plus Project (2026)		3	0	14,358	40	75	0	0	1.8%	0.7%	64.4	11,156	1,823	1,378	226	90	13	3	19	8	67.4	76.3	81.2	-1.8	63.8	56.0	56.8	65.2	60.8	48.4	46.6	61.2	52.0
Palm Cyn s/o Ramon Rd																																	
Existing (2016)		3	0	10,767	40	75	0	0	1.8%	0.7%	63.2	8,366	1,367	1,034	169	67	10	2	15	6	67.4	76.3	81.2	-1.8	62.6	54.7	55.5	63.9	59.6	47.1	45.4	60.0	50.8
Existing plus Project (2016)		3	0	10,953	40	75	0	0	1.8%	0.7%	63.2	8,510	1,391	1,051	172	68	10	2	15	6	67.4	76.3	81.2	-1.8	62.6	54.8	55.6	64.0	59.7	47.2	45.4	60.0	50.9
Future (2026)		3	0	12,248	40	75	0	0	1.8%	0.7%	63.7	9,517	1,555	1,176	193	76	11	2	17	7	67.4	76.3	81.2	-1.8	63.1	55.3	56.1	64.5	60.1	47.7	45.9	60.5	51.3
Future plus Project (2026)		3	0	12,434	40	75	0	0	1.8%	0.7%	63.8	9,661	1,579	1,194	196	78	11	2	17	7	67.4	76.3	81.2	-1.8	63.2	55.3	56.2	64.5	60.2	47.7	46.0	60.6	51.4

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

NOISE LEVEL CONTOURS - Off-Site ADT Volumes

ROADWAY NAME / Segment	Land Use	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor (1)	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	dB(A) CNEL	Traffic Volumes: Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	Ref. Energy Levels: A	MT	HT	Dist Adj	Ld: A	MT	HT	Total	Le: A	MT	HT	Total	Ln: A	MT	HT	Total
Indian Cyn Dr s/o Alejo Rd																																				
Existing (2016)		2	13	15,472	40	75	0	0	1.8%	0.7%	64.7	12,022	1,965	1,485	243	96	14	3	21	9	67.4	76.3	81.2	-1.8	64.1	56.3	57.1	65.5	61.2	48.7	46.9	61.6	48.0	46.8	47.9	52.4
Existing plus Project (2016)		2	13	16,517	40	75	0	0	1.8%	0.7%	65.0	12,834	2,098	1,586	260	103	15	3	22	9	67.4	76.3	81.2	-1.8	64.4	56.6	57.4	65.8	61.4	49.0	47.2	61.8	48.3	47.1	48.2	52.6
Future (2026)		2	13	17,414	40	75	0	0	1.8%	0.7%	65.3	13,531	2,212	1,672	274	109	16	3	24	10	67.4	76.3	81.2	-1.8	64.7	56.8	57.6	66.0	61.7	49.2	47.5	62.1	48.5	47.3	48.4	52.9
Future plus Project (2026)		2	13	18,459	40	75	0	0	1.8%	0.7%	65.5	14,343	2,344	1,772	290	115	17	4	25	10	67.4	76.3	81.2	-1.8	64.9	57.1	57.9	66.2	61.9	49.5	47.7	62.3	48.7	47.6	48.6	53.1
Indian Cyn Dr s/o Tahquitz Cyn Way																																				
Existing (2016)		4	0	14,957	40	75	0	0	1.8%	0.7%	64.7	11,622	1,900	1,436	235	93	14	3	20	8	67.4	76.3	81.2	-1.7	64.1	56.2	57.0	65.4	61.1	48.6	46.9	61.5	47.9	46.7	47.8	52.3
Existing plus Project (2016)		4	0	15,550	40	75	0	0	1.8%	0.7%	64.8	12,082	1,975	1,493	245	97	14	3	21	9	67.4	76.3	81.2	-1.7	64.2	56.4	57.2	65.6	61.3	48.8	47.0	61.6	48.1	46.9	48.0	52.4
Future (2026)		4	0	16,904	40	75	0	0	1.8%	0.7%	65.2	13,134	2,147	1,623	266	105	15	3	23	10	67.4	76.3	81.2	-1.7	64.6	56.7	57.6	65.9	61.6	49.2	47.4	62.0	48.4	47.3	48.3	52.8
Future plus Project (2026)		4	0	17,497	40	75	0	0	1.8%	0.7%	65.3	13,595	2,222	1,680	275	109	16	3	24	10	67.4	76.3	81.2	-1.7	64.7	56.9	57.7	66.1	61.8	49.3	47.5	62.2	48.6	47.4	48.5	53.0
Indian Cyn Dr n/o Ramon Rd																																				
Existing (2016)		2	0	13,300	40	75	0	0	1.8%	0.7%	64.0	10,334	1,689	1,277	209	83	12	3	18	8	67.4	76.3	81.2	-1.8	63.4	55.6	56.4	64.8	60.5	48.0	46.2	60.8	47.3	46.1	47.2	51.7
Existing plus Project (2016)		2	0	13,893	40	75	0	0	1.8%	0.7%	64.2	10,795	1,764	1,334	219	87	13	3	19	8	67.4	76.3	81.2	-1.8	63.6	55.8	56.6	65.0	60.6	48.2	46.4	61.0	47.5	46.3	47.4	51.8
Future (2026)		2	0	14,040	40	75	0	0	1.8%	0.7%	64.3	10,909	1,783	1,348	221	88	13	3	19	8	67.4	76.3	81.2	-1.8	63.7	55.8	56.6	65.0	60.7	48.2	46.5	61.1	47.5	46.4	47.4	51.9
Future plus Project (2026)		2	0	14,633	40	75	0	0	1.8%	0.7%	64.4	11,370	1,858	1,405	230	91	13	3	20	8	67.4	76.3	81.2	-1.8	63.9	56.0	56.8	65.2	60.9	48.4	46.7	61.3	47.7	46.5	47.6	52.1
Indian Cyn Dr s/o Ramon Rd																																				
Existing (2016)		2	0	11,556	40	75	0	0	1.8%	0.7%	63.4	8,979	1,468	1,109	182	72	11	2	16	7	67.4	76.3	81.2	-1.8	62.8	55.0	55.8	64.2	59.8	47.4	45.6	60.2	46.7	45.5	46.6	51.0
Existing plus Project (2016)		2	0	11,742	40	75	0	0	1.8%	0.7%	63.5	9,124	1,491	1,127	185	73	11	2	16	7	67.4	76.3	81.2	-1.8	62.9	55.0	55.9	64.2	59.9	47.5	45.7	60.3	46.7	45.6	46.6	51.1
Future (2026)		2	0	12,108	40	75	0	0	1.8%	0.7%	63.6	9,408	1,538	1,162	191	76	11	2	16	7	67.4	76.3	81.2	-1.8	63.0	55.2	56.0	64.4	60.0	47.6	45.8	60.4	46.9	45.7	46.8	51.2
Future plus Project (2026)		2	0	12,294	40	75	0	0	1.8%	0.7%	63.7	9,552	1,561	1,180	193	77	11	2	17	7	67.4	76.3	81.2	-1.8	63.1	55.2	56.1	64.4	60.1	47.7	45.9	60.5	46.9	45.8	46.8	51.3

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

NOISE LEVEL CONTOURS - Off-Site ADT Volumes

ROADWAY NAME / Segment	Land Use	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor (1)	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	dB(A) CNEL	Traffic Volumes: Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	Ref. Energy Levels: A	MT	HT	Dist Adj	Ld: A	MT	HT	Total	Le: A	MT	HT	Total	Ln: A	MT	HT	Total
Avenida Caballeros s/o Alejo Road																																				
Existing (2016)		1	14	5,255	40	75	0	0	1.8%	0.7%	60.0	4,083	667	504	83	33	5	1	7	3	67.4	76.3	81.2	-1.8	59.4	51.6	52.4	60.8	56.4	44.0	42.2	56.8	43.2	42.1	43.1	47.6
Existing plus Project (2016)		1	14	5,355	40	75	0	0	1.8%	0.7%	60.1	4,161	680	514	84	33	5	1	7	3	67.4	76.3	81.2	-1.8	59.5	51.6	52.5	60.8	56.5	44.0	42.3	56.9	43.3	42.2	43.2	47.7
Future (2026)		1	14	7,586	40	75	0	0	1.8%	0.7%	61.6	5,894	963	728	119	47	7	2	10	4	67.4	76.3	81.2	-1.8	61.0	53.1	54.0	62.3	58.0	45.6	43.8	58.4	44.8	43.7	44.7	49.2
Future plus Project (2026)		1	14	7,686	40	75	0	0	1.8%	0.7%	61.7	5,972	976	738	121	48	7	2	10	4	67.4	76.3	81.2	-1.8	61.1	53.2	54.0	62.4	58.1	45.6	43.9	58.5	44.9	43.7	44.8	49.3
Avenida Caballeros n/o Ramon																																				
Existing (2016)		1	0	4,897	40	75	0	0	1.8%	0.7%	59.7	3,805	622	470	77	31	4	1	7	3	67.4	76.3	81.2	-1.8	59.1	51.2	52.1	60.4	56.1	43.6	41.9	56.5	42.9	41.8	42.8	47.3
Existing plus Project (2016)		1	0	4,977	40	75	0	0	1.8%	0.7%	59.8	3,867	632	478	78	31	5	1	7	3	67.4	76.3	81.2	-1.8	59.2	51.3	52.1	60.5	56.2	43.7	42.0	56.6	43.0	41.8	42.9	47.4
Future (2026)		1	0	6,991	40	75	0	0	1.8%	0.7%	61.2	5,432	888	671	110	44	6	1	9	4	67.4	76.3	81.2	-1.8	60.6	52.8	53.6	62.0	57.7	45.2	43.4	58.0	44.5	43.3	44.4	48.8
Future plus Project (2026)		1	0	7,071	40	75	0	0	1.8%	0.7%	61.3	5,494	898	679	111	44	6	1	10	4	67.4	76.3	81.2	-1.8	60.7	52.8	53.6	62.0	57.7	45.2	43.5	58.1	44.5	43.4	44.4	48.9
Sunrise Way s/o Alejo Road																																				
Existing (2016)		2	11	22,085	40	75	0	0	1.8%	0.7%	66.3	17,160	2,805	2,120	348	138	20	4	30	12	67.4	76.3	81.2	-1.8	65.7	57.8	58.6	67.0	62.7	50.2	48.5	63.1	49.5	48.4	49.4	53.9
Existing plus Project (2016)		2	11	22,247	40	75	0	0	1.8%	0.7%	66.3	17,286	2,825	2,136	350	139	20	4	30	13	67.4	76.3	81.2	-1.8	65.7	57.9	58.7	67.1	62.7	50.3	48.5	63.1	49.5	48.4	49.4	53.9
Future (2026)		2	11	25,145	40	75	0	0	1.8%	0.7%	66.8	19,538	3,193	2,414	396	157	23	5	34	14	67.4	76.3	81.2	-1.8	66.2	58.4	59.2	67.6	63.3	50.8	49.0	63.7	50.1	48.9	50.0	54.5
Future plus Project (2026)		2	11	25,307	40	75	0	0	1.8%	0.7%	66.9	19,664	3,214	2,429	398	158	23	5	34	14	67.4	76.3	81.2	-1.8	66.3	58.4	59.2	67.6	63.3	50.8	49.1	63.7	50.1	49.0	50.0	54.5
Sunrise Way n/o Ramon Road																																				
Existing (2016)		2	4	24,649	40	75	0	0	1.8%	0.7%	66.7	19,152	3,130	2,366	388	154	22	5	33	14	67.4	76.3	81.2	-1.8	66.1	58.3	59.1	67.5	63.1	50.7	48.9	63.5	50.0	48.8	49.9	54.3
Existing plus Project (2016)		2	4	24,769	40	75	0	0	1.8%	0.7%	66.7	19,246	3,146	2,378	390	154	23	5	34	14	67.4	76.3	81.2	-1.8	66.1	58.3	59.1	67.5	63.2	50.7	49.0	63.6	50.0	48.8	49.9	54.4
Future (2026)		2	4	27,957	40	75	0	0	1.8%	0.7%	67.3	21,723	3,551	2,684	440	174	25	6	38	16	67.4	76.3	81.2	-1.8	66.7	58.8	59.6	68.0	63.7	51.2	49.5	64.1	50.5	49.4	50.4	54.9
Future plus Project (2026)		2	4	28,077	40	75	0	0	1.8%	0.7%	67.3	21,816	3,566	2,695	442	175	26	6	38	16	67.4	76.3	81.2	-1.8	66.7	58.8	59.7	68.0	63.7	51.3	49.5	64.1	50.5	49.4	50.4	54.9

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

NOISE LEVEL CONTOURS - Off-Site ADT Volumes

ROADWAY NAME Segment	Land Use	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor (1)	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	dB(A) CNEL	Traffic Volumes: Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	Ref. Energy Levels: A	MT	HT	Dist Adj	Ld: A	MT	HT	Total	Le: A	MT	HT	Total	Ln: A	MT	HT	Total
Alejo Rd e/o Indian Cyn Drive																																				
Existing (2016)		1	10	9,391	40	75	0	0	1.8%	0.7%	62.5	7,297	1,193	902	148	59	9	2	13	5	67.4	76.3	81.2	-1.8	61.9	54.1	54.9	63.3	58.9	46.5	44.7	59.3	45.7	44.6	45.7	50.1
Existing plus Project (2016)		1	10	9,681	40	75	0	0	1.8%	0.7%	62.7	7,522	1,229	929	152	60	9	2	13	5	67.4	76.3	81.2	-1.8	62.1	54.2	55.0	63.4	59.1	46.6	44.9	59.5	45.9	44.7	45.8	50.3
Future (2026)		1	10	10,699	40	75	0	0	1.8%	0.7%	63.1	8,313	1,359	1,027	168	67	10	2	14	6	67.4	76.3	81.2	-1.8	62.5	54.6	55.5	63.8	59.5	47.0	45.3	59.9	46.3	45.2	46.2	50.7
Future plus Project (2026)		1	10	10,989	40	75	0	0	1.8%	0.7%	63.2	8,538	1,396	1,055	173	69	10	2	15	6	67.4	76.3	81.2	-1.8	62.6	54.7	55.6	63.9	59.6	47.2	45.4	60.0	46.4	45.3	46.3	50.8
Alejo Rd e/o Avenida Caballeros																																				
Existing (2016)		1	0	6,790	40	75	0	0	1.8%	0.7%	61.1	5,276	862	652	107	42	6	1	9	4	67.4	76.3	81.2	-1.8	60.5	52.6	53.5	61.8	57.5	45.1	43.3	57.9	44.3	43.2	44.2	48.7
Existing plus Project (2016)		1	0	6,772	40	75	0	0	1.8%	0.7%	61.1	5,262	860	650	107	42	6	1	9	4	67.4	76.3	81.2	-1.8	60.5	52.6	53.5	61.8	57.5	45.1	43.3	57.9	44.3	43.2	44.2	48.7
Future (2026)		1	0	7,722	40	75	0	0	1.8%	0.7%	61.7	6,000	981	741	122	48	7	2	10	4	67.4	76.3	81.2	-1.8	61.1	53.2	54.0	62.4	58.1	45.6	43.9	58.5	44.9	43.7	44.8	49.3
Future plus Project (2026)		1	0	7,704	40	75	0	0	1.8%	0.7%	61.6	5,986	978	740	121	48	7	2	10	4	67.4	76.3	81.2	-1.8	61.1	53.2	54.0	62.4	58.1	45.6	43.9	58.5	44.9	43.7	44.8	49.3
Alejo Rd w/o Sunrise Way																																				
Existing (2016)		1	9	7,971	40	75	0	0	1.8%	0.7%	61.8	6,193	1,012	765	125	50	7	2	11	4	67.4	76.3	81.2	-1.8	61.2	53.3	54.2	62.5	58.2	45.8	44.0	58.6	45.0	43.9	44.9	49.4
Existing plus Project (2016)		1	9	7,953	40	75	0	0	1.8%	0.7%	61.8	6,179	1,010	763	125	50	7	2	11	4	67.4	76.3	81.2	-1.8	61.2	53.3	54.2	62.5	58.2	45.8	44.0	58.6	45.0	43.9	44.9	49.4
Future (2026)		1	9	9,066	40	75	0	0	1.8%	0.7%	62.4	7,044	1,151	870	143	57	8	2	12	5	67.4	76.3	81.2	-1.8	61.8	53.9	54.7	63.1	58.8	46.3	44.6	59.2	45.6	44.5	45.5	50.0
Future plus Project (2026)		1	9	9,048	40	75	0	0	1.8%	0.7%	62.4	7,030	1,149	869	142	56	8	2	12	5	67.4	76.3	81.2	-1.8	61.8	53.9	54.7	63.1	58.8	46.3	44.6	59.2	45.6	44.4	45.5	50.0
Amado Rd e/o Indian Cyn Drive																																				
Existing (2016)		1	10	4,337	40	75	0	0	1.8%	0.7%	59.2	3,370	551	416	68	27	4	1	6	2	67.4	76.3	81.2	-1.8	58.6	50.7	51.5	59.9	55.6	43.1	41.4	56.0	42.4	41.3	42.3	46.8
Existing plus Project (2016)		1	10	4,728	40	75	0	0	1.8%	0.7%	59.5	3,674	600	454	74	29	4	1	6	3	67.4	76.3	81.2	-1.8	58.9	51.1	51.9	60.3	56.0	43.5	41.7	56.4	42.8	41.6	42.7	47.2
Future (2026)		1	10	5,042	40	75	0	0	1.8%	0.7%	59.8	3,918	640	484	79	31	5	1	7	3	67.4	76.3	81.2	-1.8	59.2	51.4	52.2	60.6	56.2	43.8	42.0	56.6	43.0	41.9	43.0	47.4
Future plus Project (2026)		1	10	5,433	40	75	0	0	1.8%	0.7%	60.1	4,221	690	522	86	34	5	1	7	3	67.4	76.3	81.2	-1.8	59.5	51.7	52.5	60.9	56.6	44.1	42.3	57.0	43.4	42.2	43.3	47.8

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

NOISE LEVEL CONTOURS - Off-Site ADT Volumes

ROADWAY NAME Segment	Land Use	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor (1)	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	dB(A) CNEL	Traffic Volumes: Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	Ref. Energy Levels: A	MT	HT	Dist Adj	Ld: A	MT	HT	Le: Total	A	MT	HT	Ln: Total	A	MT	HT	Total
Amado Rd e/o Avenida Caballeros																																				
Existing (2016)		1	0	2,969	40	75	0	0	1.8%	0.7%	57.5	2,307	377	285	47	19	3	1	4	2	67.4	76.3	81.2	-1.8	56.9	49.1	49.9	58.3	53.9	41.5	39.7	54.3	40.7	39.6	40.6	45.1
Existing plus Project (2016)		1	0	3,473	40	75	0	0	1.8%	0.7%	58.2	2,699	441	333	55	22	3	1	5	2	67.4	76.3	81.2	-1.8	57.6	49.7	50.6	58.9	54.6	42.2	40.4	55.0	41.4	40.3	41.3	45.8
Future (2026)		1	0	3,439	40	75	0	0	1.8%	0.7%	58.1	2,672	437	330	54	21	3	1	5	2	67.4	76.3	81.2	-1.8	57.5	49.7	50.5	58.9	54.6	42.1	40.4	55.0	41.4	40.2	41.3	45.8
Future plus Project (2026)		1	0	3,943	40	75	0	0	1.8%	0.7%	58.7	3,064	501	379	62	25	4	1	5	2	67.4	76.3	81.2	-1.8	58.1	50.3	51.1	59.5	55.2	42.7	40.9	55.6	42.0	40.8	41.9	46.4
Tahquitz Cyn Way e/o Indian Canyon Dr																																				
Existing (2016)		2	16	6,477	40	75	0	0	1.8%	0.7%	61.0	5,033	823	622	102	40	6	1	9	4	67.4	76.3	81.2	-1.8	60.4	52.5	53.3	61.7	57.4	44.9	43.2	57.8	44.2	43.1	44.1	48.6
Existing plus Project (2016)		2	16	7,069	40	75	0	0	1.8%	0.7%	61.4	5,493	898	679	111	44	6	1	10	4	67.4	76.3	81.2	-1.8	60.8	52.9	53.7	62.1	57.8	45.3	43.6	58.2	44.6	43.4	44.5	49.0
Future (2026)		2	16	7,480	40	75	0	0	1.8%	0.7%	61.6	5,812	950	718	118	47	7	1	10	4	67.4	76.3	81.2	-1.8	61.0	53.1	54.0	62.3	58.0	45.6	43.8	58.4	44.8	43.7	44.7	49.2
Future plus Project (2026)		2	16	8,072	40	75	0	0	1.8%	0.7%	61.9	6,272	1,025	775	127	50	7	2	11	5	67.4	76.3	81.2	-1.8	61.3	53.5	54.3	62.7	58.4	45.9	44.1	58.7	45.2	44.0	45.1	49.5
Tahquitz Cyn Way e/o Avenida																																				
Existing (2016)		2	15	9,926	40	75	0	0	1.8%	0.7%	62.8	7,713	1,261	953	156	62	9	2	13	6	67.4	76.3	81.2	-1.8	62.2	54.4	55.2	63.6	59.2	46.8	45.0	59.6	46.0	44.9	46.0	50.4
Existing plus Project (2016)		2	15	11,346	40	75	0	0	1.8%	0.7%	63.4	8,816	1,441	1,089	179	71	10	2	15	6	67.4	76.3	81.2	-1.8	62.8	54.9	55.8	64.1	59.8	47.4	45.6	60.2	46.6	45.5	46.5	51.0
Future (2026)		2	15	11,307	40	75	0	0	1.8%	0.7%	63.4	8,786	1,436	1,085	178	71	10	2	15	6	67.4	76.3	81.2	-1.8	62.8	54.9	55.8	64.1	59.8	47.3	45.6	60.2	46.6	45.5	46.5	51.0
Future plus Project (2026)		2	15	12,727	40	75	0	0	1.8%	0.7%	63.9	9,889	1,616	1,222	200	79	12	3	17	7	67.4	76.3	81.2	-1.8	63.3	55.4	56.3	64.6	60.3	47.9	46.1	60.7	47.1	46.0	47.0	51.5
Tahquitz Cyn Way w/o Sunrise Way																																				
Existing (2016)		2	15	10,486	40	75	0	0	1.8%	0.7%	63.1	8,148	1,332	1,007	165	65	10	2	14	6	67.4	76.3	81.2	-1.8	62.5	54.6	55.4	63.8	59.5	47.0	45.3	59.9	46.3	45.2	46.2	50.7
Existing plus Project (2016)		2	15	11,906	40	75	0	0	1.8%	0.7%	63.6	9,251	1,512	1,143	187	74	11	2	16	7	67.4	76.3	81.2	-1.8	63.0	55.2	56.0	64.4	60.0	47.6	45.8	60.4	46.8	45.7	46.7	51.2
Future (2026)		2	15	11,896	40	75	0	0	1.8%	0.7%	63.6	9,243	1,511	1,142	187	74	11	2	16	7	67.4	76.3	81.2	-1.8	63.0	55.2	56.0	64.4	60.0	47.6	45.8	60.4	46.8	45.7	46.7	51.2
Future plus Project (2026)		2	15	13,316	40	75	0	0	1.8%	0.7%	64.1	10,347	1,691	1,278	210	83	12	3	18	8	67.4	76.3	81.2	-1.8	63.5	55.6	56.5	64.8	60.5	48.1	46.3	60.9	47.3	46.2	47.2	51.7

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

NOISE LEVEL CONTOURS - Off-Site ADT Volumes

ROADWAY NAME Segment	Land Use	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor (1)	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	dB(A) CNEL	Traffic Volumes Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	Ref. Energy Levels A	MT	HT	Dist Adj	Ld A	MT	HT	Total	Le A	MT	HT	Total	Ln A	MT	HT	Total
Ramon Rd between Palm																																				
Existing (2016)		2	9	8,063	40	75	0	0	1.8%	0.7%	61.9	6,265	1,024	774	127	50	7	2	11	5	67.4	76.3	81.2	-1.8	61.3	53.4	54.3	62.6	58.3	45.9	44.1	58.7	45.1	44.0	45.0	49.5
Existing plus Project (2016)		2	9	8,500	40	75	0	0	1.8%	0.7%	62.1	6,605	1,080	816	134	53	8	2	12	5	67.4	76.3	81.2	-1.8	61.5	53.7	54.5	62.9	58.5	46.1	44.3	58.9	45.3	44.2	45.3	49.7
Future (2026)		2	9	9,341	40	75	0	0	1.8%	0.7%	62.5	7,258	1,186	897	147	58	8	2	13	5	67.4	76.3	81.2	-1.8	61.9	54.1	54.9	63.3	59.0	46.5	44.7	59.3	45.8	44.6	45.7	50.1
Future plus Project (2026)		2	9	9,778	40	75	0	0	1.8%	0.7%	62.7	7,598	1,242	939	154	61	9	2	13	6	67.4	76.3	81.2	-1.8	62.1	54.3	55.1	63.5	59.2	46.7	44.9	59.5	46.0	44.8	45.9	50.3
Ramon Rd e/o Indian Cyn Dr																																				
Existing (2016)		2	0	12,362	40	75	0	0	1.8%	0.7%	63.7	9,605	1,570	1,187	195	77	11	2	17	7	67.4	76.3	81.2	-1.8	63.1	55.3	56.1	64.5	60.1	47.7	45.9	60.5	46.9	45.8	46.9	51.3
Existing plus Project (2016)		2	0	13,224	40	75	0	0	1.8%	0.7%	64.0	10,275	1,679	1,270	208	82	12	3	18	7	67.4	76.3	81.2	-1.8	63.4	55.6	56.4	64.8	60.4	48.0	46.2	60.8	47.2	46.1	47.1	51.6
Future (2026)		2	0	14,426	40	75	0	0	1.8%	0.7%	64.4	11,209	1,832	1,385	227	90	13	3	20	8	67.4	76.3	81.2	-1.8	63.8	55.9	56.8	65.1	60.8	48.3	46.6	61.2	47.6	46.5	47.5	52.0
Future plus Project (2026)		2	0	15,288	40	75	0	0	1.8%	0.7%	64.6	11,879	1,942	1,468	241	95	14	3	21	9	67.4	76.3	81.2	-1.8	64.0	56.2	57.0	65.4	61.1	48.6	46.8	61.5	47.9	46.7	47.8	52.3
Ramon Rd e/o Avenida																																				
Existing (2016)		2	9	18,624	40	75	0	0	1.8%	0.7%	65.5	14,471	2,365	1,788	293	116	17	4	25	11	67.4	76.3	81.2	-1.8	64.9	57.1	57.9	66.3	61.9	49.5	47.7	62.3	48.8	47.6	48.7	53.1
Existing plus Project (2016)		2	9	19,606	40	75	0	0	1.8%	0.7%	65.7	15,234	2,490	1,882	309	122	18	4	27	11	67.4	76.3	81.2	-1.8	65.2	57.3	58.1	66.5	62.2	49.7	48.0	62.6	49.0	47.8	48.9	53.4
Future (2026)		2	9	21,234	40	75	0	0	1.8%	0.7%	66.1	16,499	2,697	2,038	334	132	19	4	29	12	67.4	76.3	81.2	-1.8	65.5	57.6	58.5	66.8	62.5	50.1	48.3	62.9	49.3	48.2	49.2	53.7
Future plus Project (2026)		2	9	22,216	40	75	0	0	1.8%	0.7%	66.3	17,262	2,821	2,133	350	139	20	4	30	13	67.4	76.3	81.2	-1.8	65.7	57.8	58.7	67.0	62.7	50.3	48.5	63.1	49.5	48.4	49.4	53.9
Ramon Rd w/o Sunrise Way																																				
Existing (2016)		2	11	19,011	40	75	0	0	1.8%	0.7%	65.6	14,772	2,414	1,825	299	119	17	4	26	11	67.4	76.3	81.2	-1.8	65.0	57.2	58.0	66.4	62.0	49.6	47.8	62.4	48.9	47.7	48.8	53.2
Existing plus Project (2016)		2	11	19,993	40	75	0	0	1.8%	0.7%	65.8	15,535	2,539	1,919	315	125	18	4	27	11	67.4	76.3	81.2	-1.8	65.2	57.4	58.2	66.6	62.3	49.8	48.0	62.7	49.1	47.9	49.0	53.5
Future (2026)		2	11	21,647	40	75	0	0	1.8%	0.7%	66.2	16,820	2,749	2,078	341	135	20	4	29	12	67.4	76.3	81.2	-1.8	65.6	57.7	58.6	66.9	62.6	50.1	48.4	63.0	49.4	48.3	49.3	53.8
Future plus Project (2026)		2	11	22,629	40	75	0	0	1.8%	0.7%	66.4	17,583	2,874	2,172	356	141	21	4	31	13	67.4	76.3	81.2	-1.8	65.8	57.9	58.8	67.1	62.8	50.3	48.6	63.2	49.6	48.5	49.5	54.0

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

NOISE LEVEL CONTOURS - Off-Site ADT Volumes

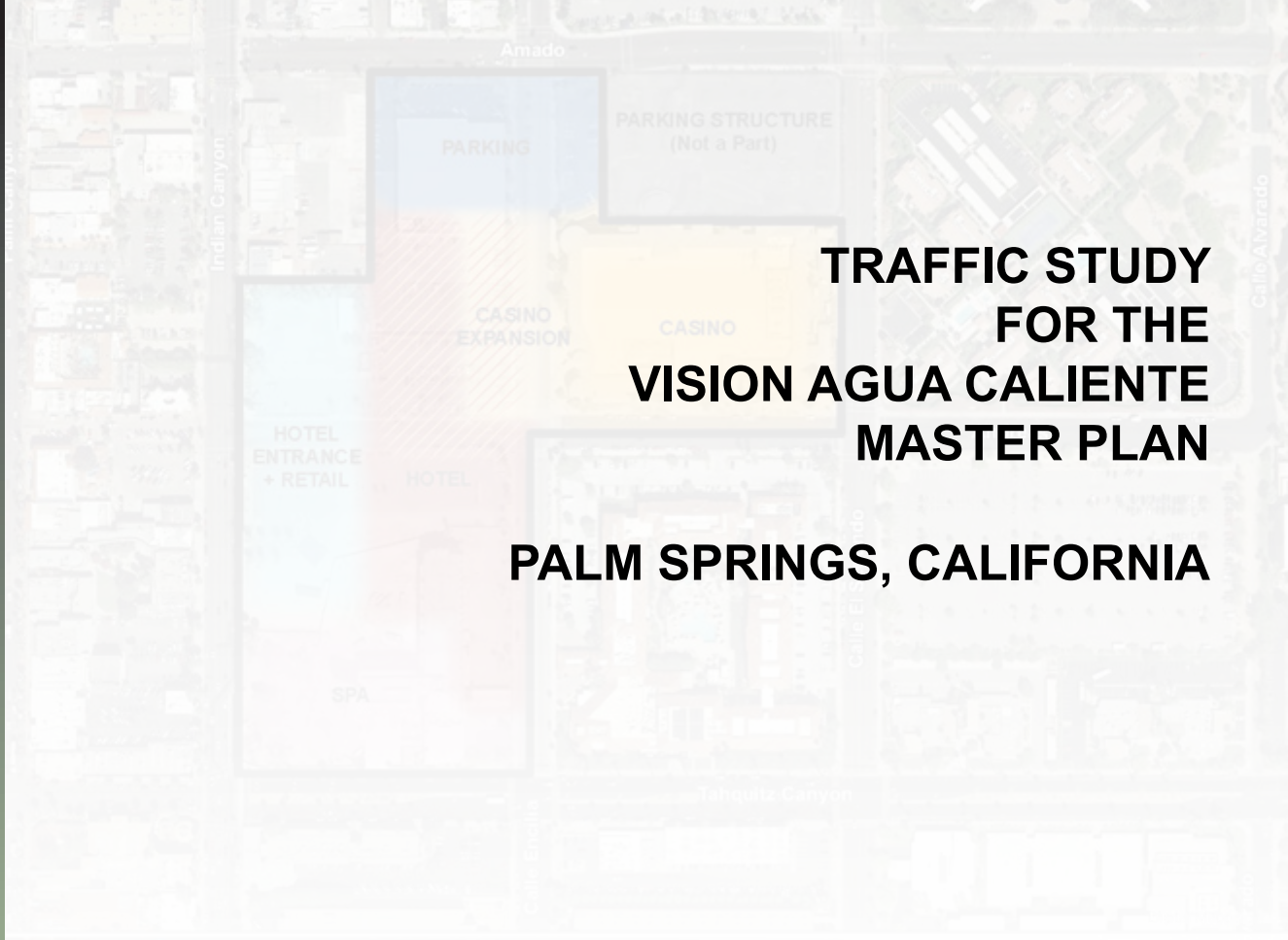
ROADWAY NAME / Segment	Land Use	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor (1)	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	dB(A) CNEL	Traffic Volumes: Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	Ref. Energy Levels: A	MT	HT	Dist Adj	Ld: A	MT	HT	Total	Le: A	MT	HT	Total	Ln: A	MT	HT	Total
Arenas Rd e/o Indian Cyn Dr																																				
Existing (2016)		1	8	3,505	40	75	0	0	1.8%	0.7%	58.2	2,723	445	336	55	22	3	1	5	2	67.4	76.3	81.2	-1.8	57.6	49.8	50.6	59.0	54.7	42.2	40.4	55.1	41.5	40.3	41.4	45.9
Existing plus Project (2016)		1	8	3,505	40	75	0	0	1.8%	0.7%	58.2	2,723	445	336	55	22	3	1	5	2	67.4	76.3	81.2	-1.8	57.6	49.8	50.6	59.0	54.7	42.2	40.4	55.1	41.5	40.3	41.4	45.9
Future (2026)		1	8	3,986	40	75	0	0	1.8%	0.7%	58.8	3,097	506	383	63	25	4	1	5	2	67.4	76.3	81.2	-1.8	58.2	50.3	51.2	59.5	55.2	42.8	41.0	55.6	42.0	40.9	41.9	46.4
Future plus Project (2026)		1	8	3,986	40	75	0	0	1.8%	0.7%	58.8	3,097	506	383	63	25	4	1	5	2	67.4	76.3	81.2	-1.8	58.2	50.3	51.2	59.5	55.2	42.8	41.0	55.6	42.0	40.9	41.9	46.4
Saturnino Rd e/o Calle El																																				
Existing (2016)		1	0	832	40	75	0	0	1.8%	0.7%	52.0	646	106	80	13	5	1	0	1	0	67.4	76.3	81.2	-1.8	51.4	43.5	44.4	52.7	48.4	35.9	34.2	48.8	35.2	34.1	35.1	39.6
Existing plus Project (2016)		1	0	832	40	75	0	0	1.8%	0.7%	52.0	646	106	80	13	5	1	0	1	0	67.4	76.3	81.2	-1.8	51.4	43.5	44.4	52.7	48.4	35.9	34.2	48.8	35.2	34.1	35.1	39.6
Future (2026)		1	0	946	40	75	0	0	1.8%	0.7%	52.5	735	120	91	15	6	1	0	1	1	67.4	76.3	81.2	-1.8	51.9	44.1	44.9	53.3	49.0	36.5	34.7	49.4	35.8	34.6	35.7	40.2
Future plus Project (2026)		1	0	946	40	75	0	0	1.8%	0.7%	52.5	735	120	91	15	6	1	0	1	1	67.4	76.3	81.2	-1.8	51.9	44.1	44.9	53.3	49.0	36.5	34.7	49.4	35.8	34.6	35.7	40.2
Baristo Rd e/o Avenida																																				
Existing (2016)		1	0	2,544	40	75	0	0	1.8%	0.7%	56.8	1,977	323	244	40	16	2	1	3	1	67.4	76.3	81.2	-1.8	56.2	48.4	49.2	57.6	53.3	40.8	39.0	53.7	40.1	38.9	40.0	44.5
Existing plus Project (2016)		1	0	2,544	40	75	0	0	1.8%	0.7%	56.8	1,977	323	244	40	16	2	1	3	1	67.4	76.3	81.2	-1.8	56.2	48.4	49.2	57.6	53.3	40.8	39.0	53.7	40.1	38.9	40.0	44.5
Future (2026)		1	0	2,894	40	75	0	0	1.8%	0.7%	57.4	2,249	368	278	46	18	3	1	4	2	67.4	76.3	81.2	-1.8	56.8	48.9	49.8	58.1	53.8	41.4	39.6	54.2	40.6	39.5	40.5	45.0
Future plus Project (2026)		1	0	2,894	40	75	0	0	1.8%	0.7%	57.4	2,249	368	278	46	18	3	1	4	2	67.4	76.3	81.2	-1.8	56.8	48.9	49.8	58.1	53.8	41.4	39.6	54.2	40.6	39.5	40.5	45.0

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

APPENDIX 5.9

Traffic Study



TRAFFIC STUDY FOR THE VISION AGUA CALIENTE MASTER PLAN

PALM SPRINGS, CALIFORNIA

DECEMBER 2016

PREPARED FOR

AGUA CALIENTE BAND OF CAHUILLA INDIANS

PREPARED BY

Gibson
transportation consulting, inc.

TRAFFIC STUDY
FOR THE
VISION AGUA CALIENTE
MASTER PLAN

PALM SPRINGS, CALIFORNIA

December 2016

Prepared for:

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Prepared by:

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Table of Contents

Table of Contents, cont.

List of Figures

NO.

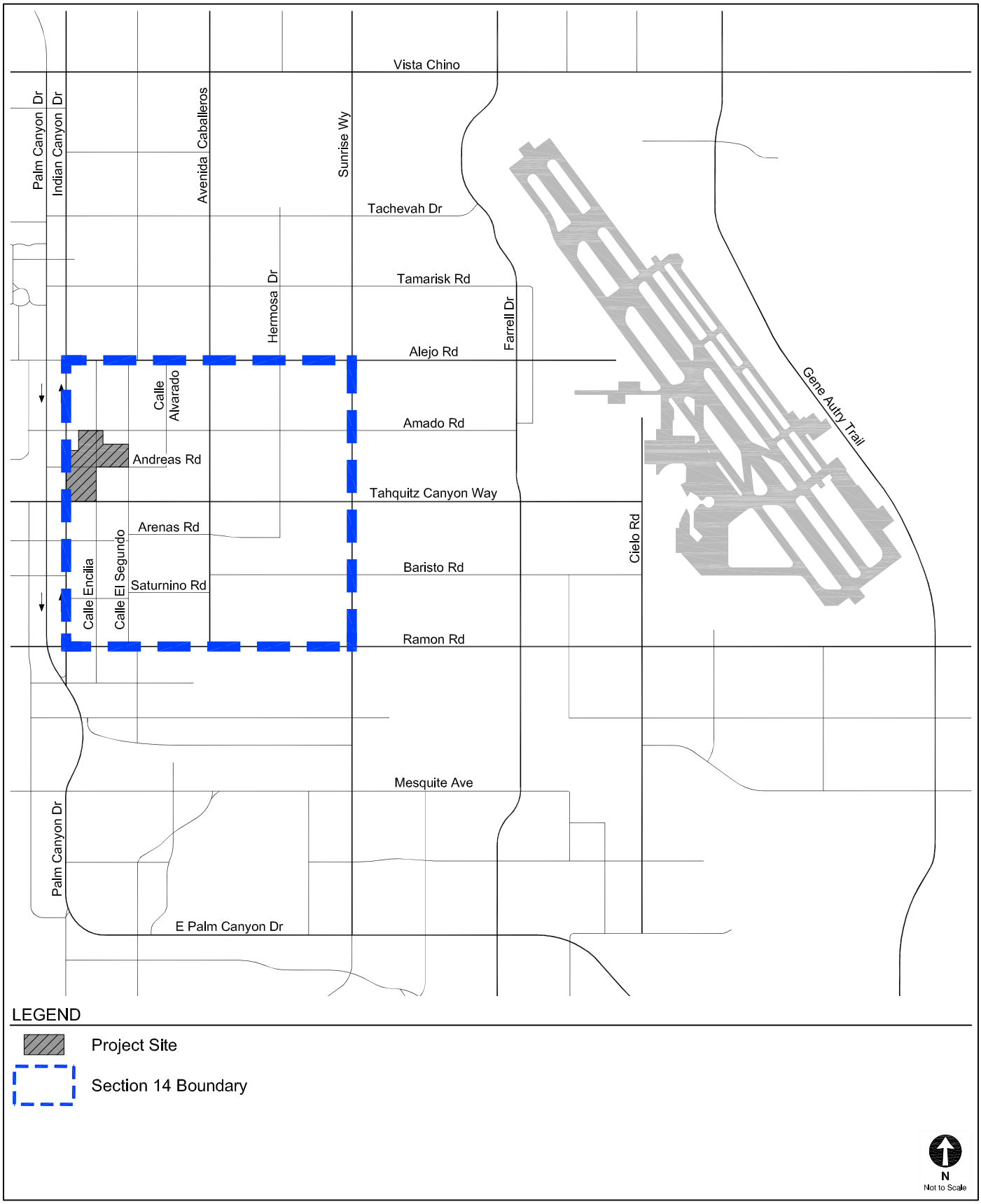
List of Tables

NO.

Chapter 1
Introduction

This report presents the traffic impact analysis for the proposed Vision Agua Caliente Master Plan (the Project) located in Palm Springs (the City), California. The Project is proposed by the Agua Caliente Band of Cahuilla Indians (the Tribe) and is within Section 14, a 640-acre section of land within the Agua Caliente Indian Reservation and the City of Palm Springs, shown in Figure 1. The analysis documented in this report is consistent with *Traffic Impact Analysis: Section 14 Specific Plan Update* (IBI Group, December 7, 2013) (the S14SP Traffic Study). The scope and methodology were reviewed and approved by City staff and the Tribe. This report will be incorporated into a Tribal Environmental Impact Report (TEIR) in compliance with the Tribal Environmental Policy Act (TEPA).

The report is organized into nine chapters, including this introduction. Chapter 2 gives an overview of the Project and key features related to access. Chapter 3 summarizes the methodology and scope of the analysis and provides background information regarding the S14SP Traffic Study. Chapter 4 describes the existing circulation system, traffic volumes, and traffic conditions in the study area. Chapter 5 forecasts the future baseline conditions over which the Project is analyzed. Chapter 6 describes the procedure used to forecast Project traffic volumes and distribution through the Study Area. Chapter 7 presents the Project traffic impact analysis under existing and future conditions. Chapter 8 describes the traffic improvement and mitigation program designed to reduce the effects of Project traffic on study intersections. Chapter 9 presents conclusions and recommendations. The Appendices contain supporting documentation and additional details of the technical analyses.



STUDY AREA AND SECTION 14 BOUNDARY

FIGURE 1

Chapter 2
Project Description

The Project is a Master Plan for development on 18 acres of Tribal Trust land within Section 14. The Project Site, shown in Figure 2, is bounded by Amado Road to the north, Calle El Segundo to the east, Tahquitz Canyon Way to the south, and Indian Canyon Drive to the west. It currently contains the Spa Resort Casino (SRC), a United States Postal Service office (the Post Office), surface parking, and vacant land.

The SRC is a 132,000 square foot (sf) facility located north of Andreas Road between Calle Encilia and Calle El Segundo. An approximately 850-space parking structure previously approved and not a part of this Project is under construction north of the SRC. The Post Office is a 35,000 sf building located at the southwest corner of Amado Road & Calle Encilia. Surface parking is located north and south of Andreas Road between Indian Canyon Drive and Calle Encilia, and the southwest and northwest corners of the Project Site currently consist of vacant land. The portion of the Project Site located west of Calle Encilia and north of Tahquitz Canyon Way, currently improved as a 410-space surface parking lot, was previously developed with a hotel that was closed in 2014 and demolished in 2015. This now demolished 168,500 sf hotel contained 229-rooms, along with an additional 15,000 sf of meeting space and a 42,000 sf spa/fitness center.

The Project would allow the expansion of the SRC by 68,000 sf to 200,000 sf as well as the development of up to 350 rooms within a maximum 510,000 sf of hotel space. The Project would also allow development of up to 60,000 sf of meeting space, 50,000 sf of mixed-use/cultural/retail space, a 40,000 sf spa/fitness center, and 650 parking spaces. The existing Post Office would be demolished to allow these new uses, which would primarily be built on vacant land or surface parking. It is currently anticipated that this development program will be completed by year 2026. A summary of the uses included in the proposed Master Plan is provided in Table 1.

PROJECT ACCESS

As shown in Figure 2, there would be access to the Project Site from various streets. The primary hotel access would be located on Indian Canyon Drive, as would the access for the mixed-use/cultural/retail space. The spa/fitness center would be accessed from Tahquitz Canyon Way and through the hotel. Casino parking and access would be primarily from Amado Road.

Portions of Calle Encilia and Andreas Road were vacated by the City Council on December 18, 1996, and May 18, 2016, by City Council Resolutions Nos. 18944 and 24027, respectively. With the Project, Calle Encilia would be fully removed between Amado Road and Andreas Road, and the western half of the roadway would be removed between Andreas Road and Tahquitz Canyon Way. The northern half of Andreas Road would be removed between Calle Encilia and Calle El Segundo. These street closures, in particular the full closure of a stretch of Calle Encilia, would result in the redistribution of existing traffic from that street to parallel routes. This was accounted for in the development of Project traffic volumes and distribution in Chapter 6.

PROJECT LOCATION AND STUDY AREA

The Project Site is located north of Tahquitz Canyon Way, east of Indian Canyon Drive, south of Amado Road, and west of Calle El Segundo, excluding the southeast quadrant of that area (south of Andreas Road and east of Calle Encilia) and a portion of the northwest and northeast corners. To the west of the Project Site (across Indian Canyon Drive) is a commercial corridor. To the south of the Project Site (across Tahquitz Canyon Way, as well as in the southeast quadrant of the area bounding the Project Site) are several resort hotels. To the east of the Project Site (across Calle El Segundo) is surface parking and a condominium complex, beyond which is the Palm Springs Convention center. To the north (across Amado Road) is primarily surface parking and commercial development.

Further from the Project Site in each direction is additional residential development. The western limit of development within the City is located just beyond Palm Canyon Drive. The Palm Springs International Airport is located approximately two miles east of the Project Site, and extends from Vista Chino at the north to Ramon Road at the south, a distance of over two

miles, through which there is no east-west passage. The Study Area, shown in Figure 1, stretches from State Route 111 (SR 111) to the north and east to Palm Canyon Drive to the south and west. In total, the Study Area is approximately 3 miles square.

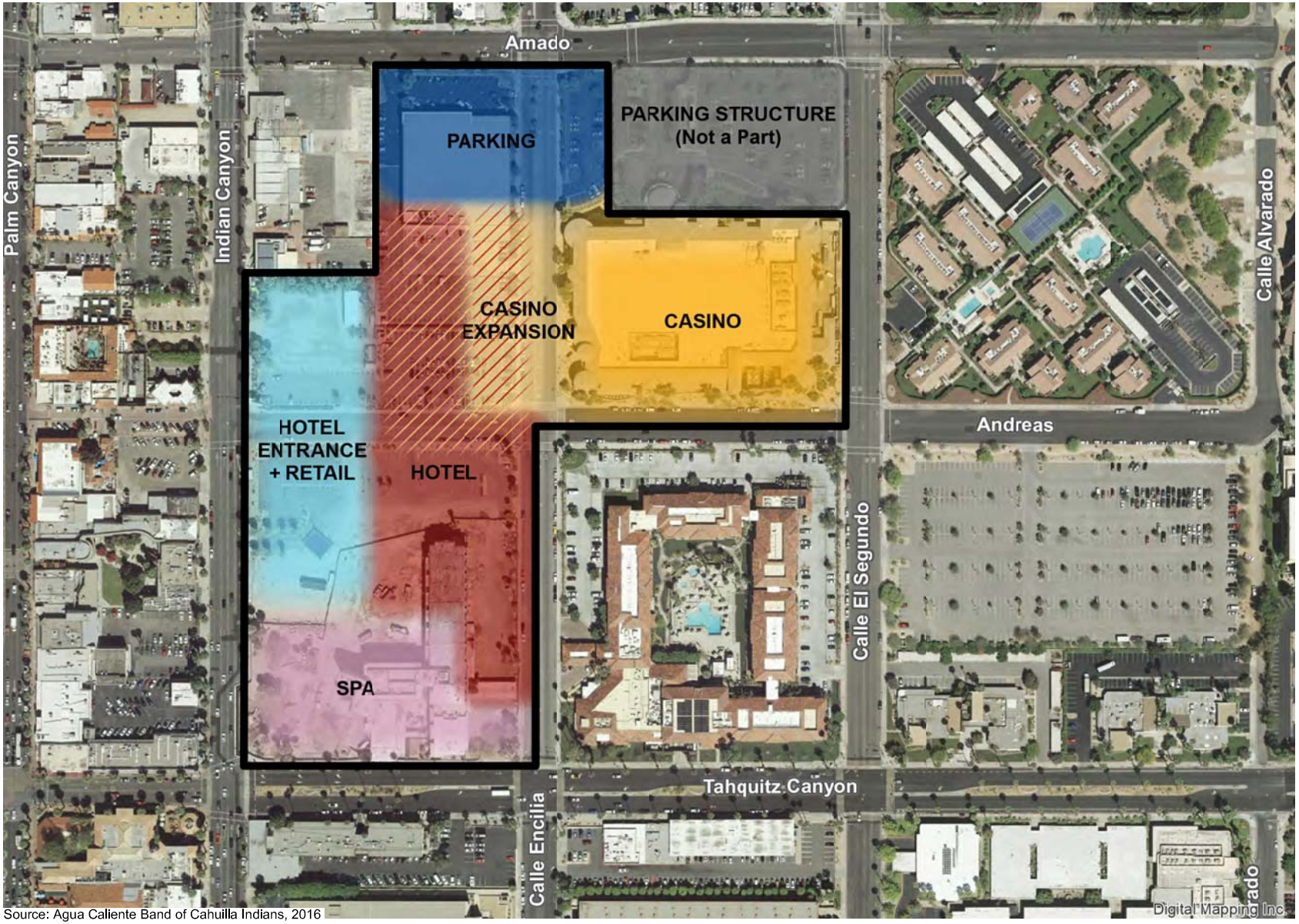
Major roadways within the vicinity of the Project Site include Palm Canyon Drive, Indian Canyon Drive, Avenida Caballeros, Alejo Road, Tahquitz Canyon Way, and Ramon Road. SunLine Transit Agency provides several bus routes within the vicinity of the Project, providing local and regional public transit service. Additional details about the Study Area, existing roadways, and transit are provided in Chapter 4, Existing Conditions.

RELATIONSHIP TO SECTION 14 SPECIFIC PLAN

The Project site is located within the northwest quadrant of the Section 14 Specific Plan (S14SP) area, which is bounded by Alejo Road to the north, Sunrise Way to the east, Ramon Road to the south, and Indian Canyon Drive to the west. The S14SP was originally approved by the Tribe in 2002 and adopted by the City in 2004. The Specific Plan was updated in 2014, upon which it incorporated additional transportation elements and roadway modifications in compliance with the Complete Streets Act. The analysis conducted in this report is consistent with the S14SP Traffic Study wherever such consistency is applicable.

The S14SP guides development and infrastructure within the Specific Plan boundaries. As of the year 2014 update, Section 14 contained approximately 141 undeveloped acres. The S14SP envisioned a full buildout scenario in which the Section 14 area contained approximately 1,377,000 sf of commercial space, 2,867 resort hotel rooms, 5,504 residential units, and open space. For traffic impact analysis purposes, the S14SP Traffic Study assumed net new development of 1,996 residential units, 1,267 hotel rooms, 234,000 sf of general and medical/dental office space, and 64,800 sf of retail. In total, that program would generate a net total of 30,594 new daily trips, 2,589 new trips during the weekday midday peak hour, and 2,588 new trips during the weekday evening peak hour.

The S14SP Traffic Study also identifies various traffic mitigation measures needed to mitigate impacts of the development authorized by the Specific Plan. The Project would share in the costs of these mitigations, as described in Chapter 8.



Source: Agua Caliente Band of Cahuilla Indians, 2016

PROJECT LAND USE DIAGRAM

FIGURE
2

TABLE 1
VISION AGUA CALIENTE DEVELOPMENT SUMMARY

Land Use	Existing Uses	Proposed Uses	Net New (Project)
Hotel	- [a]	510,000 sf (350 rooms)	510,000 sf (350 rooms)
Meeting Space	- [a]	60,000 sf	60,000 sf
Casino	132,000 sf	200,000 sf	68,000 sf
Spa / Fitness Center	- [a]	40,000 sf	40,000 sf
Mixed Use / Retail	-	50,000 sf	50,000 sf
Post Office	35,000 sf	-	(35,000 sf)
Parking	528 spaces [b]	650 spaces	122 spaces
Total	167,000 sf	860,000 sf	693,000 sf

Notes:

sf = square feet

[a] A 168,500 sf (229 room) hotel with 15,000 sf of meeting space and a 42,000 sf spa/fitness center was demolished in 2015 and paved with surface parking.

[b] There are 528 existing spaces within the Project Site. However, existing operations at the Project Site are, and the proposed Project will be, supported by the additional 1,145 spaces located in other surface lots north of Amado Road, and an 850-space parking structure that is currently under construction immediately north of the Spa Resort Casino. In total, there are/will be approximately 2,600 available parking spaces to support the Project.

Chapter 3
Analysis Scope and Methodology

Both the scope of this analysis and the methodology used were determined based on a review of the scope and methodology in the S14SP Traffic Study. The overall scope of this analysis is less than that of the S14SP Traffic Study, but is, in general, a subset of the analysis provided therein.

ANALYSIS SCOPE

This study includes detailed analysis of intersections and street segments. In total, 37 intersections were studied, all of which were among the 55 intersections studied in the S14SP Traffic Study. Those intersections not included in this study were excluded because they were too far from the Project Site for Project traffic to have a substantive effect on traffic conditions. This study analyzed 27 street segments, including the 26 segments analyzed in the S14SP Traffic Study and one additional segment (Segment No. 2, Indian Canyon Drive south of Tahquitz Canyon Way). The analyzed intersections are shown in Figure 3 and listed in Table 2 and the analyzed street segments are shown in Figure 4 and listed in Table 3.

Intersections were analyzed during the weekday midday and evening peak hours and street segments were analyzed based on 24-hour traffic volume, both consistent with the S14SP Traffic Study. The weekday midday peak hour is from 11:30 AM to 1:30 PM and the weekday evening peak hour is from 4:00 PM to 6:00 PM. Street segments were analyzed based on the 24-hour two-way traffic volume.

ANALYZED SCENARIOS

This traffic study evaluates the potential for impacts caused by the Project on the street system surrounding the Project Site under existing and future conditions. The following traffic scenarios were developed and analyzed as part of this study:

- Existing Conditions (Year 2016) – 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. Intersection turning movement and street segment counts were collected in May 2016 and, after adjustment to reflect peak season (discussed in more detail below), represent existing conditions. Fieldwork (lane configurations and signal phasing) for the analyzed intersections was also collected in May 2016. Intersection lane configurations are provided in Appendix A, traffic count worksheets in Appendix B, and level of service (LOS) worksheets in Appendix C.

- Existing with Project Conditions (Year 2016) – 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 2026) – This analysis projects the future traffic growth and intersection operating conditions that could be expected as a result of regional growth in the Study Area by year 2026, corresponding to the anticipated completion year of the Project. This analysis provides the conditions by which the Project impacts are evaluated in the future at full buildout.

- Future with Project Conditions (Year 2026) – 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.

ANALYSIS METHODOLOGY

All study intersections were analyzed using the *2000 Highway Capacity Manual* (Transportation Research Board, 2000) (2000 HCM) methodology. The 2000 HCM methodology calculates the average delay, in seconds, experienced by vehicles traveling through the intersection. The delay is used to determine the intersection LOS based on the definitions in Table 4. The 2000 HCM analysis was conducted using the following settings, consistent with the S14SP Traffic Study:

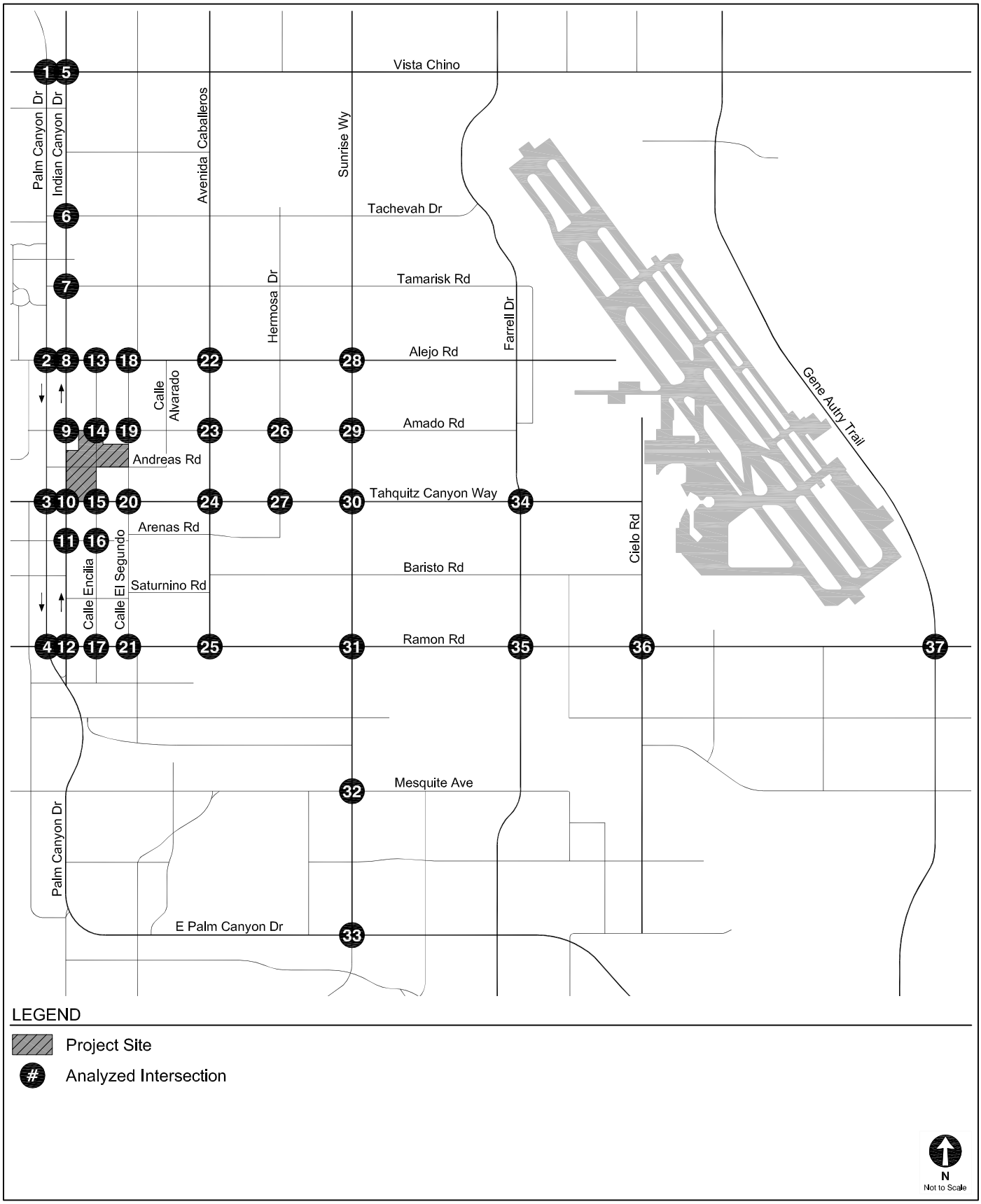
- Peak hour factor from existing counts for existing-year analysis and 1.00 for future-year analysis
- Capacity of 1,900 passenger vehicles per hour per lane
- 5% heavy vehicle percentage
- Existing cycle length consistent with current conditions
- Future cycle length of 120 seconds at signalized intersections

Street segment analysis was conducted based on 24-hour volumes using a volume-to-capacity methodology in which the capacity is determined by the classification and number of lanes on each facility. Capacity was determined consistent with the S14SP Traffic Study and is summarized for each facility type in Table 5.

Winter is the peak season in the City due to its mild climate. Because the intersection and street segment counts were collected in the month of May, which is the off-peak Spring season, the traffic counts were increased by 10% to represent peak season, which is consistent with adjustments applied in the S14SP Traffic Study.

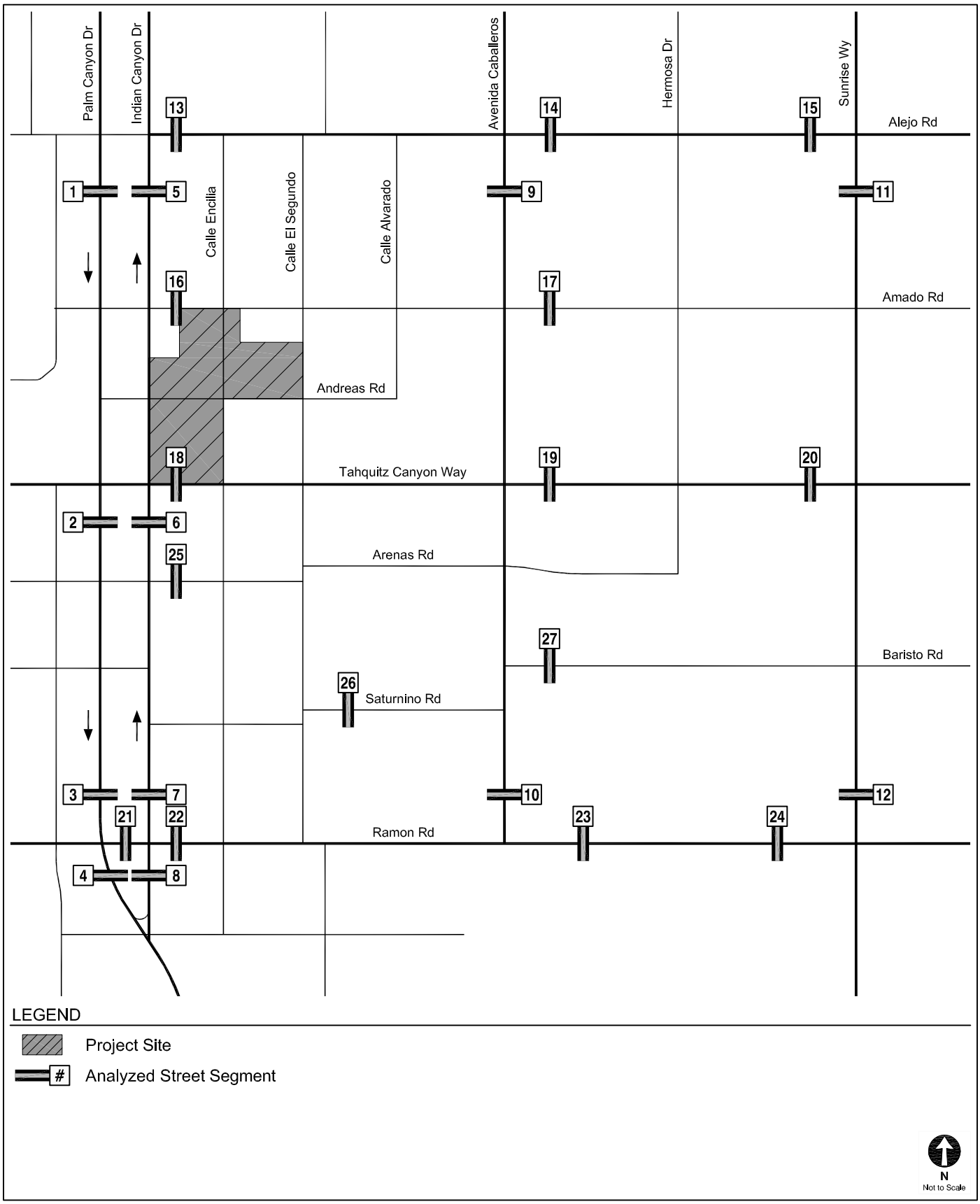
SIGNIFICANT IMPACT CRITERIA

The Circulation Element of *Palm Springs 2007 General Plan* (City of Palm Springs, 2007) (General Plan Circulation Element) has established LOS D as the minimum acceptable standard for intersection and street segment operations. Should the Project cause operating conditions to deteriorate to LOS E or F, or worsen conditions already projected to operate at LOS E or F, then mitigation would be identified to improve the operating condition to LOS D or better. As described in Chapter 8, the Project would also share in the costs of mitigation measures identified in the S14SP Traffic Study.



ANALYZED LOCATIONS - INTERSECTIONS

FIGURE 3



ANALYZED LOCATIONS - STREET SEGMENTS

FIGURE 4

TABLE 2
ANALYZED INTERSECTIONS

No.	North/South Street	East/West Street
1.	Palm Canyon Drive	Vista Chino
2.	Palm Canyon Drive	Alejo Road
3.	Palm Canyon Drive	Tahquitz Canyon Way
4.	Palm Canyon Drive	Ramon Road
5.	Indian Canyon Drive	Vista Chino
6.	Indian Canyon Drive	Tachevah Drive
7.	Indian Canyon Drive	Tamarisk Road
8.	Indian Canyon Drive	Alejo Road
9.	Indian Canyon Drive	Amado Road
10.	Indian Canyon Drive	Tahquitz Canyon Way
11.	Indian Canyon Drive	Arenas Road
12.	Indian Canyon Drive	Ramon Road
13. [b]	Calle Encilia	Alejo Road
14. [a]	Calle Encilia	Amado Road
15.	Calle Encilia	Tahquitz Canyon Way
16. [a]	Calle Encilia	Arenas Road
17.	Calle Encilia	Ramon Road
18. [b]	Calle El Segundo	Alejo Road
19. [a]	Calle El Segundo	Amado Road
20.	Calle El Segundo	Tahquitz Canyon Way
21. [b]	Calle El Segundo	Ramon Road
22. [a]	Avenida Caballeros	Alejo Road
23. [a]	Avenida Caballeros	Amado Road
24.	Avenida Caballeros	Tahquitz Canyon Way
25.	Avenida Caballeros	Ramon Road
26. [b]	Hermosa Drive	Amado Road
27. [b]	Hermosa Drive	Tahquitz Canyon Way
28.	Sunrise Way	Alejo Road
29.	Sunrise Way	Amado Road
30.	Sunrise Way	Tahquitz Canyon Way
31.	Sunrise Way	Ramon Road
32.	Sunrise Way	Mesquite Avenue
33.	Sunrise Way	East Palm Canyon Drive
34.	Farrell Drive	Tahquitz Canyon Way
35.	Farrell Drive	Ramon Road
36.	El Cielo Road	Ramon Road
37.	Gene Autry Trail / SR 111	Ramon Road

Notes:
[a] All-way stop controlled location.
[b] Two-way stop controlled location.

TABLE 3
ANALYZED STREET SEGMENTS

No.	Street Segment	Location
1.	Indian Canyon Drive	south of Alejo Road
2.	Indian Canyon Drive	south of Tahquitz Canyon Way
3.	Indian Canyon Drive	north of Ramon Road
4.	Indian Canyon Drive	south of Ramon Road
5.	Avenida Caballeros	south of Alejo Road
6.	Avenida Caballeros	north of Ramon Road
7.	Alejo Road	east of Indian Canyon Drive
8.	Alejo Road	east of Avenida Caballeros
9.	Amado Road	east of Indian Canyon Drive
10.	Amado Road	east of Avenida Caballeros
11.	Tahquitz Canyon Way	east of Indian Canyon Drive
12.	Tahquitz Canyon Way	east of Avenida Caballeros
13.	Arenas Road	east of Indian Canyon Drive
14.	Ramon Road	east of Indian Canyon Drive
15.	Ramon Road	east of Avenida Caballeros
16.	Palm Canyon Drive	south of Alejo Road
17.	Palm Canyon Drive	south of Tahquitz Canyon Way
18.	Palm Canyon Drive	north of Ramon Road
19.	Palm Canyon Drive	south of Ramon Road
20.	Sunrise Way	south of Alejo Road
21.	Sunrise Way	north of Ramon Road
22.	Alejo Road	west of Sunrise Way
23.	Tahquitz Canyon Way	west of Sunrise Way
24.	Baristo Road	east of Avenida Caballeros
25.	Saturnino Road	east of Calle El Segundo
26.	Ramon Road	between Palm Canyon Dr & Indian Canyon Dr
27.	Ramon Road	west of Sunrise Way

TABLE 4
INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Seconds of Delay	
		Signalized Intersections	Unsignalized Intersections
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	≤ 10	≤ 10
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	> 10 and ≤ 20	> 10 and ≤ 15
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	> 20 and ≤ 35	> 15 and ≤ 25
D	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.	> 35 and ≤ 55	> 25 and ≤ 35
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	> 55 and ≤ 80	> 35 and ≤ 50
F	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.	> 80	> 50

Notes

Source: *2010 Highway Capacity Manual* (Transportation Research Board, 2010).

TABLE 5
STREET SEGMENT CONFIGURATION AND CAPACITY

No.	Street Segment	Location	Roadway Configuration	Daily Capacity
1.	Palm Canyon Drive	south of Alejo Road	3-lane Divided	26,925
2.	Palm Canyon Drive	south of Tahquitz Canyon Way	3-lane Divided	26,925
3.	Palm Canyon Drive	north of Ramon Road	3-lane Divided	26,925
4.	Palm Canyon Drive	south of Ramon Road	3-lane Divided	26,925
5.	Indian Canyon Drive	south of Alejo Road	3-lane Divided	26,925
6.	Indian Canyon Drive	south of Tahquitz Canyon Way	4-lane Divided [a]	35,900
7.	Indian Canyon Drive	north of Ramon Road	4-lane Divided [a]	35,900
8.	Indian Canyon Drive	south of Ramon Road	4-lane Divided [a]	35,900
9.	Avenida Caballeros	south of Alejo Road	2-lane Undivided	13,000
10.	Avenida Caballeros	north of Ramon Road	2-lane Undivided	13,000
11.	Sunrise Way	south of Alejo Road	4-lane Undivided	35,900
12.	Sunrise Way	north of Ramon Road	4-lane Undivided	35,900
13.	Alejo Road	east of Indian Canyon Drive	2-lane Undivided	13,000
14.	Alejo Road	east of Avenida Caballeros	2-lane Undivided	13,000
15.	Alejo Road	west of Sunrise Way	2-lane Undivided	13,000
16.	Amado Road	east of Indian Canyon Drive	2-lane Undivided	13,000
17.	Amado Road	east of Avenida Caballeros	2-lane Undivided	13,000
18.	Tahquitz Canyon Way	east of Indian Canyon Drive	4-lane Divided	35,900
19.	Tahquitz Canyon Way	east of Avenida Caballeros	4-lane Divided	35,900
20.	Tahquitz Canyon Way	west of Sunrise Way	4-lane Divided	35,900
21.	Ramon Road	between Palm Canyon Drive and Indian Canyon	4-lane Undivided	35,900
22.	Ramon Road	east of Indian Canyon Drive	4-lane Undivided	35,900
23.	Ramon Road	east of Avenida Caballeros	4-lane Undivided	35,900
24.	Ramon Road	west of Sunrise Way	4-lane Undivided	35,900
25.	Arenas Road	east of Indian Canyon Drive	2-lane Undivided	13,000
26.	Saturnino Road	east of Calle El Segundo	2-lane Undivided	13,000
27.	Baristo Road	east of Avenida Caballeros	2-lane Undivided	13,000

Notes

[a] Under Future Conditions (year 2026), this segment could be reconfigured to 3-lane Undivided with a dedicated bicycle lane with a capacity of 26,925. See Chapter 5 for details.

Chapter 4
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 street system, an analysis of traffic volumes and current operating conditions, and an assessment of the existing public transit service and bicycle circulation.

STUDY AREA

The Project's Study Area, shown in Figure 1, includes a geographic area approximately three miles (north to south) by three miles (east to west), or approximately nine square miles. It is generally bounded by SR-111 to the north and east and by Palm Canyon Drive to the south and west.

A traffic analysis study area generally comprises all intersections that have potential to experience substantial increases in traffic with completion of a Project. This study analyzed all intersections from the S14SP Traffic Study at which the Project is expected to add 50 or more peak hour trips, among others. The Study Area was established taking into consideration the Project's peak hour trip generation estimates, the anticipated distribution of Project traffic, and the existing operations of nearby intersections and corridors.

In total, 37 intersections were studied, all of which were among the 55 intersections studied in the S14SP Traffic Study. Those intersections not included in this study were excluded because they were too far from the Project Site for Project traffic to have a substantive effect on traffic conditions. This study analyzed 27 street segments, including the 26 segments analyzed in the S14SP Traffic Study and one additional segment (Segment No. 2, Indian Canyon Drive south of Tahquitz Canyon Way). The existing lane configurations at the analyzed intersections are provided in Appendix A.

EXISTING STREET SYSTEM

The street system in the Study Area consists of a regional and local roadway system including major thoroughfares, secondary thoroughfares, collectors, and local and private streets, as classified by the General Plan Circulation Element. These facilities are defined as follows:

- Major Thoroughfares serve mostly through traffic with some local access allowed; in most cases, they do not allow on-street parking except in Downtown Palm Springs. Typically four or more lanes, these roadways form the basic element of the City's circulation system, connecting the City to regional highways and tying together different areas of the City. Landscaped medians are typically provided on major thoroughfares, which can be either six-lane or divided four-lane roads.

- Secondary Thoroughfares serve through and local traffic and may allow on-street parking. They connect various areas of the City, provide access to major thoroughfares, and serve secondary traffic generators such as small business centers, schools, and major parks. Typical street right-of-way width is 88 feet, which can be divided or undivided.

- Collector Streets serve mostly local traffic; they are usually comprised of two lanes and carry traffic from secondary and major thoroughfares. On-street parking is permitted on collectors, which can be divided or undivided roadways. Typical right-of-way width for a collector is 60 feet, or 66 feet in industrial areas.

- Local and Private Streets primarily provide access to individual parcels of land. Minimum right-of-way is 50 feet for public local streets. Typical street widths for local public streets and private streets are 36 feet. Access may be restricted on private streets.

Additionally, the S14SP reclassified several streets within the S14SP area as "modified secondary thoroughfares", which allow allocation of more of the public right-of-way for pedestrians and bicycles and can accommodate angled on-street parking. Modified secondary thoroughfares typically provide 80 feet of right-of-way with street widths of 64 feet. They provide one travel lane in each direction, a center two-way left-turn lane, bicycle lanes, and on-street parking.

The following is a brief description of the major roadways in the Study Area and several smaller roadways in the immediate vicinity of the Project Site:

- Palm Canyon Drive is a major thoroughfare that runs north/south along the west edge of the Study Area before turning east and running east/west along the south edge of the Study Area as East Palm Canyon Drive. It provides four lanes of two-way traffic north of

Alejo Road and south of Indian Canyon Drive, as well as along the length of East Palm Canyon Drive. Between Alejo Road and Indian Canyon Drive, it provides three lanes of one-way southbound travel through Downtown Palm Springs. Parking is generally permitted on both sides of Palm Canyon Drive, and unavailable on East Palm Canyon Drive. Beyond the limits of the Study Area, Palm Canyon Drive / East Palm Canyon Drive is designated as SR 111.

- Indian Canyon Drive is a major thoroughfare that runs north/south parallel to, and one block east of, Palm Canyon Drive. It provides four lanes of two-way traffic north of Alejo Road and four lanes of one-way northbound travel south of Alejo Road through Downtown Palm Springs. On-street parking is generally permitted on both sides of the street. Indian Canyon Drive provides access to Interstate 10 (I-10), the major freeway connecting the Coachella Valley to the rest of the region, approximately 4 miles north of the Study Area.

- Calle Encilia is a collector street traveling north/south between Alejo Road and Ramon Road. It provides two lanes and on-street bicycle lanes. It currently runs through the middle of the Project Site, though the Project would fully remove the portion of Calle Encilia between Amado Road and Andreas Road and would remove the western half of the street between Andreas Road and Tahquitz Canyon Way. The stretch of Calle Encilia between Amado Road and Tahquitz Canyon Way is designated a local street. On-street parking is permitted where space allows between the bicycle lanes and the edge of the paved roadway.

- Calle El Segundo is a collector street traveling north/south between Alejo Road and Ramon Road. It provides two or four lanes and on-street parking is permitted on both sides of the street. It runs adjacent to the eastern edge of the existing SRC between Andreas Road and Amado Road.

- Avenida Caballeros is a modified secondary thoroughfare running north/south through the Study Area north of Ramon Road. It provides two lanes and on-street bicycle lanes. On-street parking is generally permitted on both sides of the street.

- Sunrise Way is a major thoroughfare running north/south through the Study Area. It provides four lanes and a center two-way left-turn lane. On-street parking is not permitted on Sunrise Way.

- Farrell Drive is a secondary thoroughfare running north/south through the Study Area. It provides four lanes, and between Tahquitz Canyon Way and Ramon Road it provides a center two-way left-turn lane. On-street parking is not permitted on Farrell Drive.

- El Cielo Road is a major thoroughfare between Tahquitz Canyon Way and Ramon Road and a secondary thoroughfare north of Tahquitz Canyon Way and south of Ramon Road. It provides on-street bicycle lanes or sharrows (shared lane markings indicating bicyclists are to share a lane with vehicles). Where it is a major thoroughfare, it provides four lanes and a center two-way left-turn lane. Where it is a secondary thoroughfare, it provides two lanes and a center two-way left-turn lane. On-street parking is generally permitted where the street is designated a secondary thoroughfare.

- Gene Autry Trail is a major thoroughfare running north/south along the eastern border of the Study Area and the eastern border of the Palm Springs International Airport. It is a six-

lane divided roadway north of Ramon Road and a four-lane divided roadway south of Ramon Road. On-street parking is not permitted.

- Vista Chino is a major thoroughfare running east/west along the northern border of the Study Area. It provides between four and five lanes, and in some places provides a center two-way left-turn lane. On-street parking is permitted on both sides.

- Tachevah Drive is a secondary thoroughfare between Palm Canyon Drive and Avenida Caballeros and a collector east of Avenida Caballeros. It provides two lanes and a center two-way left-turn lane where it's a secondary thoroughfare, along with a westbound on-street bicycle lane and permitted parking on the south side of the street. It provides two lanes as a collector, and parking is permitted on both sides of the street.

- Alejo Road is a secondary thoroughfare running east/west through the Study Area. It provides on-street bicycle lanes or sharrows. It provides two travel lanes, and on-street parking is generally permitted on both sides of the street.

- Amado Road is a modified secondary thoroughfare within Section 14 (between Indian Canyon Drive and Sunrise Way), and a collector street east of Sunrise Way. Amado Road generally provides two travel lanes. On-street parking is generally permitted on both sides of the street.

- Andreas Road is a local street running east/west between Palm Canyon Road and Calle Alvarado, just east of Calle El Segundo. It provides two lanes and permits on-street parking on both sides. It currently runs through the middle of the Project Site, though the Project would fully remove the portion of Andreas Road between Indian Canyon Drive and Calle Encilia and would remove the northern half of the street between Calle Encilia and Calle El Segundo.

- Tahquitz Canyon Way is a major thoroughfare running east/west through the Study Area, terminating at the Palm Springs International Airport at El Cielo Road. It provides four lanes with a center median. It provides on-street bicycle lanes or sharrows in both directions. On-street parking is permitted on both sides of the street west of Calle El Segundo, but is not permitted to the east.

- Arenas Road is a modified secondary thoroughfare running east/west from west of Palm Canyon Drive to east of Avenida Caballeros. It provides two lanes and on-street parking is permitted on both sides.

- Baristo Road is a modified secondary thoroughfare running east/west from Avenida Caballeros to El Cielo Road. It provides two travel lanes and on-street bicycle lanes. On-street parking is permitted on both sides of the street.

- Saturnino Road is a collector between Indian Canyon Drive and Calle El Segundo and is a modified secondary thoroughfare between Calle El Segundo and Avenida Caballeros. It provides two travel lanes, and on-street parking is permitted on both sides of the street.

- Ramon Road is a major thoroughfare running east/west through the Study Area. It provides four travel lanes and a center two-way left-turn lane. On-street parking is generally permittedbut seldom used.

EXISTING TRANSIT SYSTEM

The Study Area is served by four bus lines operated by SunLine Transit Agency, shown in Figure 5. The following provides a brief description of each route:

- Route 14 provides service between Palm Springs and Desert Hot Springs north of I-10. Within the Study Area, Route 14 travels primarily on Tahquitz Canyon Way and Farrell Drive, passing adjacent to the Project Site. It has 20-minute headways during the analyzed peak periods.

- Route 24 provides service within Palm Springs, traveling primarily on Sunrise Way approximately 0.8 miles east of the Project Site. It has 40-minute headways during the analyzed peak periods.

- Route 30 provides service between Palm Springs and Cathedral City to the east. Within the Study Area, Route 30 travels primarily on Ramon Road approximately 0.5 miles south of the Project Site. It has 20–minute headways during the analyzed peak periods.

- Route 111 provides service between Palm Springs and Coachella to the east. It travels on Palm Canyon Drive and Indian Canyon Drive within the Study Area, passing adjacent to the Project Site. It has 20-minute headways during the analyzed peak periods.

BICYCLE NETWORK

There are a number of bicycle facilities within the Study Area, made up primarily of Class 1 Bike Paths, Class 2 Bike Lanes, and Class 3 Bike Routes as follows (based on field data collection and the City's Bike Routes and Trails map):

- Class 1 Bike Paths are fully separated from vehicular traffic via physical barriers. They may be solely dedicated to bicycles or shared with other non-motorized uses such as jogging. Class 1 Bike Paths are found on Sunrise Way, Sunny Dunes Road, Riverside Drive, and East Palm Canyon Drive east of Farrell Drive.

- Class 2 Bike Lanes are striped bicycle lanes on roadways. They may be separated from vehicles or by a painted buffer or may be adjacent to vehicular traffic or parking lanes. Class 2 Bike Lanes are found on Tahquitz Canyon Way, Avenida Caballeros, Alejo Road between Calle El Segundo and Sunrise Way, Baristo Road east of Avenida Caballeros, and El Cielo Road.

- Class 3 Bike Routes are facilities where bicycles are intended to share the road with vehicles and/or other users. Sharrows, in which bicycle markings are stenciled into the vehicular travel lanes, are common indicators for Class 3 Bike Routes. Class 3 Bike Routes are found on Indian Canyon Drive north of Tachevah Drive, on Tachevah Drive,

on Calle Encilia, on Farrell Drive north of Alejo Road, and on East Palm Canyon Drive west of Farrell Drive.

In addition, the City's Bike Routes and Trails map identifies a series of designated routes for cyclists that generally follow bicycle facilities noted above, or remain on low-volume roadways that offer low-stress for bicyclists even without designated bicycle facilities. Two of these routes, the Downtown Loop and the Las Palmas Loop, pass adjacent to the Project Site.

EXISTING TRAFFIC VOLUMES AND OPERATING CONDITIONS

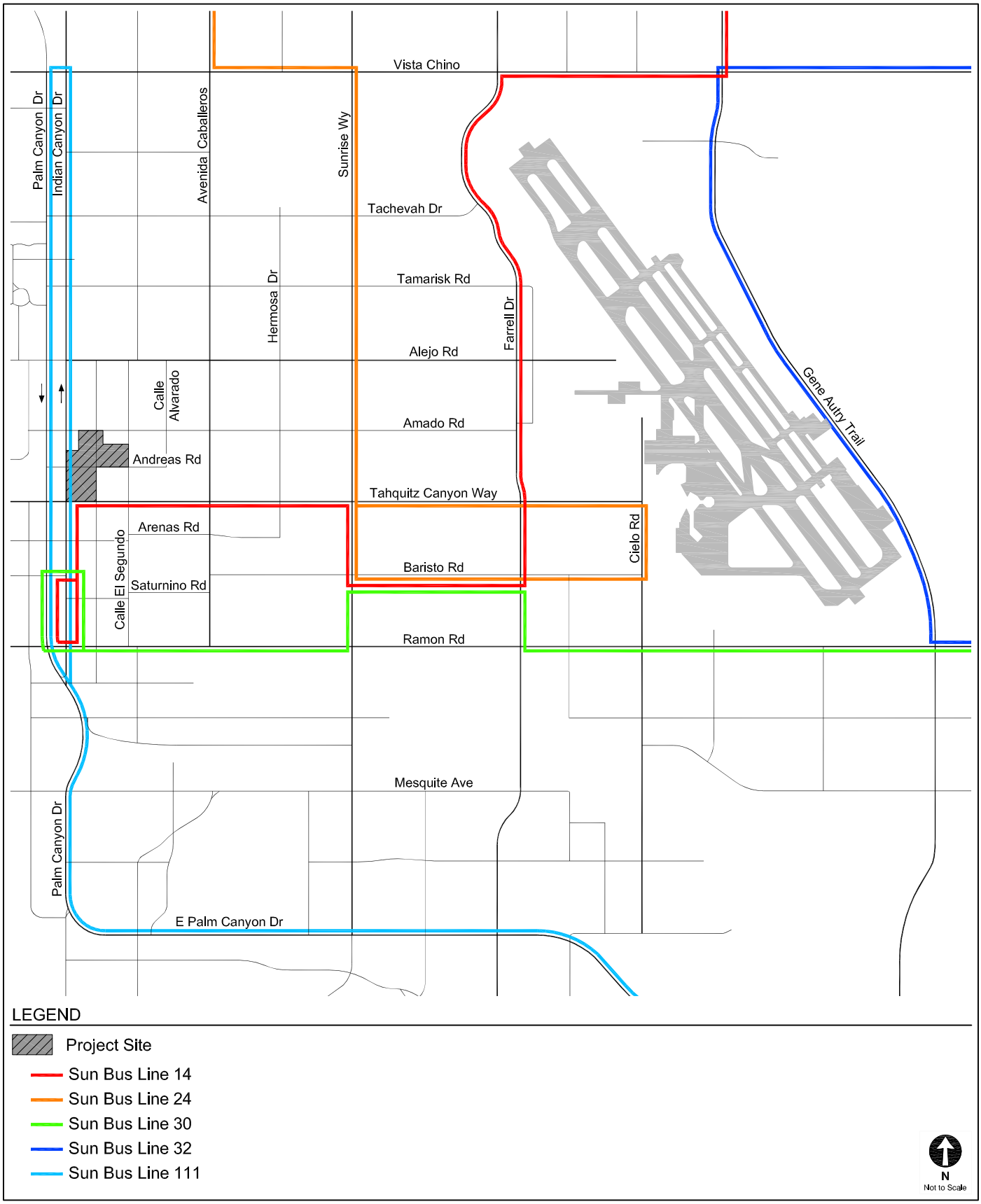
This section presents the existing peak hour turning movement traffic volumes for the intersections and the 24-hour volumes for the street segments analyzed in the study. It also reports the existing operating conditions at each intersection and street segment based on the methodologies described in Chapter 3.

Intersections

As described in Chapter 3, the turning movement counts collected in May 2016 at the 37 analyzed intersections were increased by 10% to represent peak winter conditions. The resulting Existing Conditions (Year 2016) peak hour traffic volumes are shown in Figure 6 for the weekday midday and evening peak hours. Table 6 summarizes the LOS results for each intersection under Existing Conditions. As shown, 36 of the 37 analyzed intersections currently operate at LOS C or better during both analyzed peak hours. Intersection No. 21, Calle El Segundo & Ramon Road, operates at LOS E during the weekday evening peak hour. That intersection is currently unsignalized, and the HCM 2000 analysis reports the worst-case delay experienced at any movement through the intersection. Since traffic on Ramon Road is not stopped (and therefore experiences no delay through the intersection), the worst-case delay is experienced by the relatively small volume of vehicles turning left from Calle El Segundo to Ramon Road.

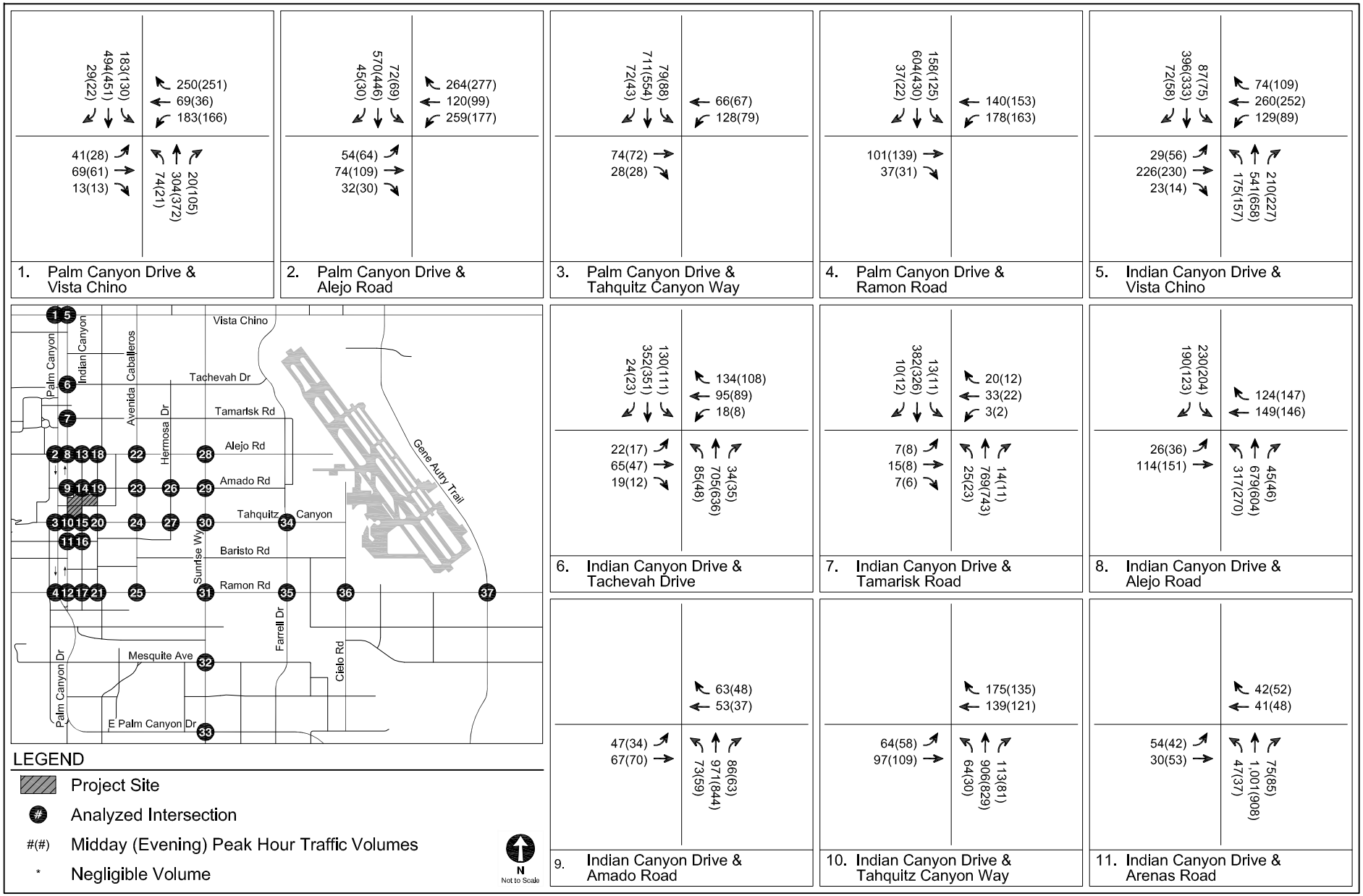
Street Segments

As with the intersection counts, the street segment counts were increased by 10% to represent peak winter conditions. Table 7 summarizes the resulting Existing Conditions (Year 2016) daily traffic volumes and LOS results for each street segment. As shown, each of the 27 analyzed street segments currently operate at LOS C or better.



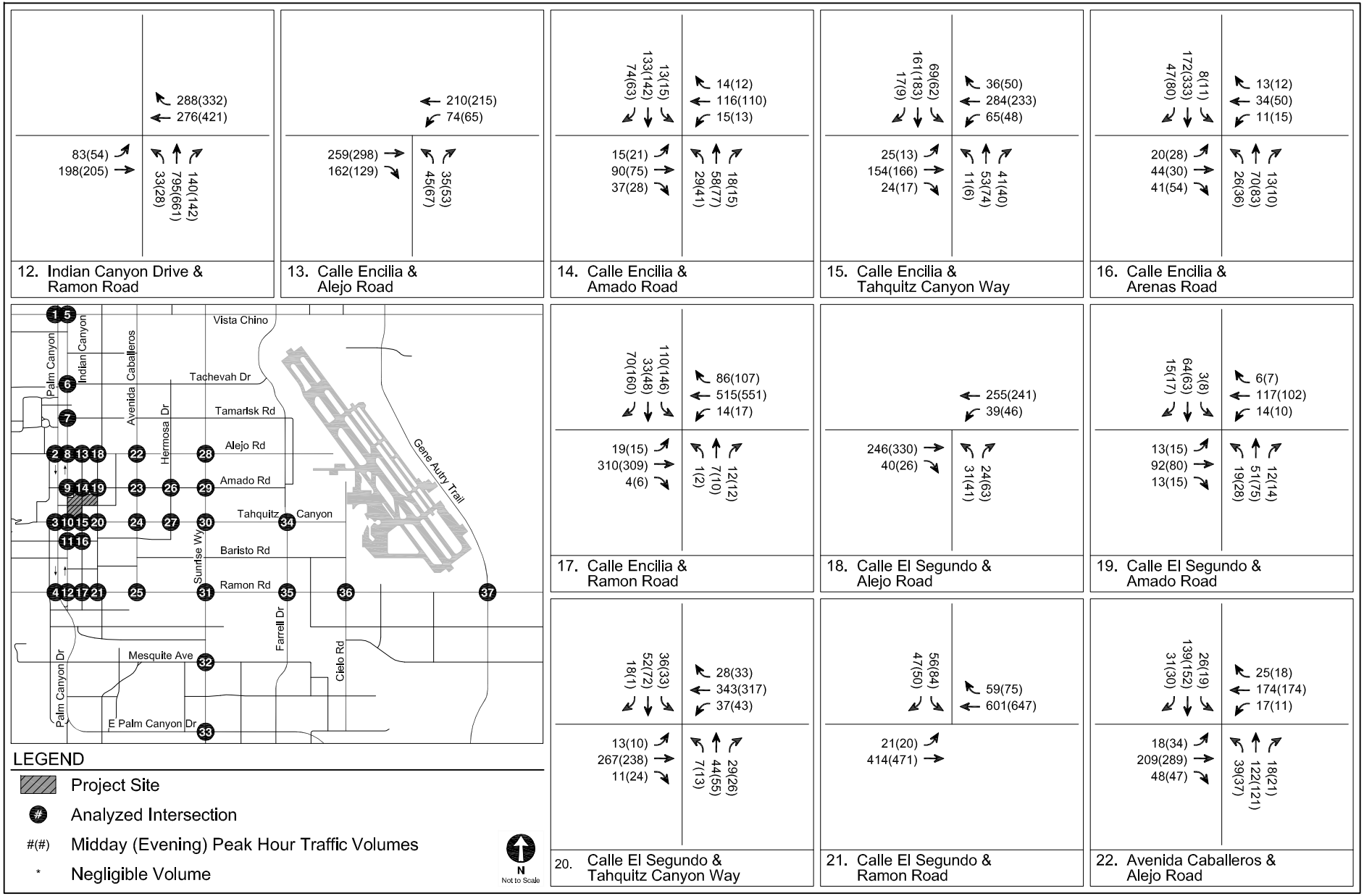
EXISTING TRANSIT SERVICE

FIGURE 5



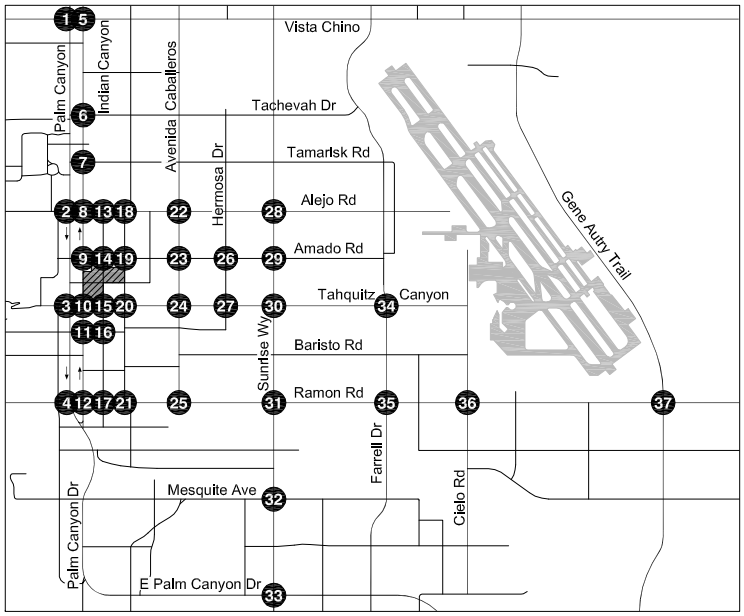
EXISTING CONDITIONS (YEAR 2016)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 6



EXISTING CONDITIONS (YEAR 2016)
PEAK HOUR TRAFFIC VOLUMES

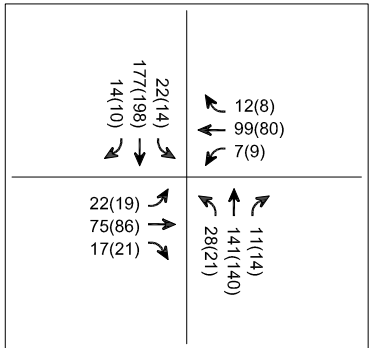
FIGURE
6 (CONT.)



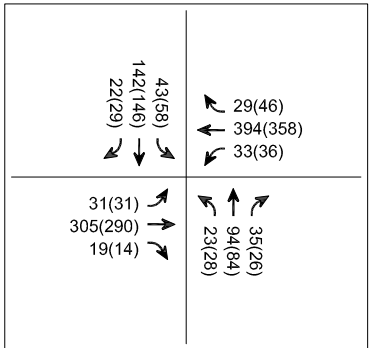
LEGEND

- Project Site
- # Analyzed Intersection
- #(#) Midday (Evening) Peak Hour Traffic Volumes
- * Negligible Volume

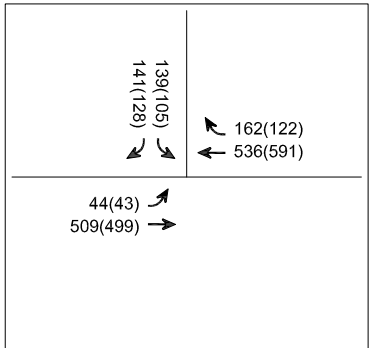
N
Not to Scale



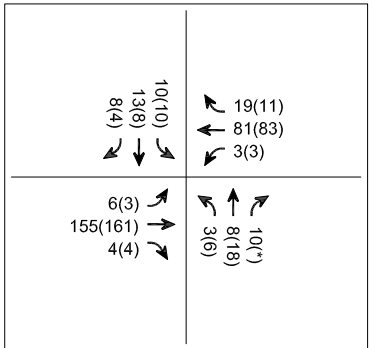
23. Avenida Caballeros & Amado Road



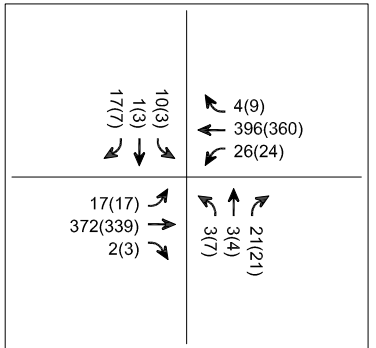
24. Avenida Caballeros & Tahquitz Canyon Way



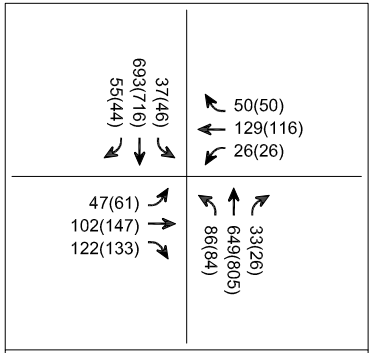
25. Avenida Caballeros & Ramon Road



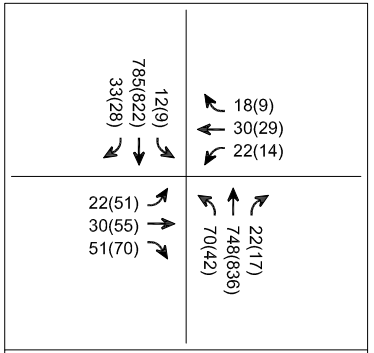
26. Hermosa Drive & Amado Road



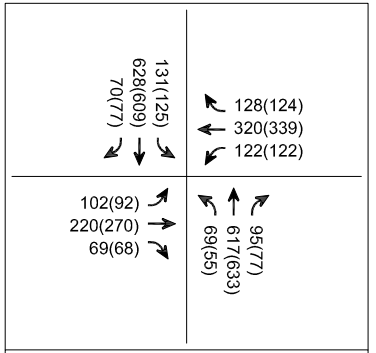
27. Hermosa Drive & Tahquitz Canyon Way



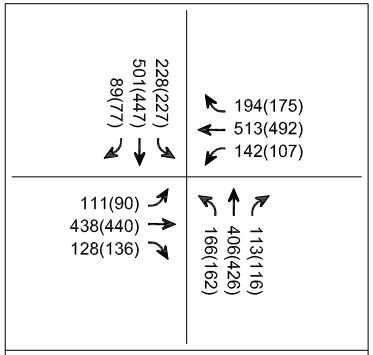
28. Sunrise Way & Alejo Road



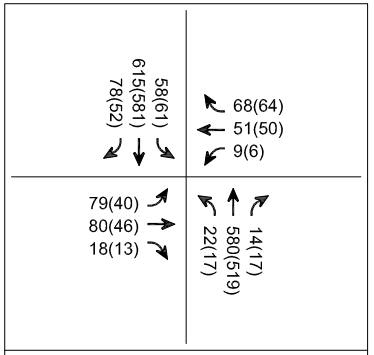
29. Sunrise Way & Amado Road



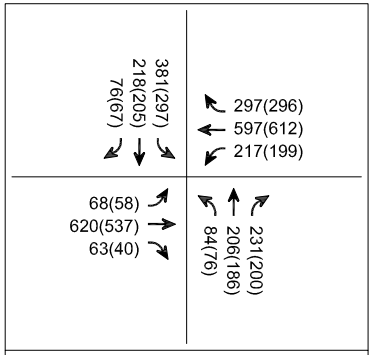
30. Sunrise Way & Tahquitz Canyon Way



31. Sunrise Way & Ramon Road



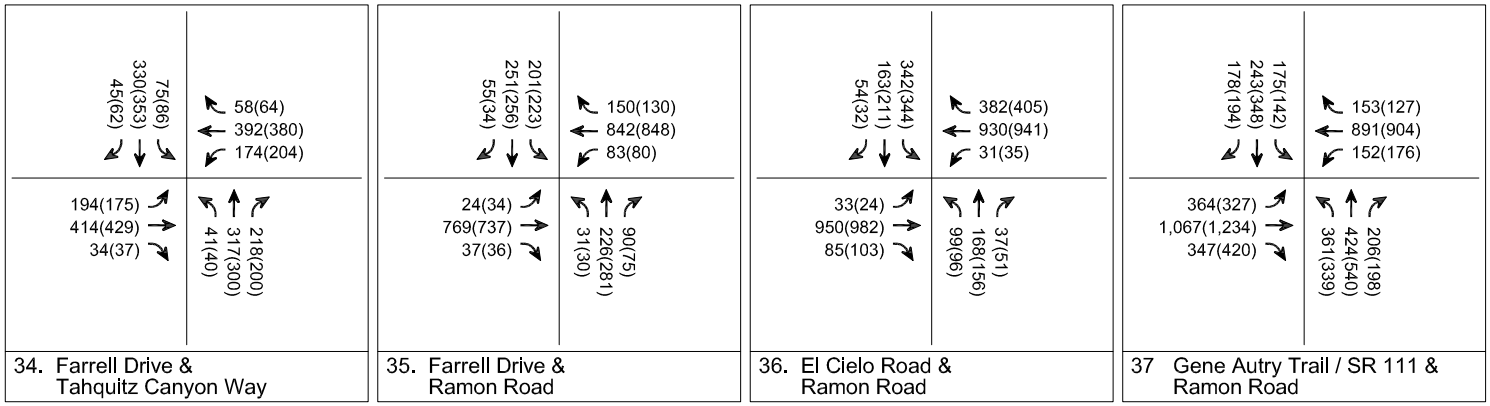
32. Sunrise Way & Mesquite Avenue

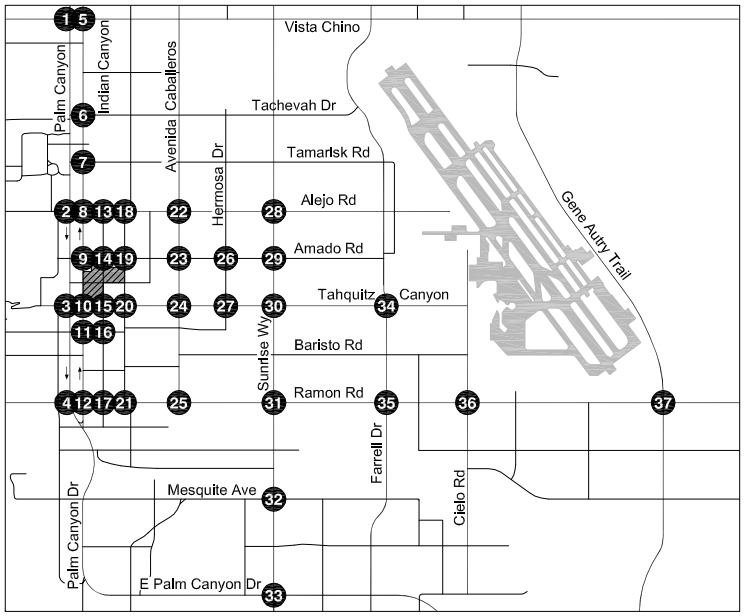


33. Sunrise Way & Palm Canyon Drive

EXISTING CONDITIONS (YEAR 2016)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
6 (CONT.)





LEGEND

- Project Site
- # Analyzed Intersection
- #(#) Midday (Evening) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

EXISTING CONDITIONS (YEAR 2016)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
6 (CONT.)

TABLE 6
EXISTING CONDITIONS (YEAR 2016)
INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing Conditions	
			V/C	LOS
1.	Palm Canyon Drive & Vista Chino	Midday Evening	17.3 16.1	B B
2.	Palm Canyon Drive & Alejo Road	Midday Evening	17.7 17.2	B B
3.	Palm Canyon Drive & Tahquitz Canyon Way	Midday Evening	16.7 13.2	B B
4.	Palm Canyon Drive & Ramon Road	Midday Evening	15.8 18.1	B B
5.	Indian Canyon Drive & Vista Chino	Midday Evening	20.4 20.1	C C
6.	Indian Canyon Drive & Tachevah Drive	Midday Evening	8.8 8.2	A A
7.	Indian Canyon Drive & Tamarisk Road	Midday Evening	4.0 3.0	A A
8.	Indian Canyon Drive & Alejo Road	Midday Evening	17.1 17.7	B B
9.	Indian Canyon Drive & Amado Road	Midday Evening	7.0 6.8	A A
10.	Indian Canyon Drive & Tahquitz Canyon Way	Midday Evening	13.3 16.1	B B
11.	Indian Canyon Drive & Arenas Road	Midday Evening	6.1 7.4	A A
12.	Indian Canyon Drive & Ramon Road	Midday Evening	16.2 15.2	B B
13. [b]	Calle Encilia & Alejo Road	Midday Evening	16.4 16.4	C C
14. [a]	Calle Encilia & Amado Road	Midday Evening	11.0 10.7	B B
15.	Calle Encilia & Tahquitz Canyon Way	Midday Evening	12.1 13.1	B B
16. [a]	Calle Encilia & Arenas Road	Midday Evening	12.3 14.2	B B
17.	Calle Encilia & Ramon Road	Midday Evening	8.9 11.6	A B
18. [b]	Calle El Segundo & Alejo Road	Midday Evening	13.5 14.0	B B
19. [a]	Calle El Segundo & Amado Road	Midday Evening	9.2 9.3	A A
20.	Calle El Segundo & Tahquitz Canyon Way	Midday Evening	8.1 8.7	A A

TABLE 6 (continued)
EXISTING CONDITIONS (YEAR 2016)
INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing Conditions	
			V/C	LOS
21. [b]	Calle El Segundo & Ramon Road	Midday Evening	24.1 35.5	C E
22. [a]	Avenida Caballeros & Alejo Road	Midday Evening	12.2 15.9	B C
23. [a]	Avenida Caballeros & Amado Road	Midday Evening	10.3 10.9	B B
24.	Avenida Caballeros & Tahquitz Canyon Way	Midday Evening	14.1 14.6	B B
25.	Avenida Caballeros & Ramon Road	Midday Evening	11.0 9.5	B A
26. [b]	Hermosa Drive & Amado Road	Midday Evening	15.2 11.8	C B
27. [b]	Hermosa Drive & Tahquitz Canyon Way	Midday Evening	15.4 14.5	C B
28.	Sunrise Way & Alejo Road	Midday Evening	16.3 16.6	B B
29.	Sunrise Way & Amado Road	Midday Evening	6.8 7.7	A A
30.	Sunrise Way & Tahquitz Canyon Way	Midday Evening	25.0 25.2	C C
31.	Sunrise Way & Ramon Road	Midday Evening	28.9 28.6	C C
32.	Sunrise Way & Mesquite Avenue	Midday Evening	12.2 10.1	B B
33.	Sunrise Way & East Palm Canyon Drive	Midday Evening	29.1 27.5	C C
34.	Farrell Drive & Tahquitz Canyon Way	Midday Evening	26.0 26.8	C C
35.	Farrell Drive & Ramon Road	Midday Evening	22.2 23.2	C C
36.	El Cielo Road & Ramon Road	Midday Evening	21.3 21.3	C C
37.	Gene Autry Trail / SR 111 & Ramon Road	Midday Evening	29.9 29.0	C C

Notes

[a] All-way stop controlled location.

[b] Two-way stop controlled location.

TABLE 7
EXISTING CONDITIONS (YEAR 2016)
STREET SEGMENT LEVELS OF SERVICE

No.	Street Segment	Location	Daily Capacity	Daily Volume	V/C Ratio	Level of Service
1.	Palm Canyon Drive	south of Alejo Road	26,925	11,432	0.425	A
2.	Palm Canyon Drive	south of Tahquitz Canyon Way	26,925	10,821	0.402	A
3.	Palm Canyon Drive	north of Ramon Road	26,925	10,780	0.400	A
4.	Palm Canyon Drive	south of Ramon Road	26,925	10,767	0.400	A
5.	Indian Canyon Drive	south of Alejo Road	26,925	15,472	0.575	A
6.	Indian Canyon Drive	south of Tahquitz Canyon Way	35,900	14,957	0.417	A
7.	Indian Canyon Drive	north of Ramon Road	35,900	13,300	0.370	A
8.	Indian Canyon Drive	south of Ramon Road	35,900	11,556	0.322	A
9.	Avenida Caballeros	south of Alejo Road	13,000	5,255	0.404	A
10.	Avenida Caballeros	north of Ramon Road	13,000	4,897	0.377	A
11.	Sunrise Way	south of Alejo Road	35,900	22,085	0.615	B
12.	Sunrise Way	north of Ramon Road	35,900	24,649	0.687	B
13.	Alejo Road	east of Indian Canyon Drive	13,000	9,391	0.722	C
14.	Alejo Road	east of Avenida Caballeros	13,000	6,790	0.522	A
15.	Alejo Road	west of Sunrise Way	13,000	7,971	0.613	B
16.	Amado Road	east of Indian Canyon Drive	13,000	4,337	0.334	A
17.	Amado Road	east of Avenida Caballeros	13,000	2,969	0.228	A
18.	Tahquitz Canyon Way	east of Indian Canyon Drive	35,900	6,477	0.180	A
19.	Tahquitz Canyon Way	east of Avenida Caballeros	35,900	9,926	0.276	A
20.	Tahquitz Canyon Way	west of Sunrise Way	35,900	10,486	0.292	A
21.	Ramon Road	between Palm Canyon Drive and Indian Canyon	35,900	8,063	0.225	A
22.	Ramon Road	east of Indian Canyon Drive	35,900	12,362	0.344	A
23.	Ramon Road	east of Avenida Caballeros	35,900	18,624	0.519	A
24.	Ramon Road	west of Sunrise Way	35,900	19,011	0.530	A
25.	Arenas Road	east of Indian Canyon Drive	13,000	3,505	0.270	A
26.	Saturnino Road	east of Calle El Segundo	13,000	832	0.064	A
27.	Baristo Road	east of Avenida Caballeros	13,000	2,544	0.196	A

Chapter 5
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 2026, which corresponds to the anticipated Project buildout year.

REGIONAL TRAFFIC GROWTH

General traffic growth within the Study Area was forecast based on the Riverside Traffic Analysis Model (RIVTAM), a travel demand forecasting model developed and maintained by Riverside County. As in the S14SP Traffic Study, the difference between RIVTAM base year (2007) and forecast year (2035) traffic volumes were used to develop annual growth rates for each roadway within the model (which included most of the roadways on which the intersections and segments analyzed in this report are located). These growth rates were applied to the Existing Conditions intersection approach and departure volumes for each peak period as well as the daily street segment volumes to forecast future traffic conditions without the Project.

RELATED PROJECTS

Consistent with the S14SP Traffic Study, the future traffic forecasts also include 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 the City. The Related Projects and their associated trip generation estimates are detailed in Table 8, and their locations are shown in Figure 7. 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.

1. Trip Generation: Trip generation estimates for the Related Projects were prepared based on trip generation rates contained in *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012) (ITE Trip Generation Report). Table 8 summarizes the Related Project trip generation estimates for typical weekdays, including daily trips and trips during the analyzed peak periods. These projections are conservative in that they do not in every case account for either the trips generated by the existing uses to be removed or the likely use of other travel modes (transit, bicycle, walk, etc.)

2. 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.

3. Trip Assignment: The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution pattern described above. These volumes were then added to the future traffic forecasts.

The addition of Related Project traffic to the future traffic forecasts is a conservative approach as many of the Related Projects may be included in the RIVTAM model and, therefore, are already reflected in the model-based traffic forecasts described above.

FUTURE INFRASTRUCTURE IMPROVEMENTS

The roadway network for the Future without Project Conditions within the Study Area would be affected by regional improvement plans, including the General Plan Circulation Element and the S14SP. The proposed improvements are described below.

General Plan Circulation Element

The General Plan Circulation Element identifies a number of “critical intersections” serving the ultimate buildout of the City’s General Plan, and identified specific improvements that should be implemented as right-of-way becomes available for each of those locations. The following improvements were identified at study intersections:

- Intersection No. 1, Palm Canyon Drive & Vista Chino: Add a second southbound left-turn lane and two westbound left-turn lanes.

- Intersection No. 31, Sunrise Way & Ramon Road: Add a second northbound left-turn lane, a second southbound left-turn lane, and a second westbound left-turn lane.

- Intersection No. 33, Sunrise Way & East Palm Canyon Drive: No improvement necessary.

- Intersection No. 35, Farrell Drive & Ramon Road: Add a second southbound left-turn lane.

- Intersection No. 37, Gene Autry Trail & Ramon Road: No improvement necessary.

Because these improvements depend on acquisition of substantial additional right-of-way, and all result in increases to intersection capacity, they were conservatively assumed not to be in place by year 2026.

S14SP

The S14SP analyzed buildout year 2033 conditions incorporating the Complete Streets Plan, a component of the S14SP, which supersedes the roadway designations from the General Plan Circulation Element. The Complete Streets Plan, based on the goals outlined in the Complete Streets Act, focuses on balancing various forms of mobility, including vehicular, pedestrian, bicycle, and transit. The Complete Streets Plan in some cases reduces the number of vehicular travel lanes from an expanded General Plan designation to existing conditions, and therefore no change in vehicular travel capacity would actually occur. The roadway modifications consist of the following:

- Alejo Road: Alejo Road would remain a two-lane roadway (rather than widened to four lanes) and sharrows would be installed. The sharrows have already been implemented.

- Amado Road: Amado Road would remain a two-lane roadway (rather than widened to four lanes) and bicycle lanes would be installed. Amado Road borders the Project Site on the north.

- Arenas Road: Arenas Road would remain a two-lane roadway (rather than widened to four lanes) and bicycle lanes would be installed.

- Baristo Road: Alejo Road would remain a two-lane roadway (rather than widened to four lanes) and bicycle lanes would be installed. The bicycle lanes have already been implemented.

- Saturnino Road: Saturnino Road would remain a two-lane roadway (rather than widened to four lanes) and bicycle lanes would be installed.

- Avenida Caballeros: Avenida Caballeros would remain a two-lane roadway (rather than widened to four lanes) and bicycle lanes would be installed. The bicycle lanes have already been implemented.

- Indian Canyon Drive: Indian Canyon Drive could be reduced from four lanes to three lanes with a bicycle lane installed.

- Hermosa Drive Extension: Hermosa Drive would be extended south to Ramon Road and made continuous throughout.

- Calle Encilia: Calle Encilia would remain a two-lane roadway and bicycle lanes or sharrows would be installed. The bicycle lanes have already been implemented.

- Calle El Segundo: Calle El Segundo would be reduced from four lanes to two and would be striped with bicycle lanes or sharrows.

- Ramon Road: Ramon Road would be striped with bicycle lanes.

- Sunrise Way: Sunrise Way would be striped with bicycle lanes.

- Traffic Circle: A traffic circle may be installed at the intersection of Avenida Caballeros & Amado Road. This improvement appears unlikely to be implemented within the 10-year time period between years 2016 and 2026, and therefore was not assumed in the analysis of Future Conditions in this report.

The roadway system changes listed above were accounted for only insomuch as they would affect the number of vehicular travel lanes at analyzed locations. Only one of the roadway changes—the reduction of Indian Canyon Drive to three lanes and a bicycle lane—would reduce the number of vehicular travel lanes, and therefore that improvement was accounted for at the intersections and street segments along the one-way section of Indian Canyon Drive.

FUTURE WITHOUT PROJECT TRAFFIC VOLUMES AND OPERATING CONDITIONS

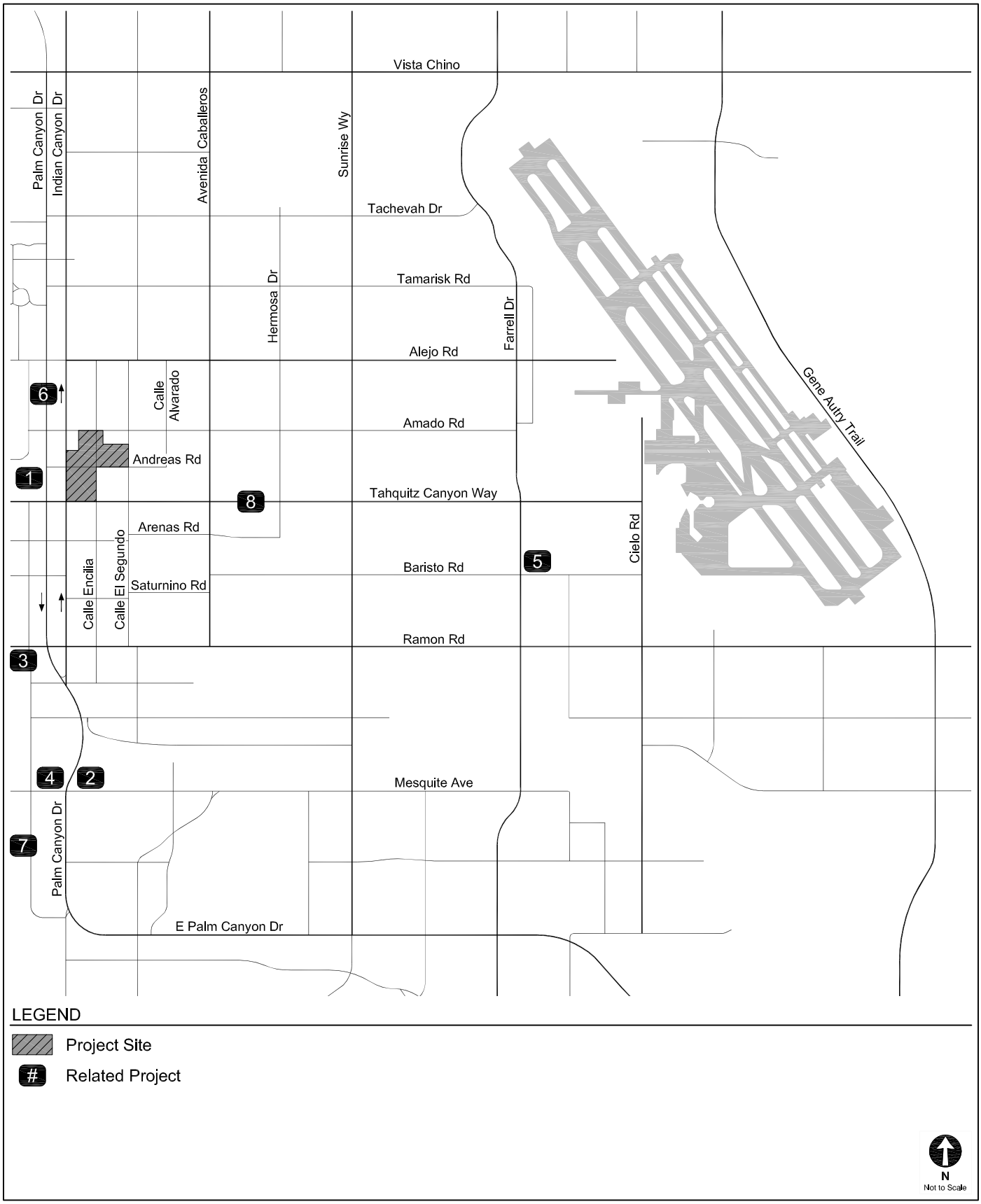
The Future without Project Conditions traffic volumes are the result of the application of RIVTAM model growth and the addition of Related Project traffic to the Existing Conditions traffic volumes shown in Figure 6.

Intersections

Figure 8 shows the weekday midday and evening peak hour traffic volumes for each intersection under Future without Project Conditions (Year 2026). Table 9 summarizes the LOS results for each intersection under Future without Project Conditions. As shown, 36 of the 37 analyzed intersections are projected to operate at LOS C or better during both analyzed peak hours. Intersection No. 21, Calle El Segundo & Ramon Road, would operate at LOS E during the weekday evening peak hour, as under Existing Conditions.

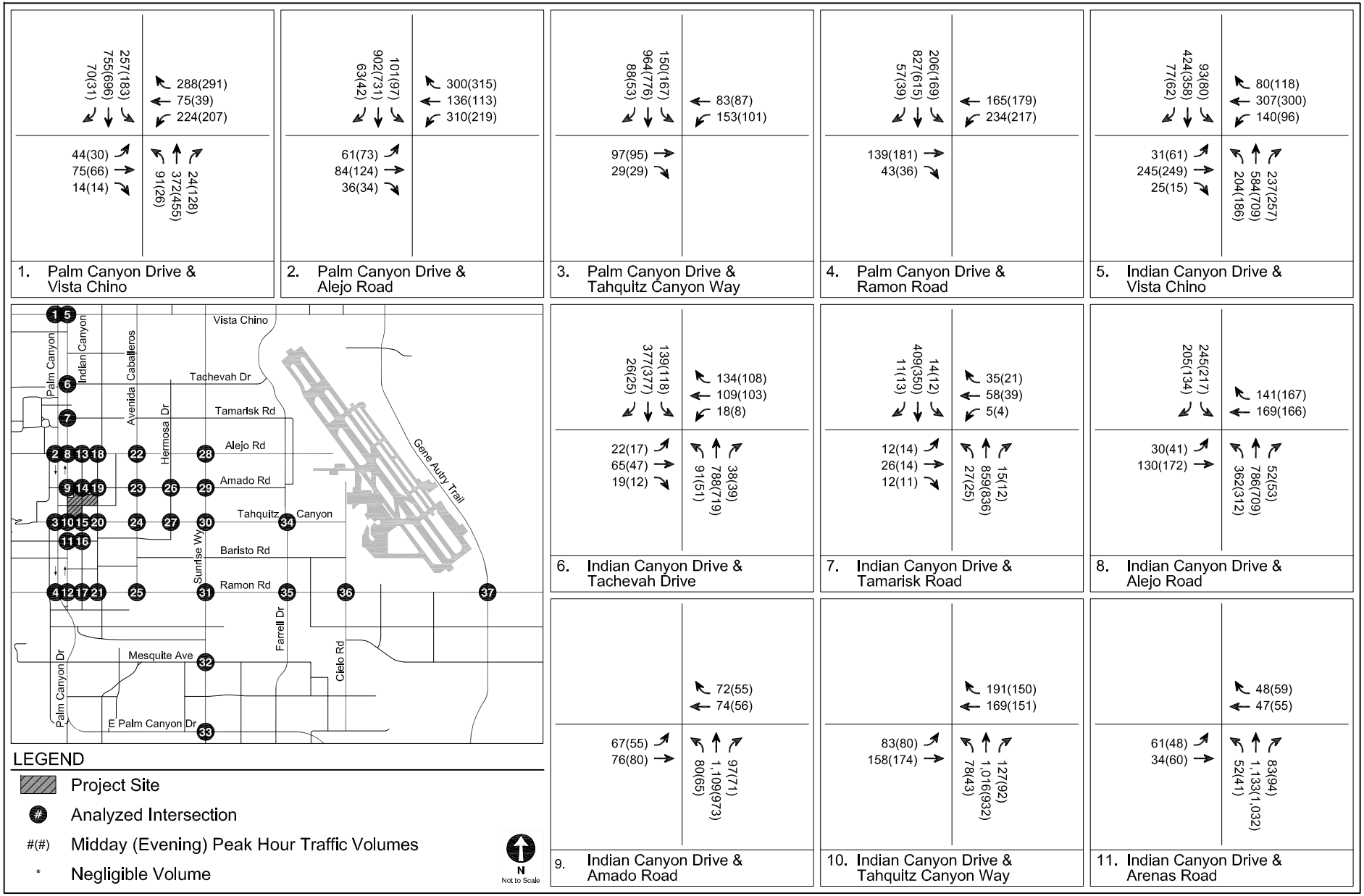
Street Segments

The daily street segment traffic forecasts under Future without Project Conditions are presented in Table 10 along with the LOS results for each street segment. As shown, 26 of the 27 analyzed street segments are projected to operate at LOS C or better. Segment No. 13, Alejo Road east of Indian Canyon Drive, would operate at LOS D.



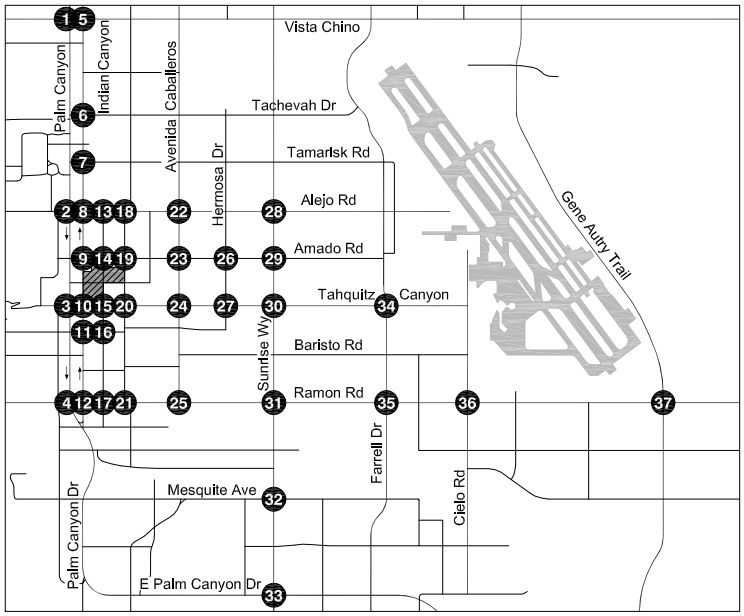
LOCATIONS OF RELATED PROJECTS

FIGURE 7



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2026)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 8



LEGEND

- Project Site
- # Analyzed Intersection
- #(#) Midday (Evening) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

12. Indian Canyon Drive & Ramon Road

329(379)
349(510)
99(67)
252(262)
38(33)
827(691)
168(168)

13. Calle Encilia & Alejo Road

239(245)
84(74)
297(341)
184(147)
41(63)
53(79)

14. Calle Encilia & Amado Road

15(18)
157(168)
87(74)
16(14)
148(141)
17(15)
17(24)
106(89)
42(32)
21(18)
68(91)
34(48)

15. Calle Encilia & Tahquitz Canyon Way

81(73)
190(216)
20(11)
38(53)
329(277)
68(51)
26(14)
221(237)
25(18)
63(87)
13(7)
48(47)

16. Calle Encilia & Arenas Road

9(13)
203(393)
55(94)
15(14)
39(57)
13(17)
23(32)
50(34)
47(61)
83(98)
31(42)
15(12)

17. Calle Encilia & Ramon Road

130(172)
39(57)
83(189)
95(118)
624(666)
15(19)
21(17)
399(400)
4(7)
8(12)
1(2)
14(14)

18. Calle El Segundo & Alejo Road

290(274)
44(52)
282(377)
45(30)
26(67)
33(44)

19. Calle El Segundo & Amado Road

3(9)
69(67)
16(18)
7(8)
149(132)
16(11)
15(17)
109(95)
15(17)
55(80)
20(30)
13(15)

20. Calle El Segundo & Tahquitz Canyon Way

39(35)
56(77)
19(1)
29(35)
391(366)
39(45)
14(11)
340(313)
12(25)
47(59)
7(14)
31(28)

21. Calle El Segundo & Ramon Road

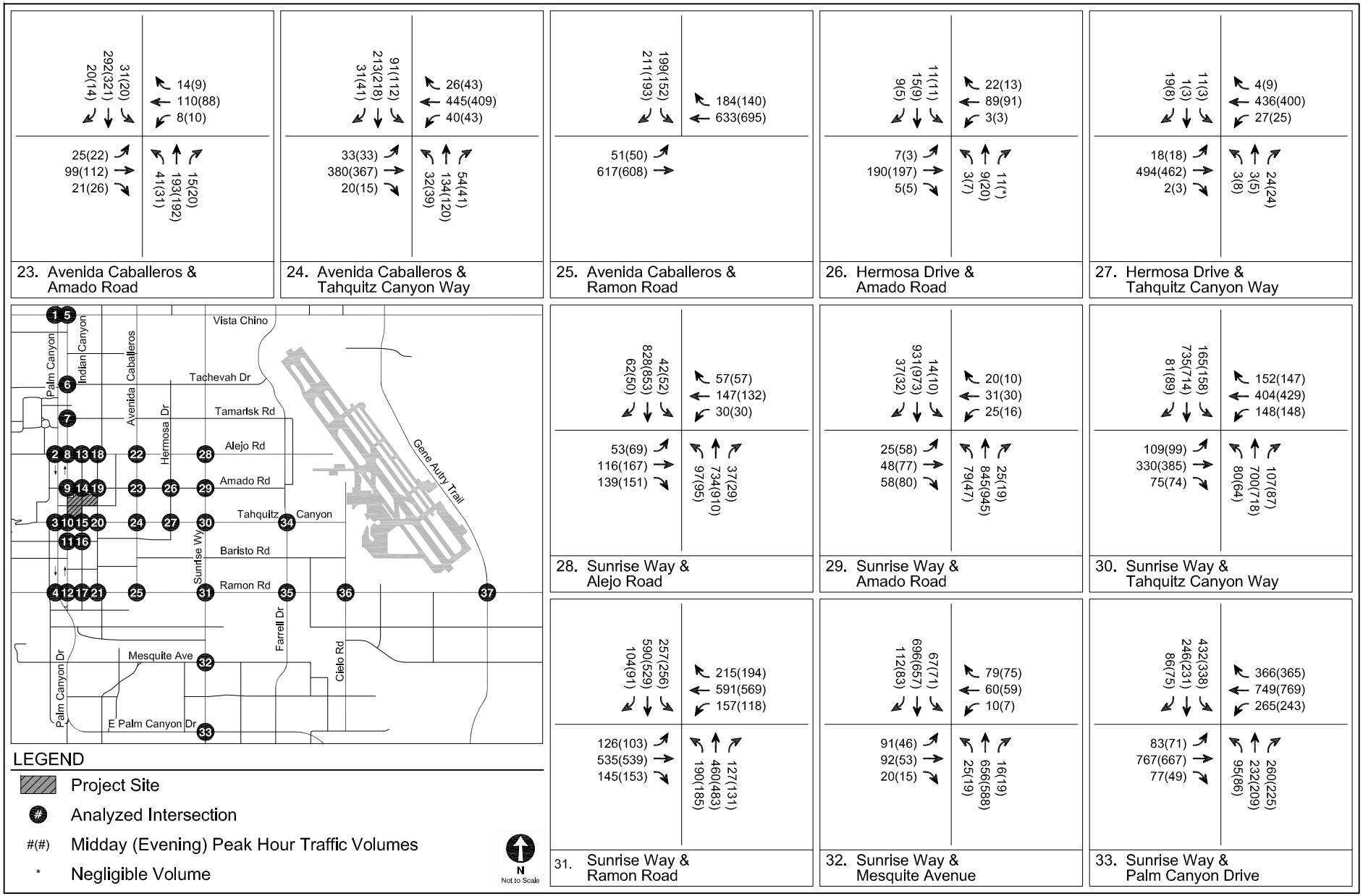
60(90)
50(54)
65(83)
719(772)
23(22)
514(579)

22. Avenida Caballeros & Alejo Road

36(27)
236(255)
43(42)
28(20)
198(198)
19(13)
20(39)
238(329)
57(55)
167(165)
55(52)
25(29)

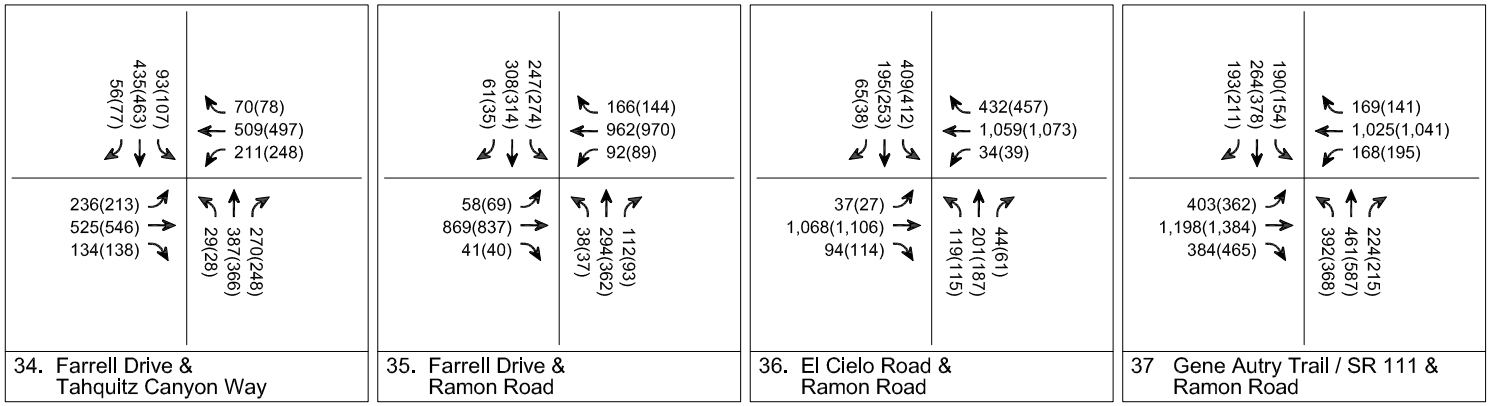
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2026)
PEAK HOUR TRAFFIC VOLUMES

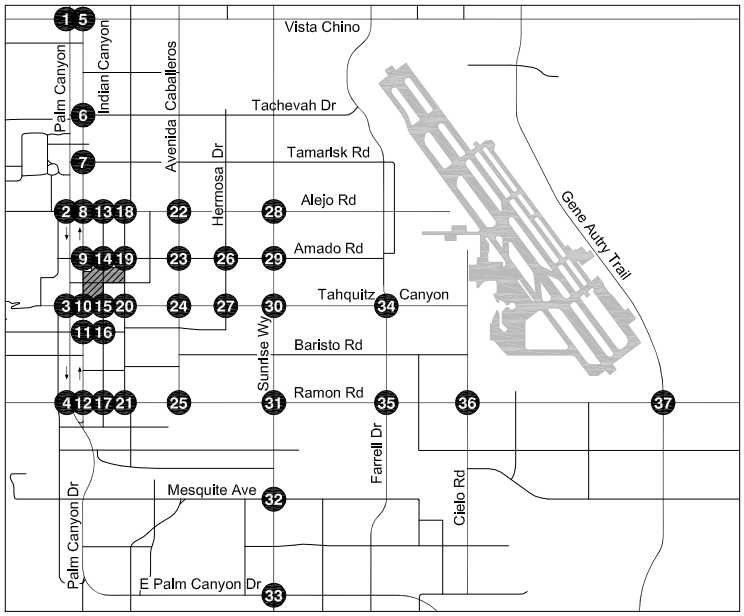
FIGURE
8 (CONT.)



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2026)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
8 (CONT.)





LEGEND

- Project Site
- # Analyzed Intersection
- #(#) Midday (Evening) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2026)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
8 (CONT.)

TABLE 8
RELATED PROJECT TRIP GENERATION ESTIMATES

Project and Location	Description	Trip Generation Estimates [a]						
		Daily	Midday Peak Hour [b]			Evening Peak Hour		
			In	Out	Total	In	Out	Total
1. Promenade *123 N Palm Canyon Drive*	175-room Hotel, Spa and Facility Center	1,430	27	36	63	32	42	74
2. Cameron *Northeast corner of Palm Canyon Drive & Mesquite Avenue*	106 Townhomes	705	43	23	66	43	23	66
3. Skye *South of Ramon Road, West of Belardo Road*	40 Single-Family Residences	381	25	15	40	25	15	40
4. Blade *West of Palm Canyon Drive, North of Mesquite Avenue*	57 Single-Family Residences and 25 Condominium Units	688	46	24	70	46	24	70
5. Jul *Northeast corner of Farrell Drive & Baristo Road*	74 Single-Family Residences and 114 Condominium Units	1,366	86	47	133	86	47	133
6. Andaz Hotel *400 N Palm Canyon Drive*	150-room Hotel	1,226	23	31	54	27	36	63
7. Dakota *West of Belardo Road, South of Morongo Road*	40 Single-Family Residences	381	25	15	40	25	15	40
8. Vivante *1112-1122 E Tahquitz Canyon Way*	132-unit Assisted Living Facility	362	19	19	38	19	19	38

Notes:

[a] Trip generation estimates for daily and evening peak hour based on *Trip Generation, 9th Edition,* Institute of Transportation Engineers, 2012.

[b] Midday peak hour trip generation rates for hotel and residential uses are based on the proportional difference between midday and evening peak hour counts conducted at the Beverly Hills Hilton Hotel and various Beverly Hills condominium buildings in 2007, applied to the ITE evening trip generation rate.

TABLE 9
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2026)
INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project Conditions	
			V/C	LOS
1.	Palm Canyon Drive & Vista Chino	Midday Evening	23.2 21.9	C C
2.	Palm Canyon Drive & Alejo Road	Midday Evening	23.8 23.7	C C
3.	Palm Canyon Drive & Tahquitz Canyon Way	Midday Evening	20.7 16.1	C B
4.	Palm Canyon Drive & Ramon Road	Midday Evening	21.0 23.9	C C
5.	Indian Canyon Drive & Vista Chino	Midday Evening	27.2 26.4	C C
6.	Indian Canyon Drive & Tachevah Drive	Midday Evening	11.2 10.2	B B
7.	Indian Canyon Drive & Tamarisk Road	Midday Evening	7.8 5.9	A A
8.	Indian Canyon Drive & Alejo Road	Midday Evening	22.7 23.3	C C
9.	Indian Canyon Drive & Amado Road	Midday Evening	10.1 9.8	B A
10.	Indian Canyon Drive & Tahquitz Canyon Way	Midday Evening	18.2 22.7	B C
11.	Indian Canyon Drive & Arenas Road	Midday Evening	7.9 9.5	A A
12.	Indian Canyon Drive & Ramon Road	Midday Evening	21.8 20.4	C C
13. [b]	Calle Encilia & Alejo Road	Midday Evening	16.0 18.1	C C
14. [a]	Calle Encilia & Amado Road	Midday Evening	10.7 10.7	B B
15.	Calle Encilia & Tahquitz Canyon Way	Midday Evening	16.3 17.2	B B
16. [a]	Calle Encilia & Arenas Road	Midday Evening	9.8 15.8	A C
17.	Calle Encilia & Ramon Road	Midday Evening	11.6 15.5	B B
18. [b]	Calle El Segundo & Alejo Road	Midday Evening	13.2 14.6	B B
19. [a]	Calle El Segundo & Amado Road	Midday Evening	9.1 9.1	A A
20.	Calle El Segundo & Tahquitz Canyon Way	Midday Evening	10.2 10.7	B B

TABLE 9 (continued)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2026)
INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project Conditions	
			V/C	LOS
21.	Calle El Segundo &	Midday	23.8	C
[b]	Ramon Road	Evening	38.3	E
22.	Avenida Caballeros &	Midday	14.3	B
[a]	Alejo Road	Evening	18.3	C
23.	Avenida Caballeros &	Midday	12.0	B
[a]	Amado Road	Evening	12.6	B
24.	Avenida Caballeros &	Midday	17.0	B
	Tahquitz Canyon Way	Evening	17.4	B
25.	Avenida Caballeros &	Midday	14.3	B
	Ramon Road	Evening	12.8	B
26.	Hermosa Drive &	Midday	10.7	B
[b]	Amado Road	Evening	11.3	B
27.	Hermosa Drive &	Midday	13.9	B
[b]	Tahquitz Canyon Way	Evening	13.8	B
28.	Sunrise Way &	Midday	17.4	B
	Alejo Road	Evening	17.8	B
29.	Sunrise Way &	Midday	7.6	A
	Amado Road	Evening	8.2	A
30.	Sunrise Way &	Midday	28.2	C
	Tahquitz Canyon Way	Evening	28.0	C
31.	Sunrise Way &	Midday	31.7	C
	Ramon Road	Evening	30.9	C
32.	Sunrise Way &	Midday	13.2	B
	Mesquite Avenue	Evening	11.1	B
33.	Sunrise Way &	Midday	26.4	C
	East Palm Canyon Drive	Evening	24.8	C
34.	Farrell Drive &	Midday	24.4	C
	Tahquitz Canyon Way	Evening	24.6	C
35.	Farrell Drive &	Midday	25.9	C
	Ramon Road	Evening	27.2	C
36.	El Cielo Road &	Midday	23.5	C
	Ramon Road	Evening	23.8	C
37.	Gene Autry Trail / SR 111 &	Midday	27.4	C
	Ramon Road	Evening	26.9	C

Notes

[a] All-way stop controlled location.

[b] Two-way stop controlled location.

TABLE 10
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2026)
STREET SEGMENT LEVELS OF SERVICE

No.	Street Segment	Location	Daily Capacity	Daily Volume	V/C Ratio	Level of Service
1.	Palm Canyon Drive	south of Alejo Road	26,925	14,762	0.548	A
2.	Palm Canyon Drive	south of Tahquitz Canyon Way	26,925	13,785	0.512	A
3.	Palm Canyon Drive	north of Ramon Road	26,925	13,735	0.510	A
4.	Palm Canyon Drive	south of Ramon Road	26,925	12,248	0.455	A
5.	Indian Canyon Drive	south of Alejo Road	26,925	17,414	0.647	B
6.	Indian Canyon Drive	south of Tahquitz Canyon Way	26,925	16,904	0.628	B
7.	Indian Canyon Drive	north of Ramon Road	26,925	14,040	0.521	A
8.	Indian Canyon Drive	south of Ramon Road	26,925	12,108	0.450	A
9.	Avenida Caballeros	south of Alejo Road	13,000	7,586	0.584	A
10.	Avenida Caballeros	north of Ramon Road	13,000	6,991	0.538	A
11.	Sunrise Way	south of Alejo Road	35,900	25,145	0.700	C
12.	Sunrise Way	north of Ramon Road	35,900	27,957	0.779	C
13.	Alejo Road	east of Indian Canyon Drive	13,000	10,699	0.823	D
14.	Alejo Road	east of Avenida Caballeros	13,000	7,722	0.594	A
15.	Alejo Road	west of Sunrise Way	13,000	9,066	0.697	B
16.	Amado Road	east of Indian Canyon Drive	13,000	5,042	0.388	A
17.	Amado Road	east of Avenida Caballeros	13,000	3,439	0.265	A
18.	Tahquitz Canyon Way	east of Indian Canyon Drive	35,900	7,480	0.208	A
19.	Tahquitz Canyon Way	east of Avenida Caballeros	35,900	11,307	0.315	A
20.	Tahquitz Canyon Way	west of Sunrise Way	35,900	11,896	0.331	A
21.	Ramon Road	between Palm Canyon Drive and Indian Canyon	35,900	9,341	0.260	A
22.	Ramon Road	east of Indian Canyon Drive	35,900	14,426	0.402	A
23.	Ramon Road	east of Avenida Caballeros	35,900	21,234	0.591	A
24.	Ramon Road	west of Sunrise Way	35,900	21,647	0.603	B
25.	Arenas Road	east of Indian Canyon Drive	13,000	3,986	0.307	A
26.	Saturnino Road	east of Calle El Segundo	13,000	946	0.073	A
27.	Baristo Road	east of Avenida Caballeros	13,000	2,894	0.223	A

Chapter 6

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 TRIP GENERATION

The number of trips expected to be generated by the Project was estimated based on rates published in various sources deemed applicable to the Project, as summarized below. Different rates were used for daily Project trip generation as well as trips during the weekday midday and evening peak hours. The following rates were used:

- **Hotel:** Rates from the ITE Trip Generation Report for the Resort Hotel land use were used to estimate the evening peak hour trip generation. The midday peak hour trip generation was estimated to be 85% of the evening peak hour trip generation based on the difference between midday and evening peaks collected at the Beverly Hills Hilton, as provided in Appendix D. The S14SP Traffic Study used ITE morning peak hour rates to estimate midday peak hour trips for the Resort Hotel land use, which produced a similar ratio between midday and evening peak hour estimates.

- **Casino:** *Trip Generation Rates for Casinos* (Linscott, Law & Greenspan, Engineers, published in Volume 14, Issue 4 of the ITE San Diego Section Newsletter, April 2008), provided in Appendix D, summarizes the results of an empirical trip generation study of three Indian gaming casinos in San Diego County. It identifies a daily rate and an evening peak hour rate for casinos based on square footage, without including attached hotels. These rates were used to estimate Project trips to and from the casino space. The evening rates were also applied to the midday peak hour. A 10% internal capture credit was applied to the casino uses, which recognizes that some of the casino trips would be made by hotel guests on foot, rather than generating a vehicle trip. The ITE Trip Generation Report was also consulted, but it only provided a weekday evening peak hour rate for “Casino / Video Lottery Establishment,” which specifically is inapplicable to casino/hotel facilities such as the proposed Project.

- **Mixed-Use/Cultural/Retail:** Trips for the mixed-use/cultural/retail uses were estimated using rates from ITE’s Shopping Center land use. This rate, which specifically applies to commercial retail operations, is likely a conservatively high rate for the potential uses

envisioned for this component of the Project. The evening peak hour ITE rate was applied to both the evening peak hour and the midday peak hour. A 10% internal capture credit was applied to the retail uses, along with a 20% pass-by trip credit, which accounts for visits made by drivers already passing the Project Site for other purposes.

- **Spa/Fitness Center:** Trips for the spa/fitness center were estimated using ITE's rate for Health/Fitness Club. The evening peak hour ITE rate was applied to both the evening peak hour and the midday peak hour. A 10% internal capture credit was applied, though as the spa/fitness center is intended to serve hotel guests, the internal capture credit is conservative.

- **Post Office:** Trips for the Post Office to be removed were estimated using United States Post Office land use data from ITE. However, ITE's detailed data sheets regarding United States Post Office trip generation, provided in Appendix D, indicate that the size of a post office building has little effect on its trip generation for post offices larger than 10,000 sf. Above that size, all of the data points were between the range of about 250 and 500 total trips during the evening peak hour, averaging about 350 trips. Therefore, this analysis conservatively assumes that the Post Office to be removed from the Project site generates 300 trips during the evening peak hour, of which 50% are discounted as pass-by trips. An empirical trip generation study of post offices by the Southern New Hampshire Planning Commission (*Trip Generation Study*, October 2010), excerpts of which are provided in Appendix D, suggests that midday peak hour trips are approximately 90% of evening peak hour trips and, therefore, this ratio was applied for the midday peak hour for a total of 270 trips prior to application of the 50% pass-by credit.

The meeting space included in the hotel was assumed not to generate additional trips on a typical weekday, because events don't occur every day and, when they do, the attendees are often also guests of the hotel and, therefore, their trips are included in the hotel rates. The 10% internal capture credits applied to the casino, mixed-use/cultural/retail, and spa/fitness center uses are conservatively low credits, given that it is anticipated that a much larger proportion of the visitors to each of those uses will likely be patronizing multiple Project uses in a single trip.

The gross and net Project trip generation estimates are shown in Table 11. As shown, the Project is estimated to generate a gross total of 6,573 daily trips, including 803 during the midday peak hour (429 inbound and 374 outbound) and 824 during the evening peak hour (432 inbound and 392 outbound). After accounting for the removal of the Post Office, the Project would generate a net total of 5,826 daily trips, including 668 during the midday peak hour (360 inbound and 308 outbound) and 674 during the evening peak hour (356 inbound and 318 outbound).

PROJECT TRIP DISTRIBUTION

The geographic distribution of traffic to and from the Project Site is based on the distribution of residential areas where employees and visitors live. Because the Project would draw both local and regional visitors, the roadway network also plays a key part in the projected trip distribution. The S14SP Traffic Study used a select link plot from the RIVTAM model as a basis for trip distribution. The Project trip distribution pattern is generally consistent with the distribution found in the S14SP Traffic Study and, therefore, with the RIVTAM model. However, the pattern was adjusted as necessary to reflect appropriate local distribution to streets that may not have been included in the RIVTAM model. These adjustments were determined using engineering judgment based on road configurations, ambient traffic patterns, and the type of land use served.

Distinct trip distribution patterns were developed for the hotel, casino, and mixed-use/cultural/retail visitors to the Project Site, varying based on where they access the Project Site and how local or regional the visitors are expected to be. Hotel traffic (including spa/fitness center traffic) and mixed-use/cultural/retail traffic would access the Project Site via Indian Canyon Drive; however, hotel visitors would be drawn from a much broader region, whereas mixed-use/cultural/retail visitors would generally be drawn from the local area. Casino visitors access the Project Site via Amado Road, and would be drawn from throughout the region. Post Office traffic uses the same general distribution pattern as the mixed-use/cultural/retail traffic, since it too is drawn from a local area and accesses from Amado Road just off of Indian Canyon Drive.

Table 12 summarizes the general distribution pattern for each of the land uses. Figures 9, 10, and 11 for hotel, casino, and mixed-use/cultural/retail visitors, respectively, show the distribution patterns on a map.

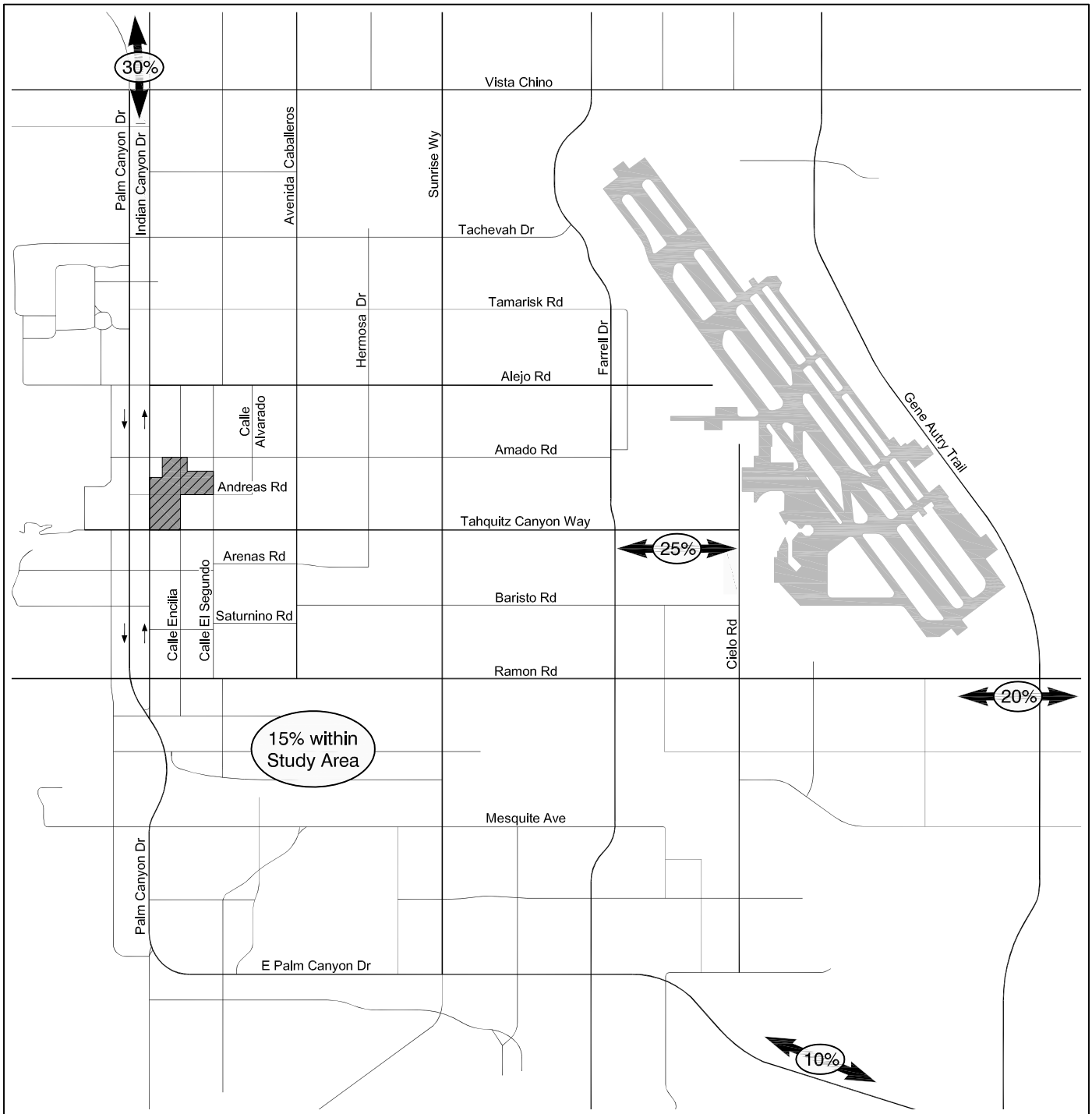
PROJECT TRIP ASSIGNMENT

The Project trip generation estimates summarized in Table 11 and the trip distribution patterns shown in Figures 9 through 11 were used to assign the Project-generated traffic through the study intersections. Figure 12 details the net Project-only traffic volumes at the study intersections during typical weekday midday and evening peak hours based on these patterns.

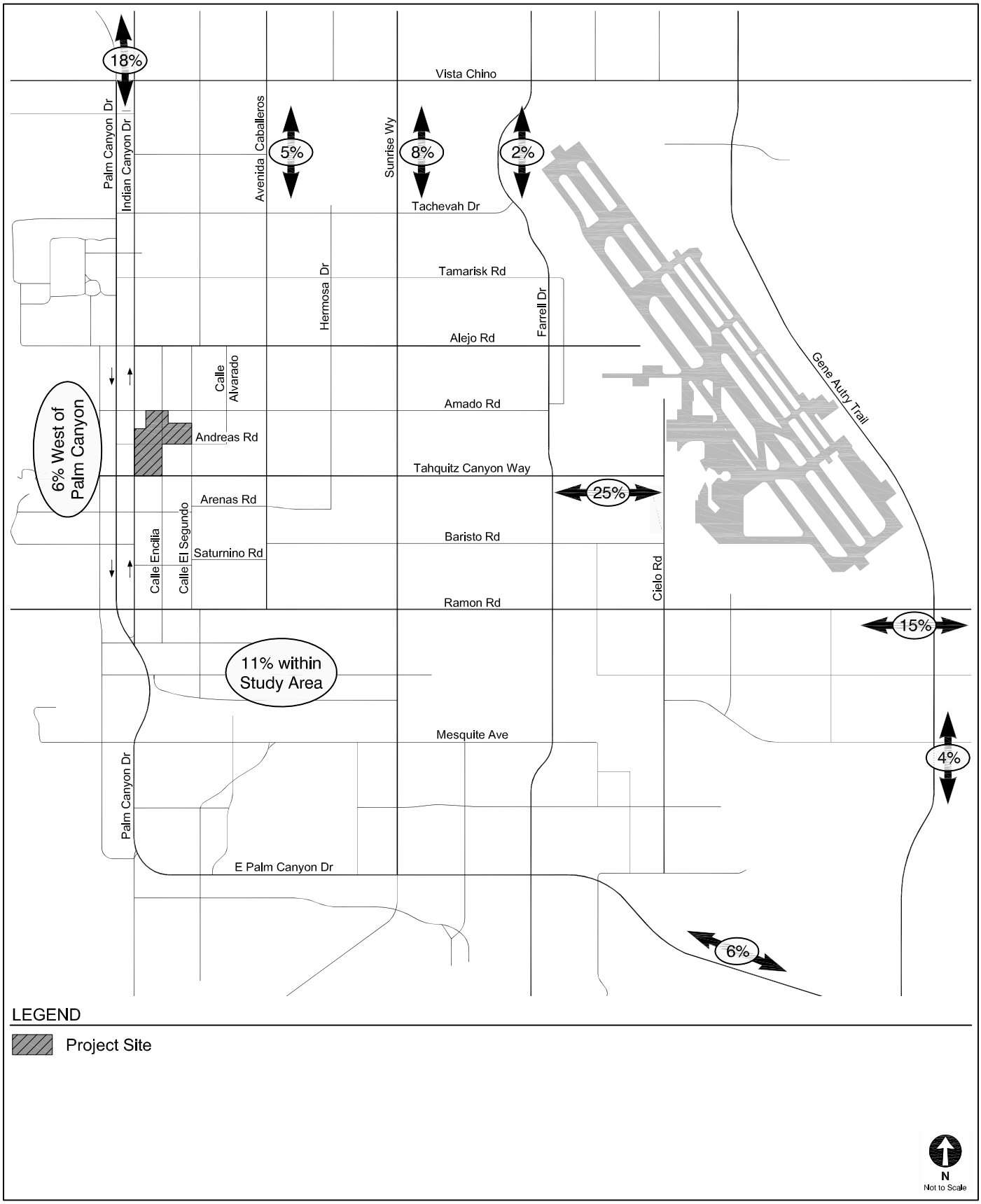
REDISTRIBUTION OF TRAFFIC FOR STREET REMOVAL

The Project includes the full removal of Calle Encilia between Amado Road and Andreas Road and Andreas Road between Indian Canyon Drive and Calle Encilia. With these closures, any existing traffic on Calle Encilia and Andreas Road would be required to permanently reroute. For the purposes of this analysis, Calle Encilia traffic was assumed to divert to Calle El Segundo to the east via Amado Road and Andreas Road. Andreas Road traffic was assumed to divert to Amado Road to the north or Tahquitz Canyon Way to the south. The shifted traffic was based on the existing traffic counts on Calle Encilia and the assumption that 50 trips travel in each direction during the peak hours on Andreas Road (where no traffic counts were conducted). These estimates conservatively exclude the fact that much of the traffic traveling on these streets is likely destined for the existing SRC or the Post Office and, therefore, would not actually need to divert with removal of the roads.

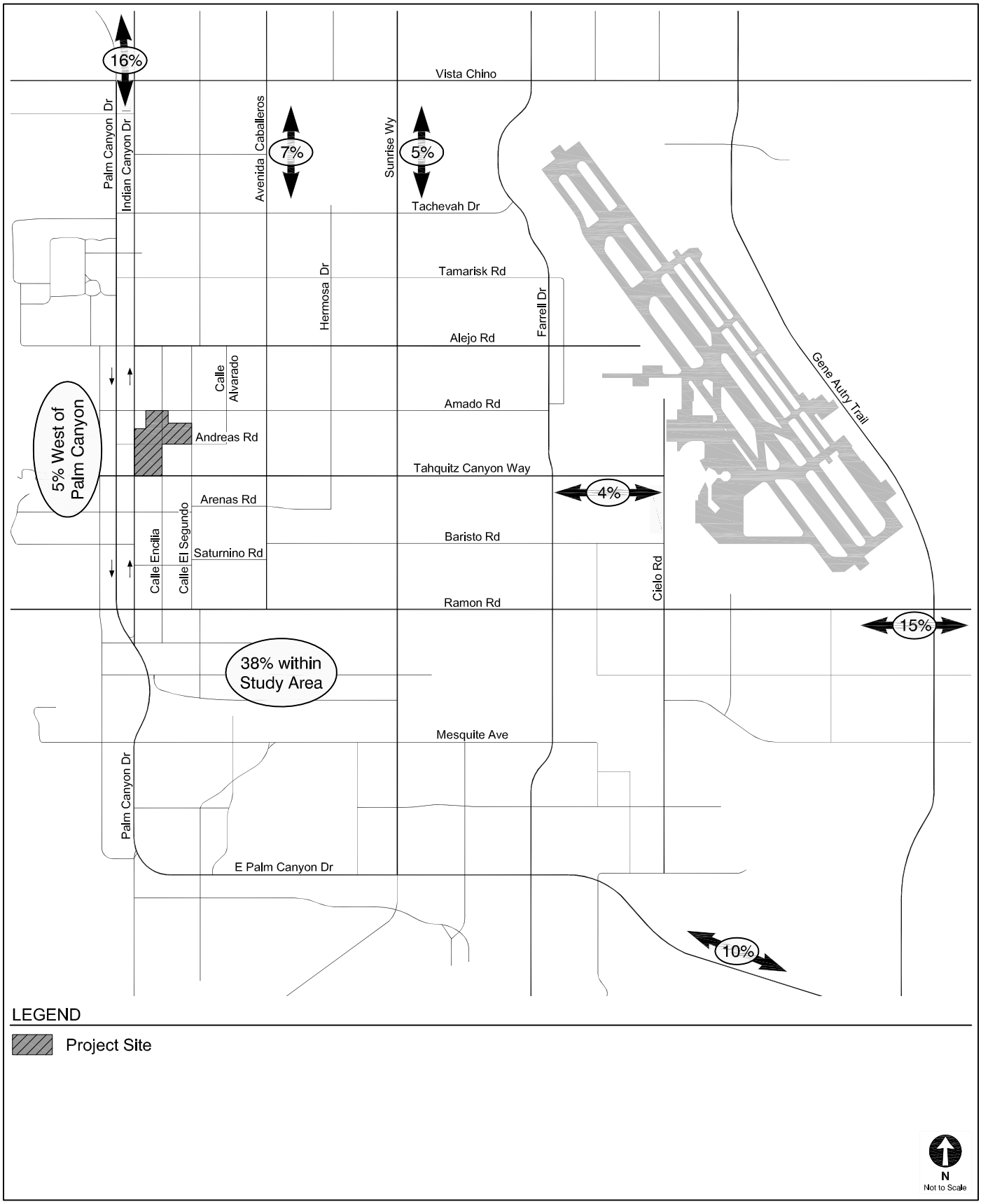
The peak hour traffic shifts at the affected study intersections are shown in Figure 13. These shifts are an effect of the Project, and as such are included in the analysis of Existing with Project Conditions and Future with Project Conditions, provided in Chapter 7.



TRIP DISTRIBUTION - HOTEL AND SPA	FIGURE 9

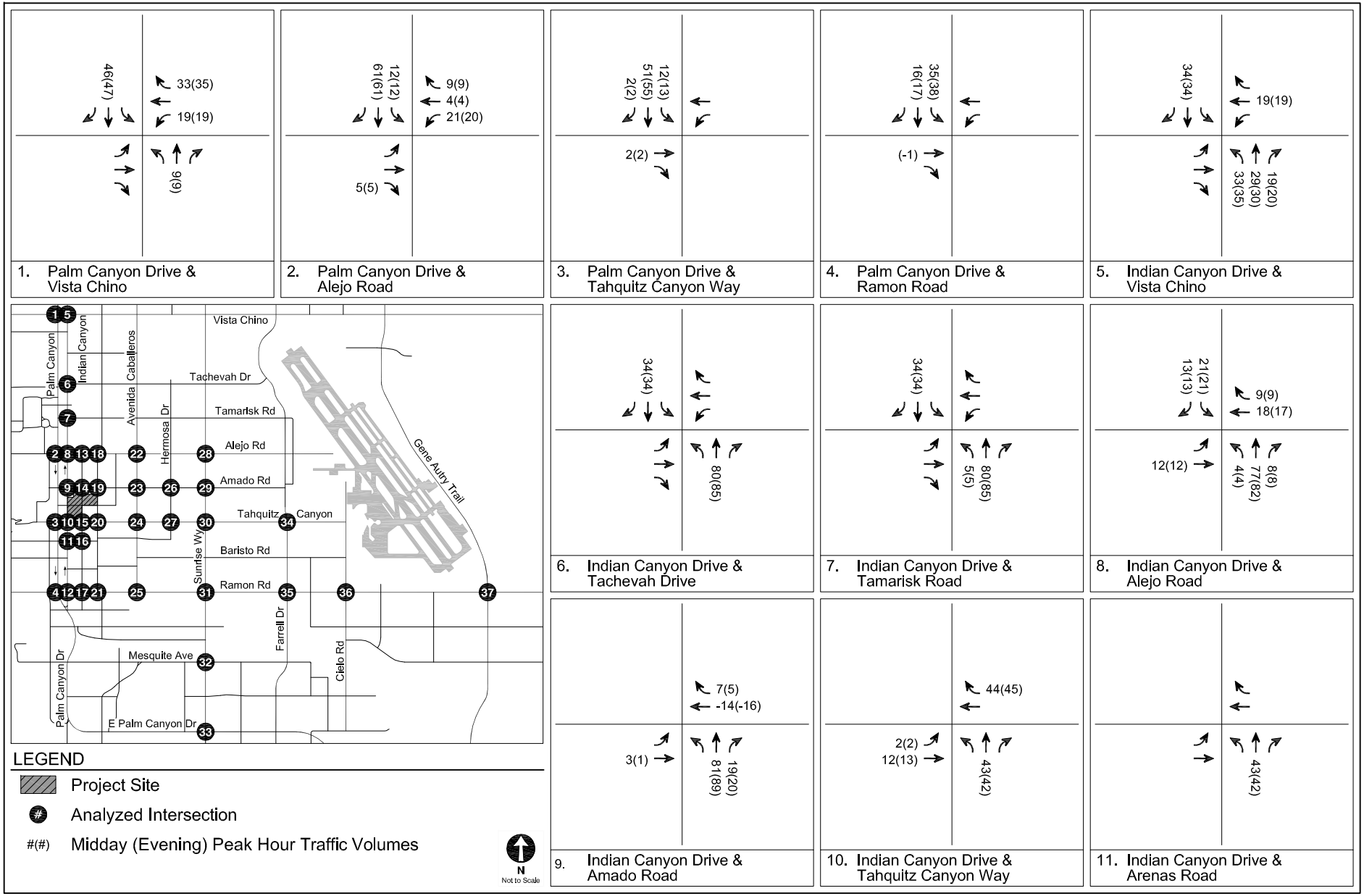


TRIP DISTRIBUTION - CASINO	FIGURE 10



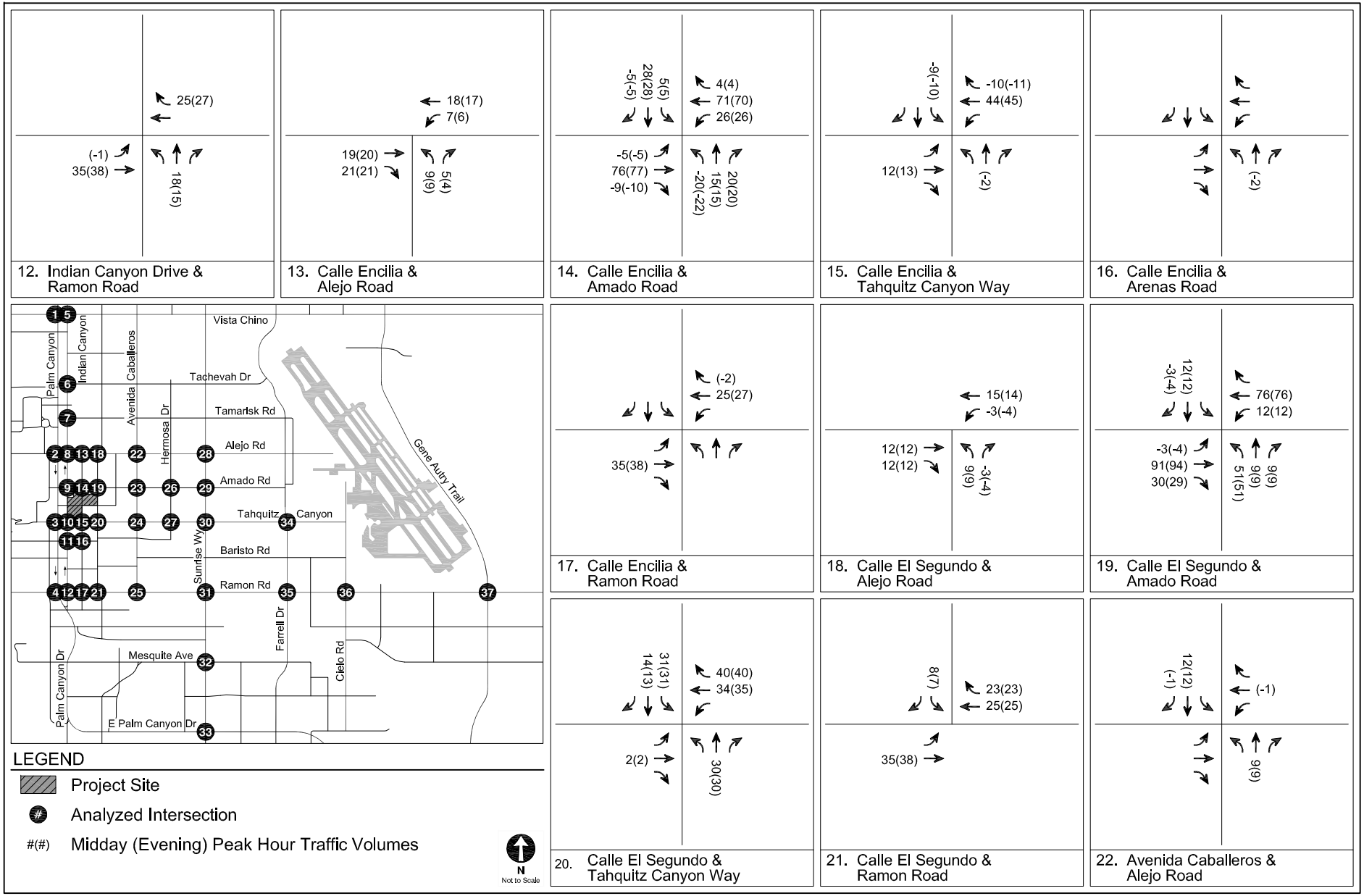
TRIP DISTRIBUTION - MIXED-USE/CULTURAL/RETAIL AND POST OFFICE

FIGURE 11



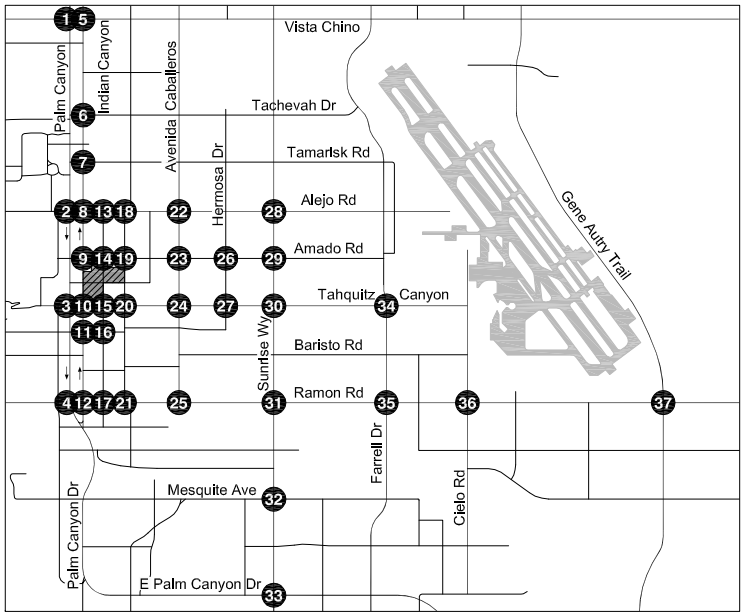
PROJECT PEAK HOUR TRAFFIC VOLUMES

FIGURE 12



PROJECT PEAK HOUR TRAFFIC VOLUMES

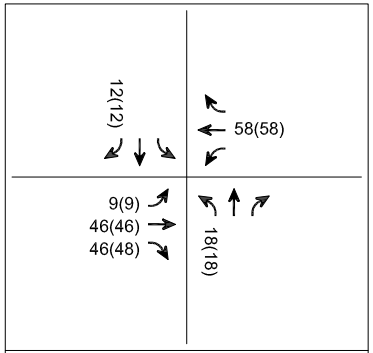
FIGURE 12 (CONT.)



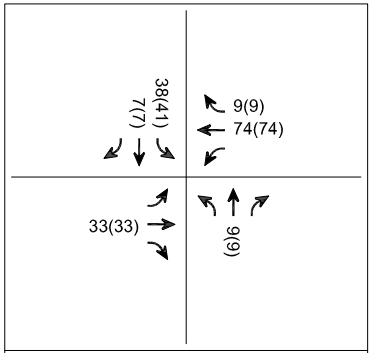
LEGEND

- Project Site
- # Analyzed Intersection
- #(#) Midday (Evening) Peak Hour Traffic Volumes

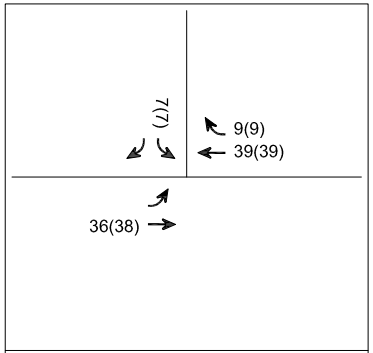
N
Not to Scale



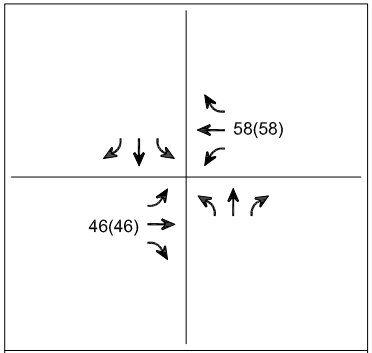
23. Avenida Caballeros & Amado Road



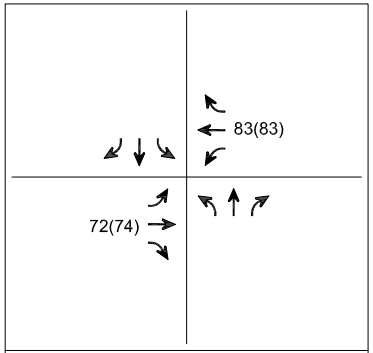
24. Avenida Caballeros & Tahquitz Canyon Way



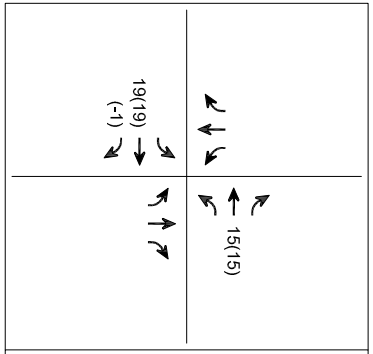
25. Avenida Caballeros & Ramon Road



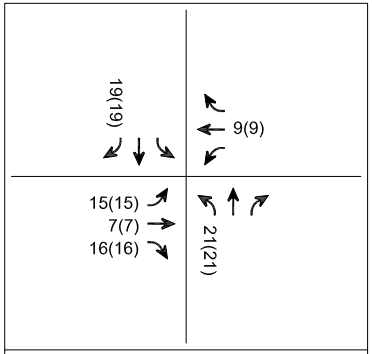
26. Hermosa Drive & Amado Road



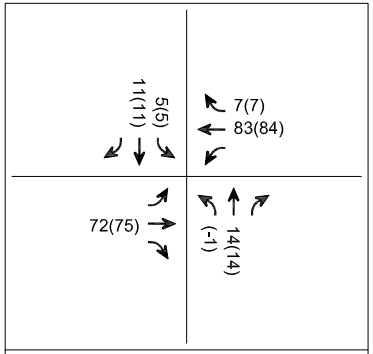
27. Hermosa Drive & Tahquitz Canyon Way



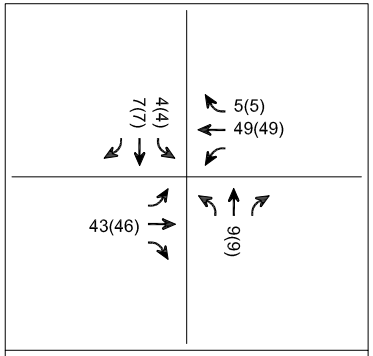
28. Sunrise Way & Alejo Road



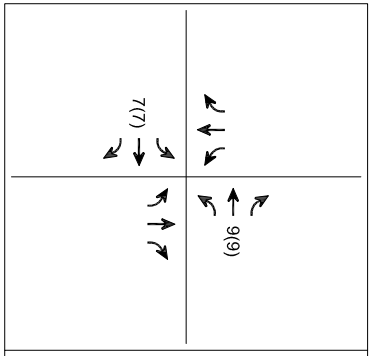
29. Sunrise Way & Amado Road



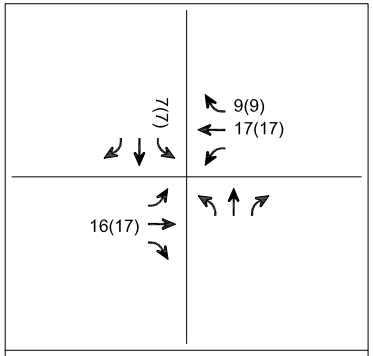
30. Sunrise Way & Tahquitz Canyon Way



31. Sunrise Way & Ramon Road



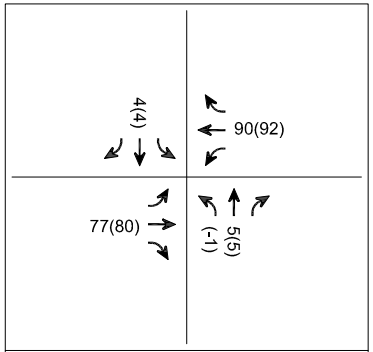
32. Sunrise Way & Mesquite Avenue



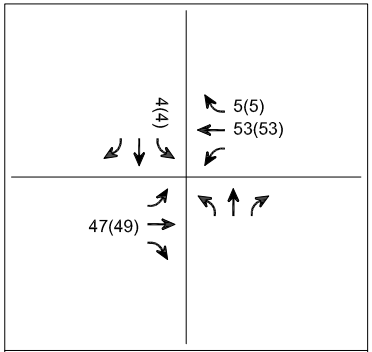
33. Sunrise Way & Palm Canyon Drive

PROJECT PEAK HOUR TRAFFIC VOLUMES

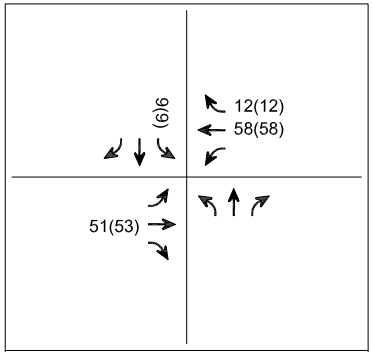
FIGURE 12 (CONT.)



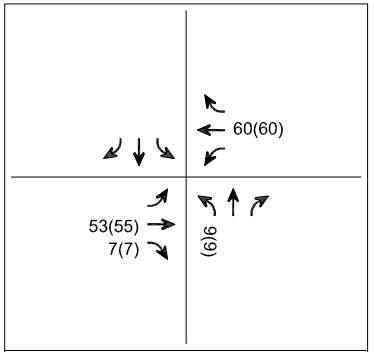
34. Farrell Drive & Tahquitz Canyon Way



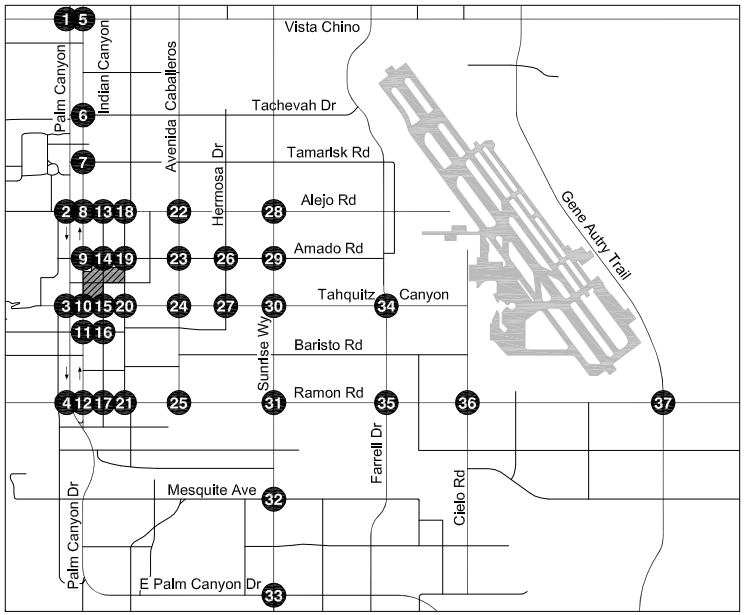
35. Farrell Drive & Ramon Road



36. El Cielo Road & Ramon Road



37 Gene Autry Trail / SR 111 & Ramon Road



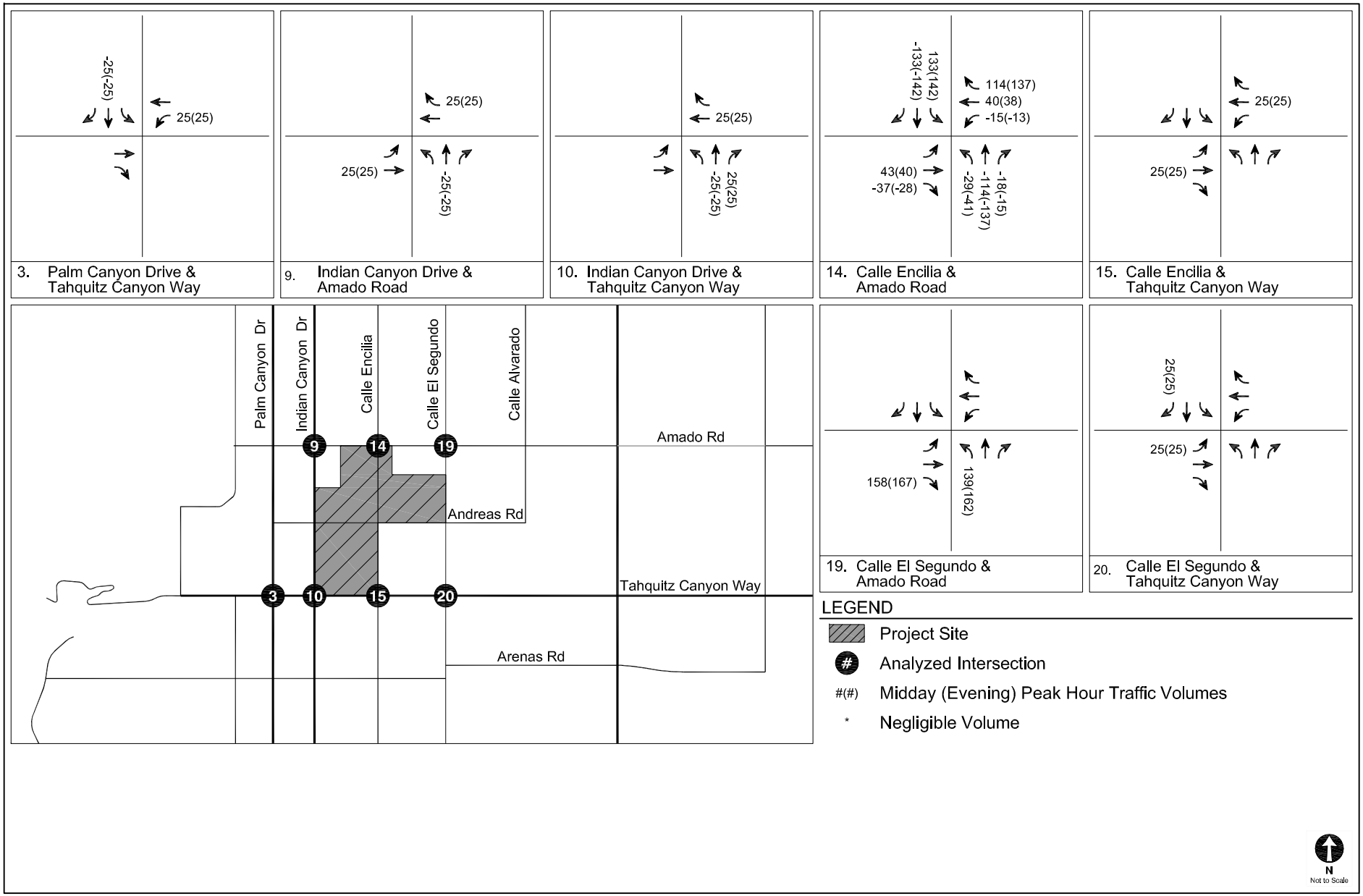
LEGEND

- Project Site
- # Analyzed Intersection
- #(#) Midday (Evening) Peak Hour Traffic Volumes

N
Not to Scale

PROJECT PEAK HOUR TRAFFIC VOLUMES

FIGURE 12 (CONT.)



PEAK HOUR TRAFFIC SHIFTS RESULTING FROM STREET VACATIONS

FIGURE 13

TABLE 11
PROJECT TRIP GENERATION ESTIMATES

Land Use	ITE Land Use Code	Rate or Size	Daily	Midday Peak Hour			Evening Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Hotel [b]	330	per room	8.17	43%	57%	0.36	43%	57%	0.42
Casino [c] [d]	n/a	per ksf	32.93	56%	44%	6.80	56%	44%	6.80
Shopping Center	820	per ksf	11.03	52%	48%	3.71	48%	52%	3.71
Spa / Fitness Center [d]	492	per ksf	36.13	57%	43%	3.53	57%	43%	3.53
Post Office [e]	732	per ksf	42.70	51%	49%	7.71	51%	49%	8.57
Trip Generation Estimates									
Proposed Project									
Resort Hotel	330	350 rms	2,860	54	72	126	63	84	147
Casino (net new)		68 ksf	2,239	259	203	462	259	203	462
Internal Capture Credit - 10% [f]			*-224*	*-26*	*-20*	*-46*	*-26*	*-20*	*-46*
Retail	820	50.0 ksf	552	97	89	186	89	97	186
Internal Capture Credit - 10% [f]			*-55*	*-10*	*-9*	*-19*	*-9*	*-10*	*-19*
Pass-By Trip Adjustment - 20% [g]			*-99*	*-17*	*-16*	*-33*	*-16*	*-17*	*-33*
Spa / Fitness Center	492	40.0 ksf	1,445	80	61	141	80	61	141
Internal Capture Credit - 10% [f]			*-145*	*-8*	*-6*	*-14*	*-8*	*-6*	*-14*
Gross Total Project Trips			***6,573***	***429***	***374***	***803***	***432***	***392***	***824***
Existing Uses									
Post Office	732	35 ksf	1,495	138	132	270	153	147	300
Pass-By Trip Adjustment - 50% [g]			*-748*	*-69*	*-66*	*-135*	*-77*	*-73*	*-150*
Trips Removed from Project Site			***747***	***69***	***66***	***135***	***76***	***74***	***150***
Net Total Project Trips			**5,826**	**360**	**308**	**668**	**356**	**318**	**674**

Notes:

ksf: 1,000 square feet

[a] Source: *Trip Generation, 9th Edition* , Institute of Transportation Engineers (ITE), 2012, except as noted.

[b] Hotel trip generation rates for midday peak hour are based on the proportional difference between midday and evening peak hour counts conducted at the Beverly Hills Hilton Hotel in 2007, applied to the ITE evening trip generation rate.

[c] Casino trip generation rates for evening peak hour are based on "Trip Generation Rates for Casino" in the *ITE San Diego Section Newsletter Volume 14, Issue 4* (ITE San Diego Section, April 2008). The article reviewed empirical trip generation data from tribal casinos at resort hotels.

[d] The evening peak hour trip generation rate from ITE was applied to the midday peak hour, similar to the procedure in the Section 14 Specific Plan traffic study.

[e] ITE trip generation data suggests that the size of a post office has little effect on the number of trips it generates. Rather, a post office typically generates approximately 300 evening peak hour trips. Based on data from *Trip Generation Study* (Southern New Hampshire Planning Commission, October 2010), midday peak hour trip generation is approximately 90% of evening peak hour trip generation. A 50% pass-by adjustment was applied.

[f] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system (e.g., hotel or casino guests visiting retail/restaurant uses and vice versa).

[g] Pass-by adjustments account for Project trips made as an intermediate stop during a trip made for a separate purpose.

TABLE 12
PROJECT TRAFFIC DISTRIBUTION PATTERNS

Direction	Hotel and Spa	Casino	Retail and Post Office
Palm Canyon Drive / Indian Canyon Drive to the north	30%	18%	16%
Avenida Caballeros to the north	-	5%	7%
Sunrise Way to the north	-	8%	5%
Farrell Drive to the north	-	2%	-
Tahquitz Canyon Way to the east	25%	25%	4%
Ramon Road to the east	20%	15%	15%
Gene Autry Trail to the south	-	4%	-
East Palm Canyon Drive to the east	10%	6%	10%
West of Palm Canyon Drive	-	6%	5%
Trips Originating or Terminating in the Study Area	15%	11%	38%

Chapter 7
Conditions with Project

This chapter describes the results of the analysis of intersection and street operating conditions after completion of the Project. The Existing with Project Conditions analysis is measured upon the existing environment described in Chapter 4. The Future with Project Conditions analysis is measured upon the forecast future environment described in Chapter 5.

EXISTING WITH PROJECT INTERSECTION OPERATING CONDITIONS

The Existing with Project Conditions are the summation of Existing Conditions traffic volumes from Figure 6, Project-only traffic volumes from Figure 12, and the street vacation traffic shifts shown in Figure 13. The Existing with Project Conditions peak hour traffic volumes are shown in Figure 14.

Table 13 summarizes the results of the Existing with Project Conditions during the weekday midday and evening peak hours at the 37 study intersections. As shown, all but one of the intersections would operate at LOS D or better. Intersection No. 21, Calle El Segundo & Ramon Road, would operate at LOS E during the midday peak hour and LOS F during the evening peak hour. It should be noted that this intersection currently operates at LOS E during the evening peak hour, and therefore is already deficient prior to the addition of Project traffic. Also, as noted in Chapter 4, this intersection is currently unsignalized and therefore the reported delay is based on the worst-case traffic movement at the intersection – southbound left turns from Calle El Segundo to Ramon Road. The deficiency could be fully mitigated through installation of traffic signal control at this location.

EXISTING WITH PROJECT STREET SEGMENT OPERATING CONDITIONS

Table 14 summarizes the results of the Existing with Project Conditions at the 27 study street segments. As shown, all of the segments would continue to operate at LOS C or better with Project traffic. No mitigation measures are required.

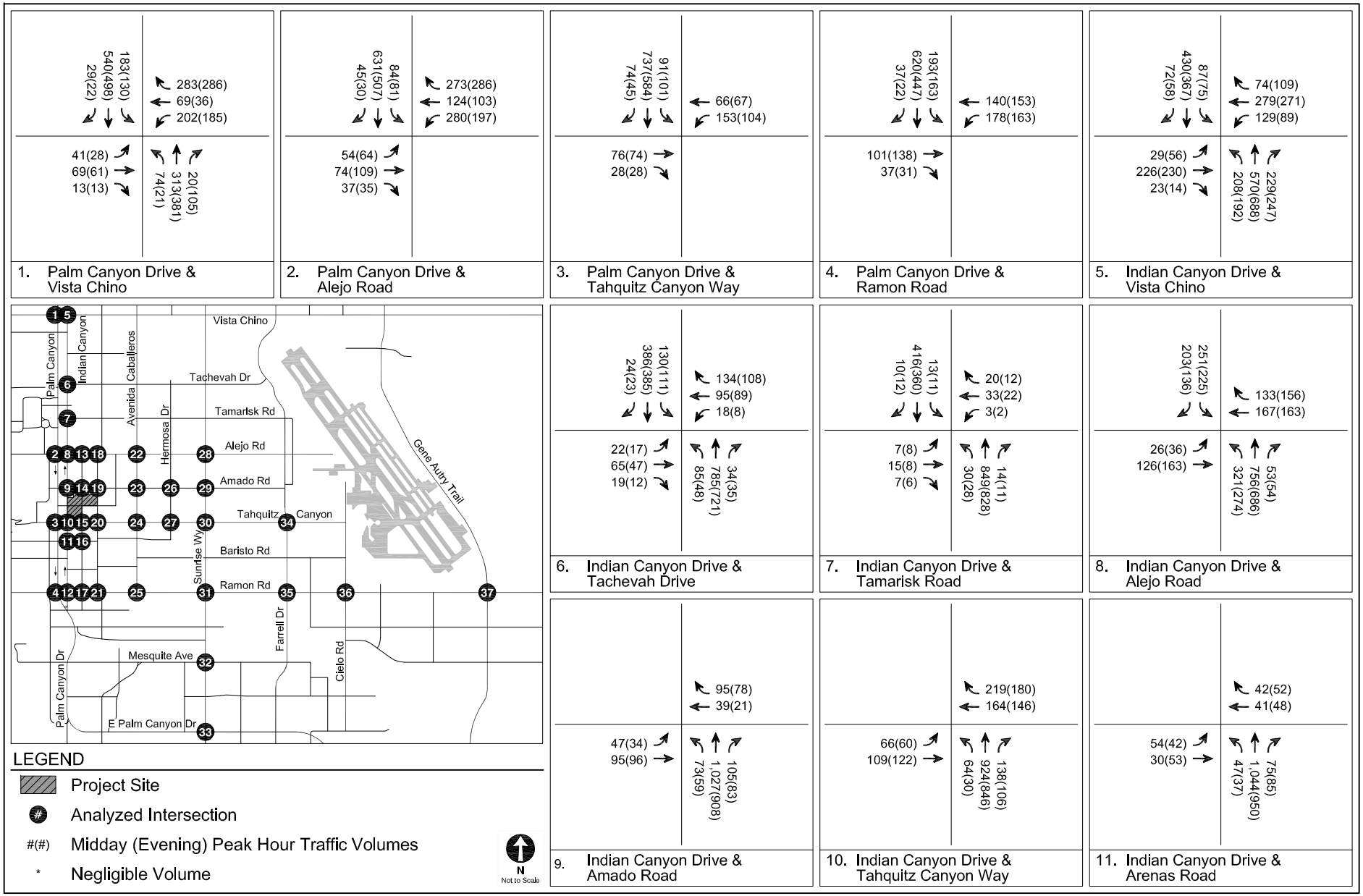
FUTURE WITH PROJECT INTERSECTION OPERATING CONDITIONS

The Future with Project Conditions are the summation of Future without Project Conditions traffic volumes from Figure 8, Project-only traffic volumes from Figure 12, and the street vacation traffic shifts shown in Figure 13. The Future with Project Conditions peak hour traffic volumes are shown in Figure 15.

Table 15 summarizes the results of the Future with Project Conditions during the weekday midday and evening peak hours at the 37 study intersections. As shown, all but one of the intersections would operate at LOS D or better. Intersection No. 21, Calle El Segundo & Ramon Road, would operate at LOS E during the evening peak hour. It should be noted that this intersection currently operates at LOS E during the evening peak hour and, therefore, is already deficient prior to the addition of Project traffic. Also, as noted in Chapter 4, this intersection is currently unsignalized and the reported delay is based on the worst-case traffic movement at the intersection – southbound left turns from Calle El Segundo to Ramon Road. As under Existing with Project Conditions, the deficiency could be fully mitigated through installation of traffic signal control at this location.

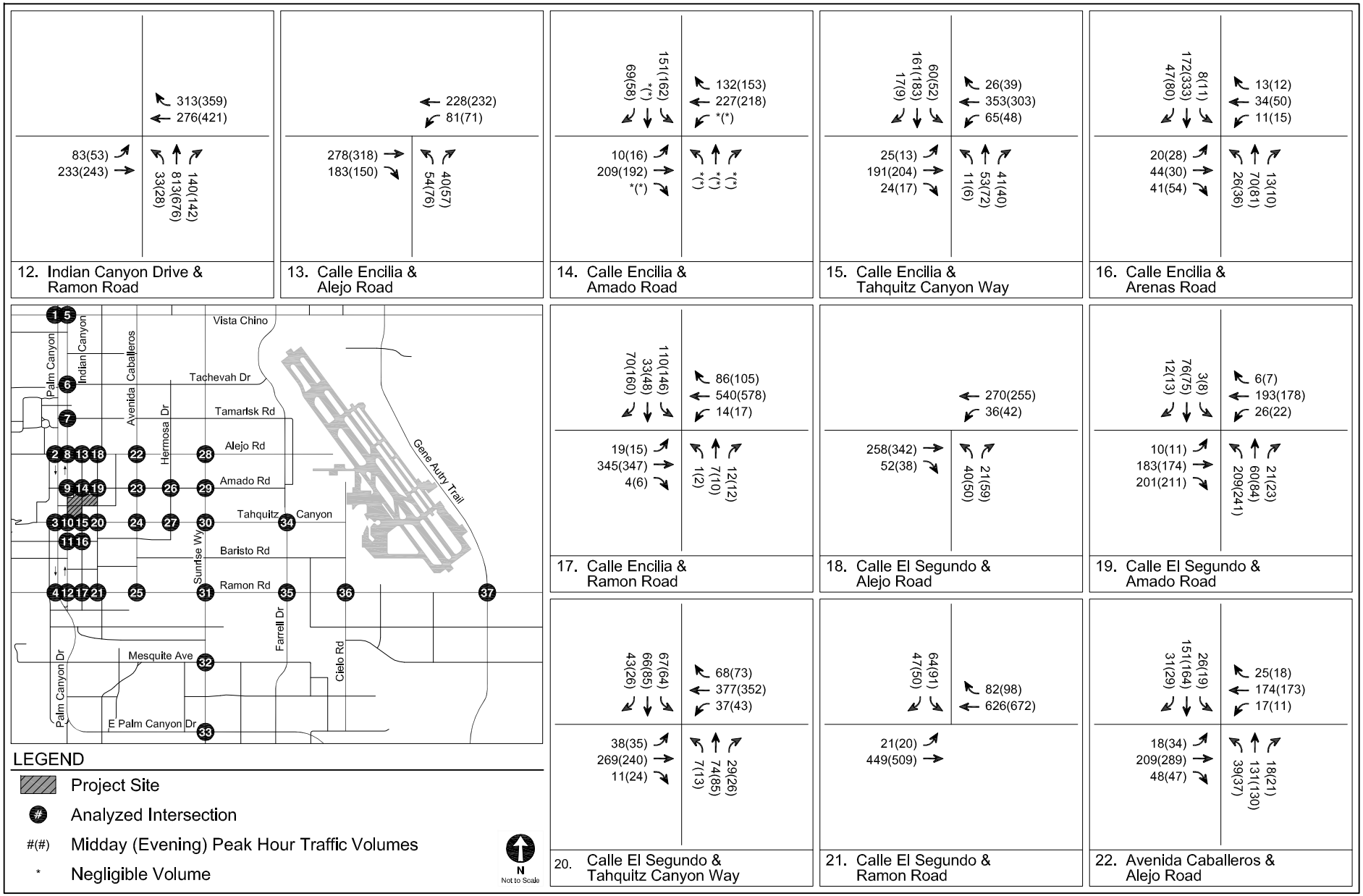
FUTURE WITH PROJECT STREET SEGMENT OPERATING CONDITIONS

Table 16 summarizes the results of the Future with Project Conditions at the 27 study street segments. As shown, all of the segments would continue to operate at LOS D or better with Project traffic. No mitigation measures are required.



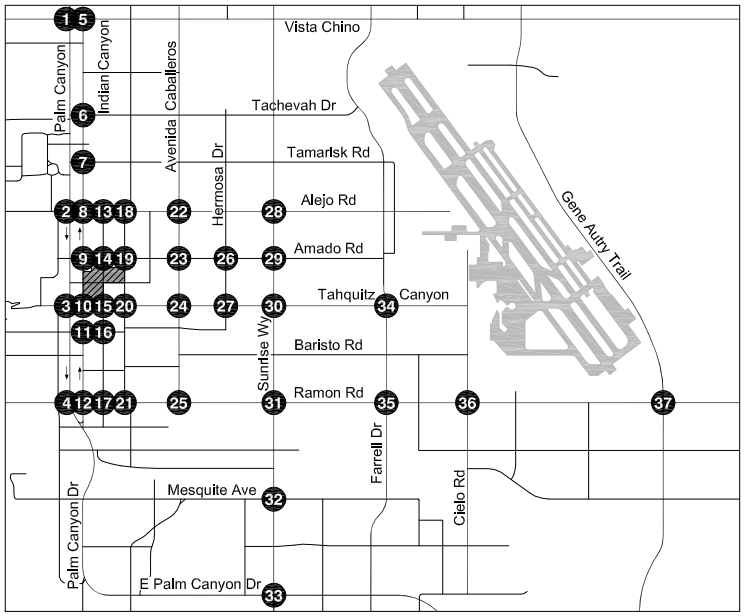
EXISTING WITH PROJECT CONDITIONS (YEAR 2016)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 14



EXISTING WITH PROJECT CONDITIONS (YEAR 2016)
PEAK HOUR TRAFFIC VOLUMES

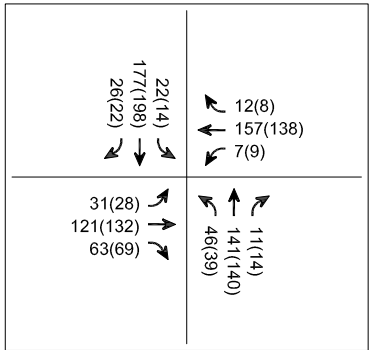
FIGURE
14 (CONT.)



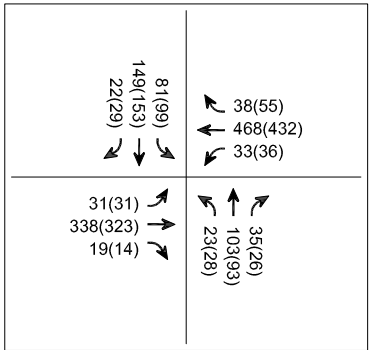
LEGEND

- Project Site
- # Analyzed Intersection
- #(#) Midday (Evening) Peak Hour Traffic Volumes
- * Negligible Volume

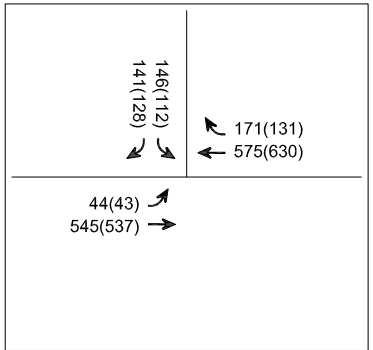
N
Not to Scale



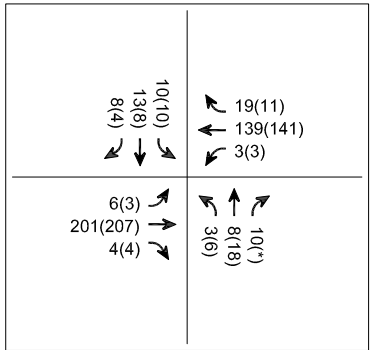
23. Avenida Caballeros & Amado Road



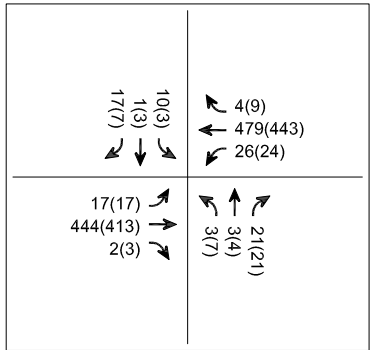
24. Avenida Caballeros & Tahquitz Canyon Way



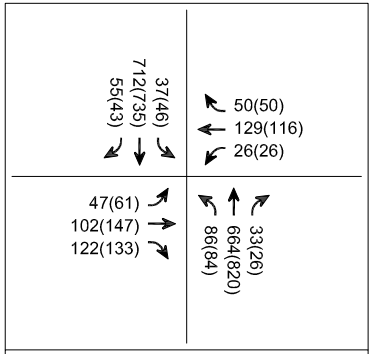
25. Avenida Caballeros & Ramon Road



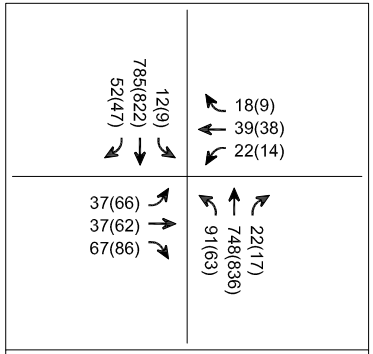
26. Hermosa Drive & Amado Road



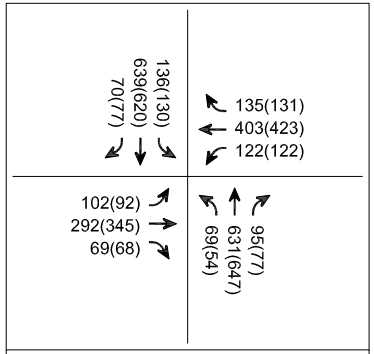
27. Hermosa Drive & Tahquitz Canyon Way



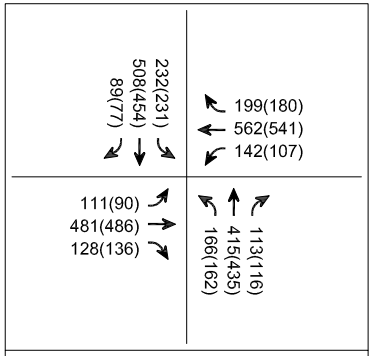
28. Sunrise Way & Alejo Road



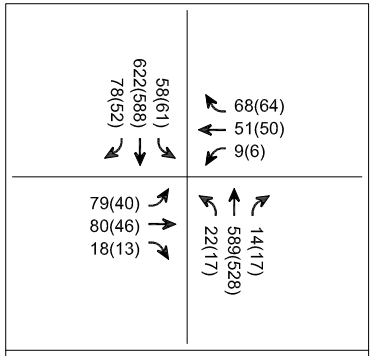
29. Sunrise Way & Amado Road



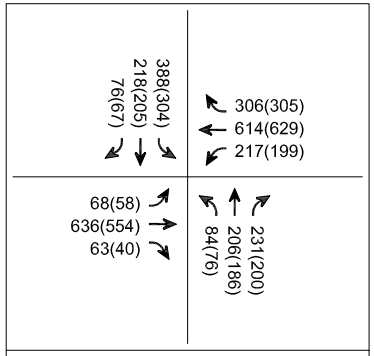
30. Sunrise Way & Tahquitz Canyon Way



31. Sunrise Way & Ramon Road



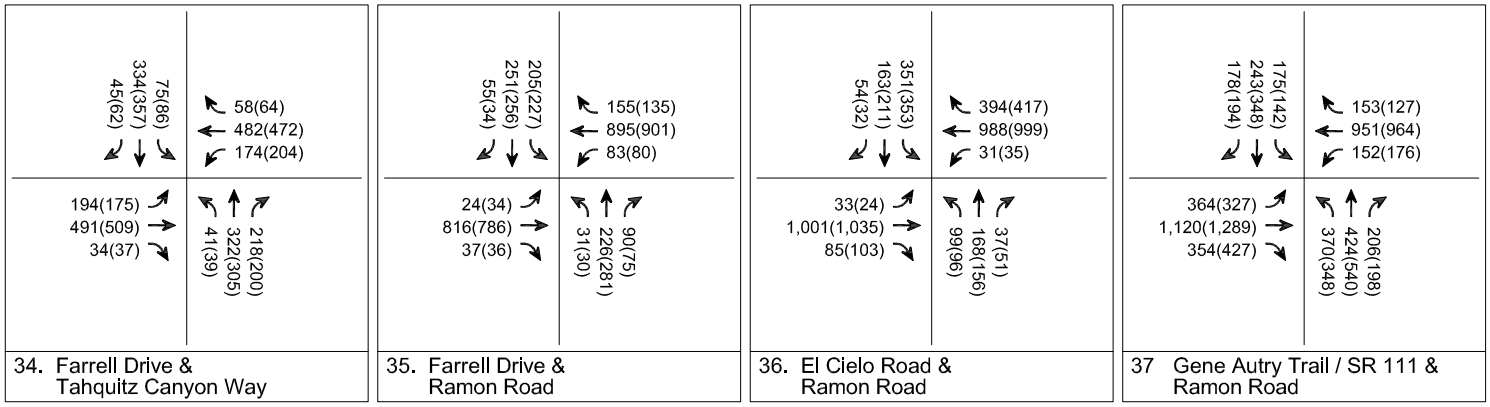
32. Sunrise Way & Mesquite Avenue

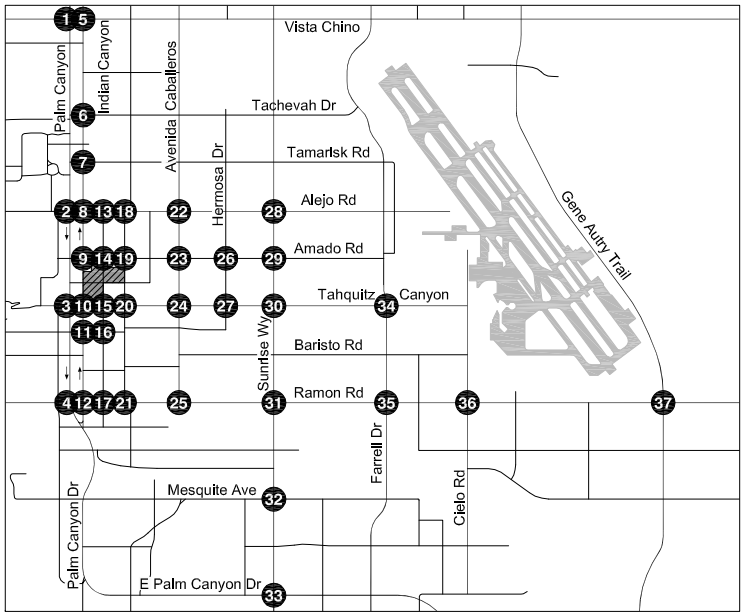


33. Sunrise Way & Palm Canyon Drive

EXISTING WITH PROJECT CONDITIONS (YEAR 2016)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
14 (CONT.)





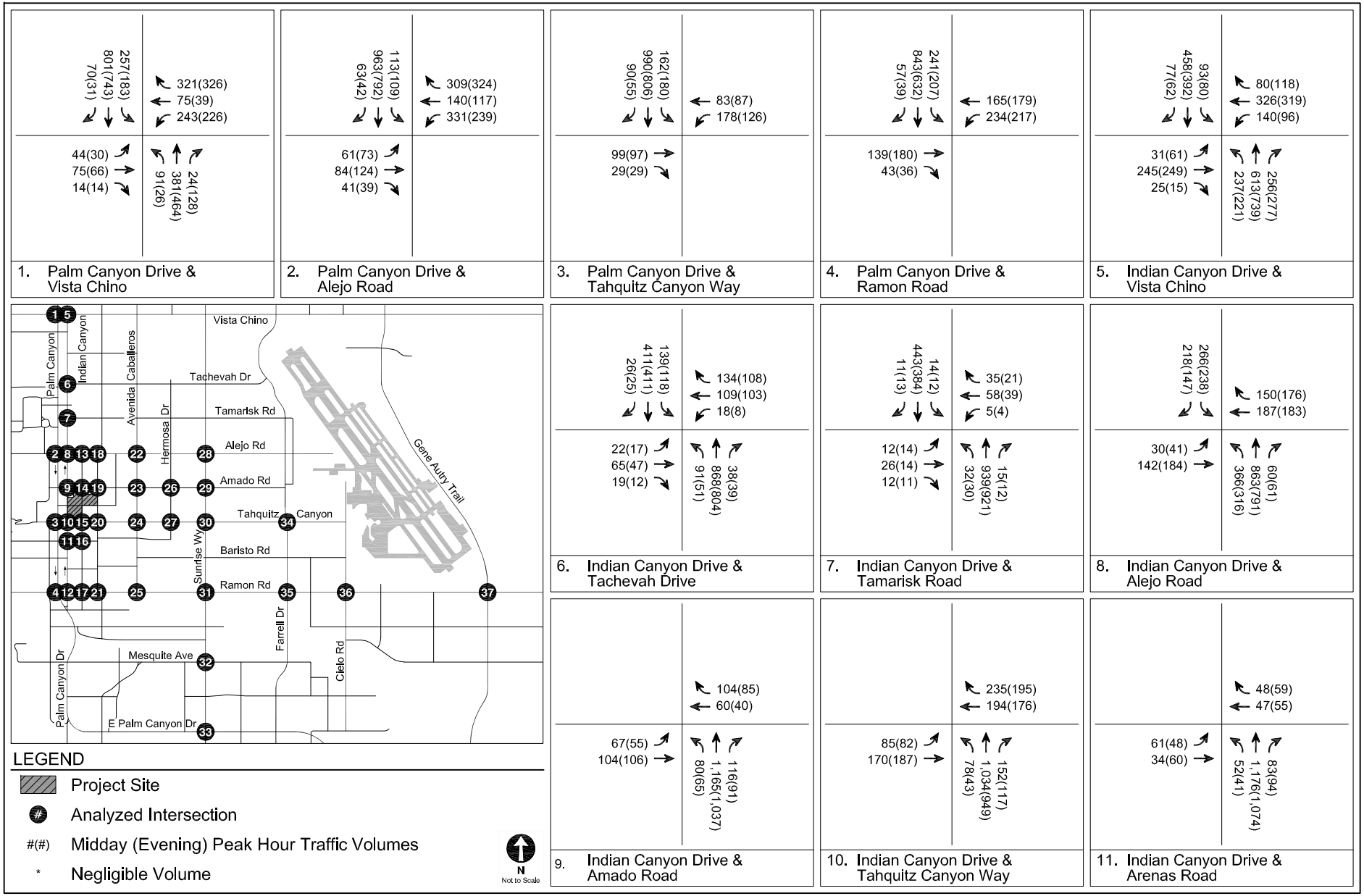
LEGEND

- Project Site
- # Analyzed Intersection
- #(#) Midday (Evening) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

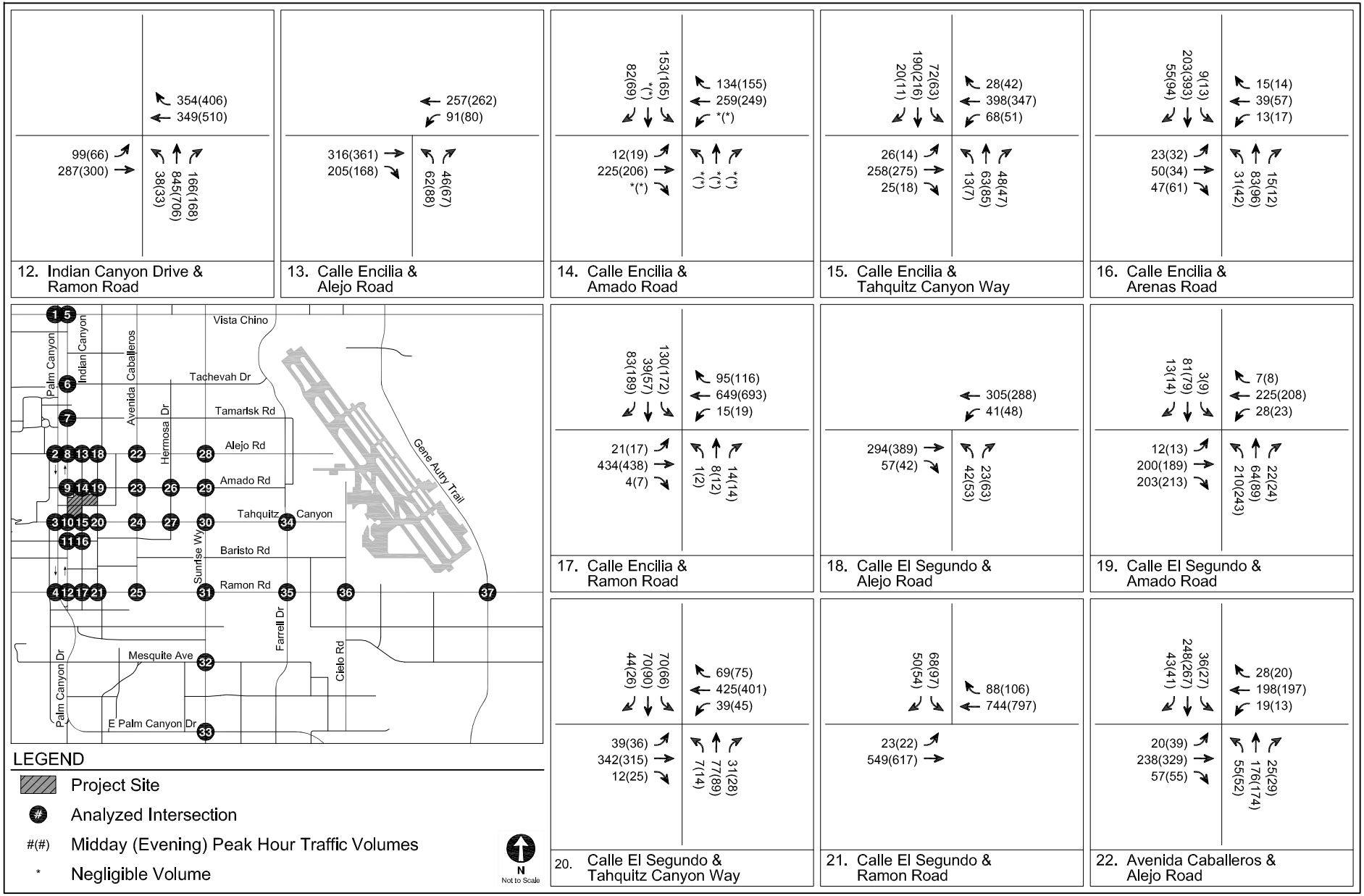
EXISTING WITH PROJECT CONDITIONS (YEAR 2016)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
14 (CONT.)



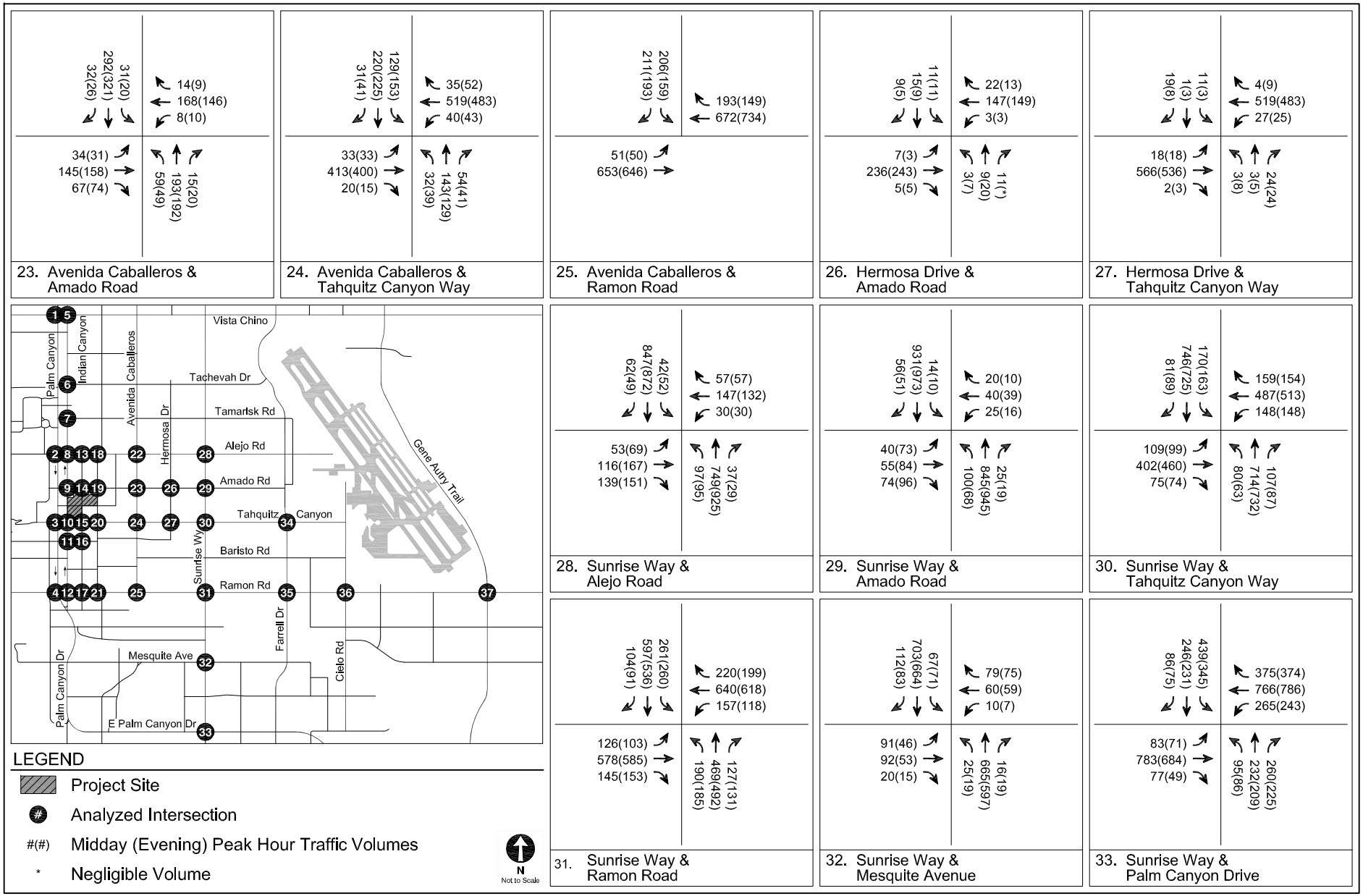
FUTURE WITH PROJECT CONDITIONS (YEAR 2026)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 15



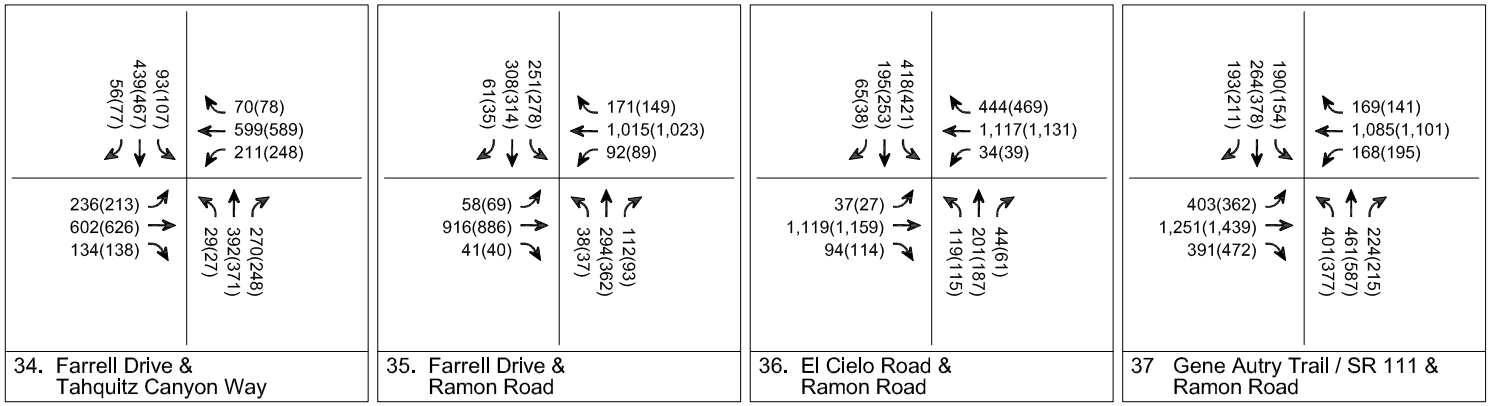
FUTURE WITH PROJECT CONDITIONS (YEAR 2026)
PEAK HOUR TRAFFIC VOLUMES

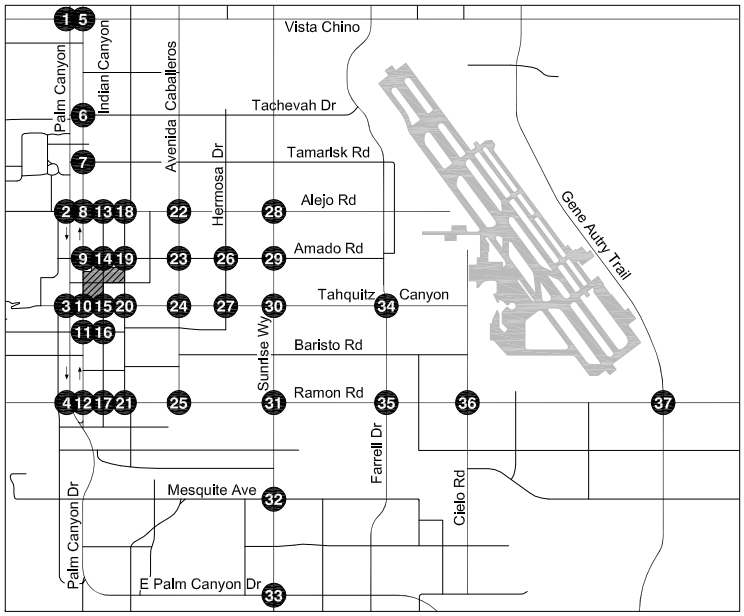
FIGURE
15 (CONT.)



FUTURE WITH PROJECT CONDITIONS (YEAR 2026)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
15 (CONT.)





LEGEND

- Project Site
- # Analyzed Intersection
- #(#) Midday (Evening) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

FUTURE WITH PROJECT CONDITIONS (YEAR 2026)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
15 (CONT.)

TABLE 13
EXISTING WITH PROJECT CONDITIONS (YEAR 2016)
INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions	
			Delay	LOS	Delay	LOS
1.	Palm Canyon Drive & Vista Chino	Midday	17.3	B	17.4	B
		Evening	16.1	B	16.5	B
2.	Palm Canyon Drive & Alejo Road	Midday	17.7	B	18.0	B
		Evening	17.2	B	17.5	B
3.	Palm Canyon Drive & Tahquitz Canyon Way	Midday	16.7	B	17.7	B
		Evening	13.2	B	14.0	B
4.	Palm Canyon Drive & Ramon Road	Midday	15.8	B	15.5	B
		Evening	18.1	B	17.7	B
5.	Indian Canyon Drive & Vista Chino	Midday	20.4	C	20.4	C
		Evening	20.1	C	20.2	C
6.	Indian Canyon Drive & Tachevah Drive	Midday	8.8	A	8.4	A
		Evening	8.2	A	7.8	A
7.	Indian Canyon Drive & Tamarisk Road	Midday	4.0	A	3.8	A
		Evening	3.0	A	2.8	A
8.	Indian Canyon Drive & Alejo Road	Midday	17.1	B	17.7	B
		Evening	17.7	B	18.3	B
9.	Indian Canyon Drive & Amado Road	Midday	7.0	A	7.9	A
		Evening	6.8	A	7.7	A
10.	Indian Canyon Drive & Tahquitz Canyon Way	Midday	13.3	B	14.0	B
		Evening	16.1	B	17.1	B
11.	Indian Canyon Drive & Arenas Road	Midday	6.1	A	5.9	A
		Evening	7.4	A	7.2	A
12.	Indian Canyon Drive & Ramon Road	Midday	16.2	B	16.2	B
		Evening	15.2	B	15.1	B
13. [b]	Calle Encilia & Alejo Road	Midday	16.4	C	18.8	C
		Evening	16.4	C	18.5	C
14. [a]	Calle Encilia & Amado Road	Midday	11.0	B	12.2	B
		Evening	10.7	B	11.5	B
15.	Calle Encilia & Tahquitz Canyon Way	Midday	12.1	B	11.6	B
		Evening	13.1	B	12.8	B
16. [a]	Calle Encilia & Arenas Road	Midday	12.3	B	12.3	B
		Evening	14.2	B	14.2	B
17.	Calle Encilia & Ramon Road	Midday	8.9	A	8.6	A
		Evening	11.6	B	11.4	B
18. [b]	Calle El Segundo & Alejo Road	Midday	13.5	B	14.6	B
		Evening	14.0	B	15.0	B
19. [a]	Calle El Segundo & Amado Road	Midday	9.2	A	17.0	C
		Evening	9.3	A	21.8	C
20.	Calle El Segundo & Tahquitz Canyon Way	Midday	8.1	A	9.9	A
		Evening	8.7	A	10.3	B

TABLE 13 (continued)
EXISTING WITH PROJECT CONDITIONS (YEAR 2016)
INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions	
			Delay	LOS	Delay	LOS
21. [b]	Calle El Segundo & Ramon Road	Midday Evening	24.1 35.5	C E	29.4 46.2	D E
22. [a]	Avenida Caballeros & Alejo Road	Midday Evening	12.2 15.9	B C	12.5 16.3	B C
23. [a]	Avenida Caballeros & Amado Road	Midday Evening	10.3 10.9	B B	11.3 12.1	B B
24.	Avenida Caballeros & Tahquitz Canyon Way	Midday Evening	14.1 14.6	B B	13.9 14.3	B B
25.	Avenida Caballeros & Ramon Road	Midday Evening	11.0 9.5	B A	10.9 9.2	B A
26. [b]	Hermosa Drive & Amado Road	Midday Evening	15.2 11.8	C B	21.1 13.3	C B
27. [b]	Hermosa Drive & Tahquitz Canyon Way	Midday Evening	15.4 14.5	C B	18.3 16.9	C C
28.	Sunrise Way & Alejo Road	Midday Evening	16.3 16.6	B B	16.1 16.4	B B
29.	Sunrise Way & Amado Road	Midday Evening	6.8 7.7	A A	8.5 9.4	A A
30.	Sunrise Way & Tahquitz Canyon Way	Midday Evening	25.0 25.2	C C	25.6 25.8	C C
31.	Sunrise Way & Ramon Road	Midday Evening	28.9 28.6	C C	28.9 28.6	C C
32.	Sunrise Way & Mesquite Avenue	Midday Evening	12.2 10.1	B B	12.1 10.0	B A
33.	Sunrise Way & East Palm Canyon Drive	Midday Evening	29.1 27.5	C C	29.0 27.4	C C
34.	Farrell Drive & Tahquitz Canyon Way	Midday Evening	26.0 26.8	C C	25.9 26.8	C C
35.	Farrell Drive & Ramon Road	Midday Evening	22.2 23.2	C C	22.0 22.9	C C
36.	El Cielo Road & Ramon Road	Midday Evening	21.3 21.3	C C	21.1 21.1	C C
37.	Gene Autry Trail / SR 111 & Ramon Road	Midday Evening	29.9 29.0	C C	29.7 29.0	C C

Notes

[a] All-way stop controlled location.

[b] Two-way stop controlled location.

TABLE 14
EXISTING WITH PROJECT CONDITIONS (YEAR 2016)
STREET SEGMENT LEVELS OF SERVICE

No.	Street Segment	Location	Daily Capacity	Existing Conditions			Existing with Project Conditions		
				Daily Volume	V/C Ratio	Level of Service	Daily Volume	V/C Ratio	Level of Service
1.	Palm Canyon Drive	south of Alejo Road	26,925	11,432	0.425	A	12,437	0.462	A
2.	Palm Canyon Drive	south of Tahquitz Canyon Way	26,925	10,821	0.402	A	11,444	0.425	A
3.	Palm Canyon Drive	north of Ramon Road	26,925	10,780	0.400	A	11,403	0.424	A
4.	Palm Canyon Drive	south of Ramon Road	26,925	10,767	0.400	A	10,953	0.407	A
5.	Indian Canyon Drive	south of Alejo Road	26,925	15,472	0.575	A	16,517	0.613	B
6.	Indian Canyon Drive	south of Tahquitz Canyon Way	35,900	14,957	0.417	A	15,550	0.433	A
7.	Indian Canyon Drive	north of Ramon Road	35,900	13,300	0.370	A	13,893	0.387	A
8.	Indian Canyon Drive	south of Ramon Road	35,900	11,556	0.322	A	11,742	0.327	A
9.	Avenida Caballeros	south of Alejo Road	13,000	5,255	0.404	A	5,355	0.412	A
10.	Avenida Caballeros	north of Ramon Road	13,000	4,897	0.377	A	4,977	0.383	A
11.	Sunrise Way	south of Alejo Road	35,900	22,085	0.615	B	22,247	0.620	B
12.	Sunrise Way	north of Ramon Road	35,900	24,649	0.687	B	24,769	0.690	B
13.	Alejo Road	east of Indian Canyon Drive	13,000	9,391	0.722	C	9,681	0.745	C
14.	Alejo Road	east of Avenida Caballeros	13,000	6,790	0.522	A	6,772	0.521	A
15.	Alejo Road	west of Sunrise Way	13,000	7,971	0.613	B	7,953	0.612	B
16.	Amado Road	east of Indian Canyon Drive	13,000	4,337	0.334	A	4,728	0.364	A
17.	Amado Road	east of Avenida Caballeros	13,000	2,969	0.228	A	3,473	0.267	A
18.	Tahquitz Canyon Way	east of Indian Canyon Drive	35,900	6,477	0.180	A	7,069	0.197	A
19.	Tahquitz Canyon Way	east of Avenida Caballeros	35,900	9,926	0.276	A	11,346	0.316	A
20.	Tahquitz Canyon Way	west of Sunrise Way	35,900	10,486	0.292	A	11,906	0.332	A
21.	Ramon Road	between Palm Canyon Drive and Indian Canyon	35,900	8,063	0.225	A	8,500	0.237	A
22.	Ramon Road	east of Indian Canyon Drive	35,900	12,362	0.344	A	13,224	0.368	A
23.	Ramon Road	east of Avenida Caballeros	35,900	18,624	0.519	A	19,606	0.546	A
24.	Ramon Road	west of Sunrise Way	35,900	19,011	0.530	A	19,993	0.557	A
25.	Arenas Road	east of Indian Canyon Drive	13,000	3,505	0.270	A	3,505	0.270	A
26.	Saturnino Road	east of Calle El Segundo	13,000	832	0.064	A	832	0.064	A
27.	Baristo Road	east of Avenida Caballeros	13,000	2,544	0.196	A	2,544	0.196	A

TABLE 15
FUTURE WITH PROJECT CONDITIONS (YEAR 2026)
INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay	LOS	Delay	LOS
1.	Palm Canyon Drive & Vista Chino	Midday Evening	23.2 21.9	C C	23.6 22.3	C C
2.	Palm Canyon Drive & Alejo Road	Midday Evening	23.8 23.7	C C	24.3 24.0	C C
3.	Palm Canyon Drive & Tahquitz Canyon Way	Midday Evening	20.7 16.1	C B	21.9 17.0	C B
4.	Palm Canyon Drive & Ramon Road	Midday Evening	21.0 23.9	C C	20.7 23.5	C C
5.	Indian Canyon Drive & Vista Chino	Midday Evening	27.2 26.4	C C	27.1 26.5	C C
6.	Indian Canyon Drive & Tachevah Drive	Midday Evening	11.2 10.2	B B	10.8 9.7	B A
7.	Indian Canyon Drive & Tamarisk Road	Midday Evening	7.8 5.9	A A	7.4 5.5	A A
8.	Indian Canyon Drive & Alejo Road	Midday Evening	22.7 23.3	C C	23.5 23.9	C C
9.	Indian Canyon Drive & Amado Road	Midday Evening	10.1 9.8	B A	10.8 10.4	B B
10.	Indian Canyon Drive & Tahquitz Canyon Way	Midday Evening	18.2 22.7	B C	19.0 23.6	B C
11.	Indian Canyon Drive & Arenas Road	Midday Evening	7.9 9.5	A A	7.7 9.3	A A
12.	Indian Canyon Drive & Ramon Road	Midday Evening	21.8 20.4	C C	21.7 20.2	C C
13. [b]	Calle Encilia & Alejo Road	Midday Evening	16.0 18.1	C C	17.9 20.6	C C
14. [a]	Calle Encilia & Amado Road	Midday Evening	10.7 10.7	B B	11.0 10.7	B B
15.	Calle Encilia & Tahquitz Canyon Way	Midday Evening	16.3 17.2	B B	15.7 16.8	B B
16. [a]	Calle Encilia & Arenas Road	Midday Evening	9.8 15.8	A C	9.8 15.8	A C
17.	Calle Encilia & Ramon Road	Midday Evening	11.6 15.5	B B	11.3 15.3	B B
18. [b]	Calle El Segundo & Alejo Road	Midday Evening	13.2 14.6	B B	14.1 15.6	B C
19. [a]	Calle El Segundo & Amado Road	Midday Evening	9.1 9.1	A A	13.7 15.2	B C
20.	Calle El Segundo & Tahquitz Canyon Way	Midday Evening	10.2 10.7	B B	12.5 12.8	B B

TABLE 15 (continued)
FUTURE WITH PROJECT CONDITIONS (YEAR 2026)
INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay	LOS	Delay	LOS
21. [b]	Calle El Segundo & Ramon Road	Midday Evening	23.8 38.3	C E	28.2 48.9	D E
22. [a]	Avenida Caballeros & Alejo Road	Midday Evening	14.3 18.3	B C	14.7 18.9	B C
23. [a]	Avenida Caballeros & Amado Road	Midday Evening	12.0 12.6	B B	13.2 13.9	B B
24.	Avenida Caballeros & Tahquitz Canyon Way	Midday Evening	17.0 17.4	B B	16.7 17.2	B B
25.	Avenida Caballeros & Ramon Road	Midday Evening	14.3 12.8	B B	14.2 12.5	B B
26. [b]	Hermosa Drive & Amado Road	Midday Evening	10.7 11.3	B B	11.5 12.3	B B
27. [b]	Hermosa Drive & Tahquitz Canyon Way	Midday Evening	13.9 13.8	B B	15.6 15.5	C C
28.	Sunrise Way & Alejo Road	Midday Evening	17.4 17.8	B B	17.2 17.7	B B
29.	Sunrise Way & Amado Road	Midday Evening	7.6 8.2	A A	9.2 9.7	A A
30.	Sunrise Way & Tahquitz Canyon Way	Midday Evening	28.2 28.0	C C	28.7 28.4	C C
31.	Sunrise Way & Ramon Road	Midday Evening	31.7 30.9	C C	31.7 31.0	C C
32.	Sunrise Way & Mesquite Avenue	Midday Evening	13.2 11.1	B B	13.1 11.0	B B
33.	Sunrise Way & East Palm Canyon Drive	Midday Evening	26.4 24.8	C C	26.3 24.7	C C
34.	Farrell Drive & Tahquitz Canyon Way	Midday Evening	24.4 24.6	C C	24.6 24.7	C C
35.	Farrell Drive & Ramon Road	Midday Evening	25.9 27.2	C C	25.7 27.1	C C
36.	El Cielo Road & Ramon Road	Midday Evening	23.5 23.8	C C	23.3 23.6	C C
37.	Gene Autry Trail / SR 111 & Ramon Road	Midday Evening	27.4 26.9	C C	27.2 26.9	C C

Notes

[a] All-way stop controlled location.

[b] Two-way stop controlled location.

TABLE 16
FUTURE WITH PROJECT CONDITIONS (YEAR 2026)
STREET SEGMENT LEVELS OF SERVICE

No.	Street Segment	Location	Daily Capacity	Future without Project Conditions			Future with Project Conditions		
				Daily Volume	V/C Ratio	Level of Service	Daily Volume	V/C Ratio	Level of Service
1.	Palm Canyon Drive	south of Alejo Road	26,925	14,762	0.548	A	15,767	0.586	A
2.	Palm Canyon Drive	south of Tahquitz Canyon Way	26,925	13,785	0.512	A	14,408	0.535	A
3.	Palm Canyon Drive	north of Ramon Road	26,925	13,735	0.510	A	14,358	0.533	A
4.	Palm Canyon Drive	south of Ramon Road	26,925	12,248	0.455	A	12,434	0.462	A
5.	Indian Canyon Drive	south of Alejo Road	26,925	17,414	0.647	B	18,459	0.686	B
6.	Indian Canyon Drive	south of Tahquitz Canyon Way	26,925	16,904	0.628	B	17,497	0.650	B
7.	Indian Canyon Drive	north of Ramon Road	26,925	14,040	0.521	A	14,633	0.543	A
8.	Indian Canyon Drive	south of Ramon Road	26,925	12,108	0.450	A	12,294	0.457	A
9.	Avenida Caballeros	south of Alejo Road	13,000	7,586	0.584	A	7,686	0.591	A
10.	Avenida Caballeros	north of Ramon Road	13,000	6,991	0.538	A	7,071	0.544	A
11.	Sunrise Way	south of Alejo Road	35,900	25,145	0.700	C	25,307	0.705	C
12.	Sunrise Way	north of Ramon Road	35,900	27,957	0.779	C	28,077	0.782	C
13.	Alejo Road	east of Indian Canyon Drive	13,000	10,699	0.823	D	10,989	0.845	D
14.	Alejo Road	east of Avenida Caballeros	13,000	7,722	0.594	A	7,704	0.593	A
15.	Alejo Road	west of Sunrise Way	13,000	9,066	0.697	B	9,048	0.696	B
16.	Amado Road	east of Indian Canyon Drive	13,000	5,042	0.388	A	5,433	0.418	A
17.	Amado Road	east of Avenida Caballeros	13,000	3,439	0.265	A	3,943	0.303	A
18.	Tahquitz Canyon Way	east of Indian Canyon Drive	35,900	7,480	0.208	A	8,072	0.225	A
19.	Tahquitz Canyon Way	east of Avenida Caballeros	35,900	11,307	0.315	A	12,727	0.355	A
20.	Tahquitz Canyon Way	west of Sunrise Way	35,900	11,896	0.331	A	13,316	0.371	A
21.	Ramon Road	between Palm Canyon Drive and Indian Canyon	35,900	9,341	0.260	A	9,778	0.272	A
22.	Ramon Road	east of Indian Canyon Drive	35,900	14,426	0.402	A	15,288	0.426	A
23.	Ramon Road	east of Avenida Caballeros	35,900	21,234	0.591	A	22,216	0.619	B
24.	Ramon Road	west of Sunrise Way	35,900	21,647	0.603	B	22,629	0.630	B
25.	Arenas Road	east of Indian Canyon Drive	13,000	3,986	0.307	A	3,986	0.307	A
26.	Saturnino Road	east of Calle El Segundo	13,000	946	0.073	A	946	0.073	A
27.	Baristo Road	east of Avenida Caballeros	13,000	2,894	0.223	A	2,894	0.223	A

Chapter 8

Transportation Improvement and Mitigation Program

This chapter describes the traffic improvements and mitigation measures that must be implemented or contributed to in order to maintain acceptable operating conditions within the Study Area. Any facilities that are projected to operate at LOS E or F should be improved to LOS D or better based on City standards.

FACILITIES REQUIRING IMPROVEMENT

As described in Chapter 6, Intersection No. 21, Calle El Segundo & Ramon Road, would operate at LOS E during the evening peak hour under all analysis scenarios. Project traffic would worsen the delay experienced by traffic turning from Calle El Segundo to Ramon Road. No other analyzed facilities were projected to experience LOS E or F conditions, with or without Project traffic, under Existing or Future Conditions.

MITIGATIONS FROM S14SP

The S14SP identifies a series of mitigation measures based on the analysis provided in the S14SP Traffic Study. These mitigations were identified because the facilities were forecast to operate at LOS E or F by year 2033.

- Intersection No. 8, Indian Canyon Drive & Alejo Road: Install an additional southbound left-turn pocket.
- Intersection No. 21, Calle El Segundo & Ramon Road: Install a traffic signal.
- Intersection No. 22, Avenida Caballeros & Alejo Road: Install a traffic signal.
- Intersection No. 27, Hermosa Drive & Tahquitz Canyon Way: Install a traffic signal.

- Intersection No. 31, Sunrise Way & Ramon Road: Modify signal timing to improve operations.
- Sunrise Way & Tamarisk Road (not a study intersection): Install a traffic signal.
- Camino Real & Ramon Road (not a study intersection): Install a traffic signal.

Of the intersections listed above, only one – Intersection No. 21, Calle El Segundo & Ramon Road – is projected to operate at LOS E or F.

Signal Warrant Analyses

Traffic signal warrant analyses were conducted for the three study intersections listed above at which traffic signal installation was proposed in the S14SP Traffic Study. A signal warrant analysis compares the traffic volumes on an intersection's major and minor street approaches and, if they meet certain thresholds, determines that signal installation is justified. The signal warrant analyses were based on the methodology found in *California Manual on Uniform Traffic Control Devices* (California Department of Transportation, 2014) for Warrant 3, Peak Hour.

The results of the signal warrant analyses are shown in Table 17, and the warrant worksheets are provided in Appendix E. As shown, only Intersection No. 21, Calle El Segundo & Ramon Road, would meet traffic signal warrants in year 2026 with the addition of Project traffic. The other four intersections proposed for traffic signals, including the two intersections which were not studied in this report, should be analyzed periodically by the City or the Tribe to determine whether signal warrants are met. Traffic signals should not be installed prior to meeting the signal warrants.

Project Share of Mitigations

The Tribe should contribute a proportional share of the cost of signalization of Intersection No. 21, Ramon Road & Calle El Segundo. This intersection could be signalized either as a "T" intersection or as a four-legged intersection, with Calle Abronia as the southern leg, offset to the west approximately 80 feet (when measured from the centerlines of the streets). It is

recommended that this intersection be signalized as a four-legged intersection to mitigate potentially adverse impacts on left-turn access at Calle Abronia. The Project's fair share of this improvement is approximately 17.8% based on the amount of Project traffic added to this intersection as a percentage of the total growth in traffic between Existing Conditions and Buildout Conditions in the S14SP Traffic Study, as shown in Table 18.

The remaining improvements listed above would not be warranted by year 2026 based on the analysis presented herein. At the time when such improvements are made under the S14SP Traffic Study mitigation program, the Project should contribute a proportional share of the costs based on the calculations provided in Table 18. As shown, the Project's share ranges from a low of 2.2% at Intersection No. 22, Avenida Caballeros & Alejo Road, to a high of 17.0% at Intersection No. 27, Hermosa Drive & Tahquitz Canyon Way.

MONITORING RECOMMENDED IN S14SP

In addition to the intersection mitigation measures described above, the S14SP Traffic Study recommended that the City or the Tribe monitor two roadway segments every five years to determine if geometry changes are necessary to increase capacity. The segments include Avenida Caballeros between Tahquitz Canyon Way and Alejo Road (Street Segment No. 9) and the western portion of Alejo Road (Street Segment No. 13, Alejo Road east of Indian Canyon Drive). As shown in Table 16, Street Segment No. 9 is projected to continue operating at LOS A through year 2026, including after completion of the Project. Street Segment No. 13 is projected to operate at LOS D, both before and after completion of the Project. While LOS D is still within the City's standards, this segment should continue to be monitored for the need for improvement.

TABLE 17
TRAFFIC SIGNAL WARRANT ANALYSIS

No.	Intersection	Meets Peak Hour Signal Warrant? [a]
21.	Calle El Segundo & Ramon Road	Yes
22.	Avenida Caballeros & Alejo Road	No
27.	Hermosa Drive & Tahquitz Canyon Way	No

Notes

[a] The traffic signal warrant worksheets are provided in Appendix E.

TABLE 18
PROJECT SHARE OF MITIGATIONS

No.	Intersection	Peak Hour	Existing Traffic Volume [a]	Buildout Conditions Traffic Volume [b]	Project Traffic Volume	Project Share of Total Growth
8.	Indian Canyon Drive & Alejo Road	Midday Evening	1,739 1,697	4,533 2,923	162 166	5.8% 13.5%
21.	Calle El Segundo & Ramon Road	Midday Evening	1,067 1,026	1,790 1,549	91 93	12.6% 17.8%
22.	Avenida Caballeros & Alejo Road	Midday Evening	793 689	1,875 1,568	21 19	1.9% 2.2%
27.	Hermosa Drive & Tahquitz Canyon Way	Midday Evening	774 730	2,006 1,651	155 157	12.6% 17.0%
31.	Sunrise Way & Ramon Road	Midday Evening	3,182 2,933	4,825 4,077	117 120	7.1% 10.5%
n/a	Sunrise Way & Tamarisk Road [c]	Midday Evening	1,521 1,548	2,294 2,425	34 33	4.4% 3.8%
n/a	Camino Real & Ramon Road [c]	Midday Evening	1,094 1,112	2,127 1,851	91 93	8.8% 12.6%

Notes
[a] From Figure 4-3 (Existing Roadway Turning Movement Volumes) of the Section 14 Specific Plan Traffic Study.
[b] From Figure 6-5 (Year 2033 With Project Conditions Volumes) of the Section 14 Specific Plan Traffic Study.
[c] Project traffic was estimated based on distribution pattern at nearest study intersections.

Chapter 9

Conclusions and Recommendations

With the Project in place, Intersection No. 21, Calle El Segundo & Ramon Road, would operate at unacceptable conditions and require improvement. The improvement, previously identified in the S14SP Traffic Study, is to install a traffic signal at that location. The Project's proportional share of that improvement is 15.1%, as calculated in Table 18. It should be noted that Intersection No. 21 also is projected to operate at unacceptable conditions prior to the addition of Project traffic in year 2026.

The Project would add traffic to several other locations that were determined to require improvements in the S14SP Traffic Study, although the analysis in this report did not forecast unacceptable operating conditions at those locations through the opening year of the Project (year 2026). As a development project within Section 14 and subject to the guidelines of the S14SP, the Project would contribute a proportional share toward the cost of implementation of those improvements at the time when such improvements are warranted. The locations identified for improvements, along with the Project's share, are identified in Table 18.

Based on the results shown in Table 16, Street Segment No. 13, Alejo Road east of Indian Canyon Drive would operate at LOS D in year 2026. Consistent with the recommendation in the S14SP Traffic Study, it is recommended that Street Segment No. 13 be monitored periodically for the need for geometric improvements to add capacity.

All of the other intersections or street segments analyzed in this report were projected to operate at LOS C or better.

References

2000 Highway Capacity Manual, Transportation Research Board, 2000.

California Manual on Uniform Traffic Control Devices, California Department of Transportation, 2014.

Palm Springs 2007 General Plan Circulation Element, City of Palm Springs, 2007.

Revised Traffic Study Scoping Agreement for the Vision Agua Caliente Master Plan, Gibson Transportation Consulting, Inc., December 13, 2016.

Section 14 Specific Plan, Agua Caliente Band of Cahuilla Indians and City of Palm Springs, Adopted by Palm Springs City Council July 16, 2014.

Traffic Impact Analysis: Section 14 Specific Plan Update, IBI Group, December 7, 2013.

Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012.

Trip Generation Rates for Casinos, Linscott, Law & Greenspan, Engineers, April 2008.

Trip Generation Study, Southern New Hampshire Planning Commission, October 2010.

Appendix A

Intersection Lane Configurations

Appendix B

Traffic Counts

Intersections

Turning Movement Count Report AM

Location ID: 1
North/South: Palm Canyon Drive
East/West: Vista Chino

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	5	114	34	59	15	49	6	71	17	3	16	5	394
7:15	7	100	42	46	22	34	3	71	17	1	12	11	366
7:30	9	101	43	60	16	40	6	73	16	6	8	14	392
8:45	5	134	47	62	10	43	3	61	17	2	27	7	418
9:00	5	119	42	54	19	34	4	65	13	3	9	5	372
9:15	4	121	41	49	7	47	7	60	9	5	15	11	376
9:30	5	123	47	53	15	35	3	75	21	2	11	5	395
9:45	1	118	34	50	7	36	7	70	13	3	19	7	365
Total Volume:	41	930	330	433	111	318	39	546	123	25	117	65	3078
Approach %	3%	71%	25%	50%	13%	37%	6%	77%	17%	12%	57%	31%	
Peak Hr Begin:	11:30												
PHV	26	449	166	227	63	166	18	276	67	12	63	37	1570
PHF	0.862			0.927			0.950			0.778			0.939

Turning Movement Count Report PM

Location ID: 1
North/South: Palm Canyon Drive
East/West: Vista Chino

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	3	115	26	64	8	37	24	85	5	4	11	9	391
15:15	12	89	23	55	8	35	27	91	7	2	8	13	370
16:30	1	104	29	57	12	36	25	80	5	1	17	3	370
16:45	3	113	30	55	7	44	16	77	4	3	9	3	364
17:00	4	104	36	61	6	36	27	90	3	6	21	6	400
17:15	3	84	21	55	8	41	25	81	4	0	15	2	339
17:30	3	92	21	50	16	45	21	71	1	4	14	6	344
17:45	2	80	23	45	16	40	19	44	4	5	12	7	297
Total Volume:	31	781	209	442	81	314	184	619	33	25	107	49	2875
Approach %	3%	76%	20%	53%	10%	38%	22%	74%	4%	14%	59%	27%	
Peak Hr Begin:	16:15												
PHV	20	410	118	228	33	151	95	338	19	12	55	25	1504
PHF	0.938			0.972			0.904			0.697			0.940

Pedestrian/Bicycle Count Report

Location ID: 1
North/South: Palm Canyon Drive
East/West: Vista Chino

Date: 05/12/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	0	1	1	0	0	0
7:15	0	2	0	2	5	0	5	0
7:30	0	0	0	0	3	0	1	0
7:45	0	0	0	0	4	0	2	0
8:00	0	0	1	0	3	0	3	0
9:15	0	0	1	0	0	0	0	0
9:30	0	0	0	1	2	0	2	1
9:45	0	0	0	0	0	0	1	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	2	0	0	0	1	1
16:15	0	0	3	0	1	0	0	0
16:30	0	0	3	0	3	0	2	0
16:45	0	0	3	1	0	0	0	0
17:00	0	0	2	0	0	0	4	0
17:15	1	0	5	0	0	0	2	0
17:30	0	0	2	0	0	0	1	0
17:45	0	0	2	0	1	0	1	0

Turning Movement Count Report AM

Location ID: 2
North/South: Palm Canyon Drive
East/West: Alejo Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	10	129	17	56	24	49	0	0	0	7	14	8	314
7:15	11	125	17	73	26	62	0	0	0	5	14	13	346
7:30	7	144	16	56	35	58	0	0	0	8	26	11	361
8:45	13	120	15	55	24	66	0	0	0	9	13	17	332
9:00	5	124	8	62	21	52	0	0	0	6	18	12	308
9:15	7	134	14	62	37	48	0	0	0	4	12	12	330
9:30	8	124	11	57	11	51	0	0	0	8	15	11	296
9:45	14	149	29	35	25	47	0	0	0	9	14	11	333
Total Volume:	75	1049	127	456	203	433	0	0	0	56	126	95	2620
Approach %	6%	84%	10%	42%	19%	40%	0%	0%	0%	20%	45%	34%	
Peak Hr Begin:	11:30												
PHV	41	518	65	240	109	235	0	0	0	29	67	49	1353
PHF	0.934			0.907			0.000			0.806			0.937

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

Turning Movement Count Report PM

Location ID: 2
North/South: Palm Canyon Drive
East/West: Alejo Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	2	108	14	75	14	61	0	0	0	5	17	12	308
15:15	6	108	9	48	23	32	0	0	0	3	24	5	258
16:30	7	95	13	55	20	45	0	0	0	9	36	14	294
16:45	12	98	13	66	23	50	0	0	0	6	27	10	305
17:00	2	109	20	66	25	35	0	0	0	8	19	17	301
17:15	6	103	17	65	22	31	0	0	0	4	17	17	282
17:30	7	74	13	55	17	40	0	0	0	4	18	7	235
17:45	3	81	11	51	13	42	0	0	0	4	19	10	234
Total Volume:	45	776	110	481	157	336	0	0	0	43	177	92	2217
Approach %	5%	83%	12%	49%	16%	34%	0%	0%	0%	14%	57%	29%	
Peak Hr Begin:	16:30												
PHV	27	405	63	252	90	161	0	0	0	27	99	58	1182
PHF	0.945			0.905			0.000			0.780			0.969

Pedestrian/Bicycle Count Report

Location ID: 2
North/South: Palm Canyon Drive
East/West: Alejo Road

Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	1	0	3	0	3	2	5	0
7:15	1	0	4	0	4	0	11	0
7:30	6	0	7	0	1	2	10	2
7:45	0	0	0	0	4	0	12	2
8:00	3	0	6	0	5	0	11	2
9:15	4	0	8	0	8	0	20	1
9:30	0	0	2	0	1	0	2	1
9:45	1	0	1	0	1	0	9	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	2	0	0	0	0	0	10	0
16:15	0	0	2	0	1	0	9	1
16:30	0	0	0	0	0	0	4	0
16:45	1	0	2	1	5	0	7	0
17:00	3	0	6	1	1	0	2	0
17:15	1	0	4	0	3	0	17	0
17:30	2	0	5	0	5	0	14	1
17:45	0	0	2	0	2	0	15	0

Turning Movement Count Report AM

Location ID: 3
North/South: Palm Canyon Drive
East/West: Tahquitz Canyon Way

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	13	151	10	0	15	24	0	0	0	9	21	0	243
7:15	13	166	25	0	15	29	0	0	0	5	14	0	267
7:30	16	169	14	0	13	26	0	0	0	9	28	0	275
8:45	17	163	14	0	17	31	0	0	0	7	14	1	264
9:00	19	148	19	0	15	30	0	0	0	4	11	0	246
9:15	13	137	22	0	28	28	0	0	0	6	17	0	251
9:30	11	158	20	0	17	16	0	0	0	3	17	0	242
9:45	19	152	23	0	11	26	0	0	0	9	24	0	264
Total Volume:	121	1244	147	0	131	210	0	0	0	52	146	1	2052
Approach %	8%	82%	10%	0%	38%	62%	0%	0%	0%	26%	73%	1%	
Peak Hr Begin:	11:45												
PHV	65	646	72	0	60	116	0	0	0	25	67	1	1052
PHF	0.960			0.917			0.000			0.628			0.956

Turning Movement Count Report PM

Location ID: 3
North/South: Palm Canyon Drive
East/West: Tahquitz Canyon Way

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	9	139	28	0	14	23	0	0	0	12	21	0	246
15:15	10	122	18	0	11	13	0	0	0	4	16	0	194
16:30	7	118	15	0	15	16	0	0	0	2	14	0	187
16:45	13	125	19	0	21	20	0	0	0	7	14	0	219
17:00	11	140	11	0	9	20	0	0	0	6	24	0	221
17:15	8	105	13	0	11	16	0	0	0	5	15	0	173
17:30	9	98	9	0	10	18	0	0	0	6	10	0	160
17:45	10	110	13	0	7	11	0	0	0	4	13	0	168
Total Volume:	77	957	126	0	98	137	0	0	0	46	127	0	1568
Approach %	7%	83%	11%	0%	42%	58%	0%	0%	0%	27%	73%	0%	
Peak Hr Begin:	16:00												
PHV	39	504	80	0	61	72	0	0	0	25	65	0	846
PHF	0.885			0.811			0.000			0.682			0.860

Pedestrian/Bicycle Count Report

Location ID: 3
North/South: Palm Canyon Drive
East/West: Tahquitz Canyon Way

Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	29	0	26	0	0	0
7:15	0	0	18	0	27	0	0	0
7:30	0	0	47	0	36	0	2	0
7:45	0	0	22	0	18	0	0	0
8:00	0	0	32	0	31	0	0	0
9:15	0	0	30	0	25	0	0	0
9:30	0	0	34	1	27	2	0	0
9:45	0	0	39	1	41	0	0	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	22	1	28	1	0	0
16:15	0	0	19	0	20	0	0	0
16:30	0	0	24	1	26	0	0	0
16:45	0	0	17	0	16	0	0	0
17:00	5	0	23	0	32	0	5	1
17:15	0	0	28	1	27	0	0	1
17:30	0	0	27	0	25	0	1	2
17:45	0	0	22	2	13	0	0	0

Turning Movement Count Report AM

Location ID: 4
North/South: Palm Canyon Drive
East/West: Ramon Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	11	120	46	0	31	36	0	0	0	7	20	0	271
7:15	8	139	18	0	33	40	0	0	0	11	27	0	276
7:30	6	164	36	0	28	46	0	0	0	10	27	0	317
8:45	9	126	44	0	35	40	0	0	0	6	18	0	278
9:00	9	130	23	0	27	39	0	0	0	3	17	0	248
9:15	7	151	37	0	26	39	0	0	0	5	26	0	291
9:30	14	157	36	0	21	39	0	0	0	6	34	0	307
9:45	9	130	41	0	27	36	0	0	0	35	11	0	289
Total Volume:	73	1117	281	0	228	315	0	0	0	83	180	0	2277
Approach %	5%	76%	19%	0%	42%	58%	0%	0%	0%	32%	68%	0%	
Peak Hr Begin:	11:30												
PHV	34	549	144	0	127	162	0	0	0	34	92	0	1142
PHF	0.882			0.963			0.000			0.829			0.901

Turning Movement Count Report PM

Location ID: 4
North/South: Palm Canyon Drive
East/West: Ramon Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	8	120	35	0	29	36	0	0	0	4	36	0	268
15:15	7	125	28	0	28	32	0	0	0	7	34	0	261
16:30	2	86	36	0	38	35	0	0	0	4	26	0	227
16:45	3	60	15	0	44	45	0	0	0	13	30	0	210
17:00	2	40	25	0	57	55	0	0	0	7	43	0	229
17:15	4	44	22	0	49	60	0	0	0	13	30	0	222
17:30	0	38	13	0	47	48	0	0	0	11	30	0	187
17:45	3	34	13	0	44	53	0	0	0	5	26	0	178
Total Volume:	29	547	187	0	336	364	0	0	0	64	255	0	1782
Approach %	4%	72%	25%	0%	48%	52%	0%	0%	0%	20%	80%	0%	
Peak Hr Begin:	16:00												
PHV	20	391	114	0	139	148	0	0	0	28	126	0	966
PHF	0.805			0.806			0.000			0.895			0.901

Pedestrian/Bicycle Count Report

Location ID: 4
North/South: Palm Canyon Drive
East/West: Ramon Road

Date: 05/12/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	1	1	1	0	5	1
7:15	1	0	5	0	1	0	4	1
7:30	1	0	3	0	2	0	3	1
7:45	3	0	0	0	0	0	4	0
8:00	2	0	0	0	5	0	5	3
9:15	2	0	5	0	2	1	2	0
9:30	0	0	2	0	0	0	1	0
9:45	2	0	4	0	1	0	0	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	0	2	2	0	1	0
16:15	0	0	2	0	2	0	2	0
16:30	0	0	0	0	3	0	3	1
16:45	0	0	2	0	2	0	3	0
17:00	1	0	1	0	4	0	4	1
17:15	1	0	1	0	1	0	3	3
17:30	1	0	0	0	1	1	3	1
17:45	0	0	1	0	1	0	2	0

Turning Movement Count Report AM

Location ID: 5
North/South: Indian Canyon Drive
East/West: Vista Chino

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	19	91	18	16	50	27	47	111	40	4	41	13	477
7:15	14	96	21	23	58	36	46	124	34	7	51	3	513
7:30	17	85	24	17	57	29	43	124	44	5	47	5	497
8:45	15	88	16	11	71	25	55	133	41	5	66	5	531
9:00	13	88	20	14	62	21	31	93	23	8	45	1	419
9:15	17	88	20	14	61	33	51	102	30	4	52	5	477
9:30	13	84	16	14	58	33	34	115	30	7	51	11	466
9:45	16	75	12	10	44	28	40	116	33	5	48	7	434

Total Volume:	124	695	147	119	461	232	347	918	275	45	401	50	3814
Approach %	13%	72%	15%	15%	57%	29%	23%	60%	18%	9%	81%	10%	

Peak Hr Begin:	11:30												
PHV	65	360	79	67	236	117	191	492	159	21	205	26	2018
PHF	0.962			0.897			0.919			0.829			0.950

Turning Movement Count Report PM

Location ID: 5
North/South: Indian Canyon Drive
East/West: Vista Chino

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	25	88	24	25	58	20	47	155	29	5	48	8	532
15:15	16	82	14	14	51	16	48	121	31	4	40	11	448
16:30	10	88	18	21	49	23	50	168	42	3	46	13	531
16:45	14	78	20	24	62	22	36	123	39	2	48	11	479
17:00	17	71	20	33	53	22	59	160	32	6	74	10	557
17:15	12	66	10	21	65	14	61	147	30	2	41	17	486
17:30	16	81	10	25	65	26	34	123	29	2	35	13	459
17:45	10	61	12	32	70	25	41	101	22	7	60	7	448
Total Volume:	120	615	128	195	473	168	376	1098	254	31	392	90	3940
Approach %	14%	71%	15%	23%	57%	20%	22%	64%	15%	6%	76%	18%	
Peak Hr Begin:	16:30												
PHV	53	303	68	99	229	81	206	598	143	13	209	51	2053
PHF	0.914			0.947			0.911			0.758			0.921

Pedestrian/Bicycle Count Report

Location ID: 5
North/South: Indian Canyon Drive
East/West: Vista Chino

Date: 05/12/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	5	0	0	0	2	0	0	0
7:15	6	1	0	0	0	0	4	0
7:30	4	1	0	0	1	0	1	0
7:45	4	0	0	0	1	0	2	0
8:00	5	0	0	0	1	0	3	1
9:15	1	0	0	0	0	0	1	0
9:30	4	0	0	0	0	0	0	0
9:45	2	0	0	0	1	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	0	0	0	0	1	0
16:15	2	0	0	0	0	0	0	0
16:30	1	0	0	0	1	0	1	0
16:45	5	0	0	0	1	0	2	0
17:00	2	0	0	0	0	0	3	0
17:15	6	0	0	0	2	0	1	0
17:30	5	0	1	0	0	0	2	0
17:45	5	0	1	0	3	0	3	0

Turning Movement Count Report AM

Location ID: 6
North/South: Indian Canyon Drive
East/West: Tachevah Drive

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	4	96	21	26	15	4	9	147	16	3	12	5	358
7:15	6	89	33	24	17	7	6	138	19	4	11	7	361
7:30	1	79	38	25	31	5	6	164	14	5	16	7	391
8:45	7	76	27	36	19	3	12	169	12	3	10	3	377
9:00	8	77	23	33	17	2	5	150	25	5	14	5	364
9:15	6	88	30	28	19	6	8	158	26	4	19	5	397
9:30	4	69	25	24	24	2	9	161	14	3	15	4	354
9:45	4	77	16	24	21	6	13	156	19	3	7	6	352
Total Volume:	40	651	213	220	163	35	68	1243	145	30	104	42	2954
Approach %	4%	72%	24%	53%	39%	8%	5%	85%	10%	17%	59%	24%	
Peak Hr Begin:	12:00												
PHV	22	320	118	122	86	16	31	641	77	17	59	20	1529
PHF	0.927			0.918			0.970			0.857			0.963

Turning Movement Count Report PM

Location ID: 6
North/South: Indian Canyon Drive
East/West: Tachevah Drive

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	7	95	42	28	28	1	13	136	19	3	12	4	388
15:15	5	68	23	24	20	2	6	141	15	2	13	5	324
16:30	5	88	20	30	20	1	5	147	5	5	10	3	339
16:45	4	68	16	16	13	3	8	154	5	1	8	3	299
17:00	5	67	17	22	25	1	12	173	14	3	13	6	358
17:15	4	68	17	16	24	2	5	155	12	4	15	5	327
17:30	4	71	12	24	18	5	7	137	7	1	17	3	306
17:45	1	61	9	14	10	3	5	136	7	3	6	8	263
Total Volume:	35	586	156	174	158	18	61	1179	84	22	94	37	2604
Approach %	5%	75%	20%	50%	45%	5%	5%	89%	6%	14%	61%	24%	
Peak Hr Begin:	16:00												
PHV	21	319	101	98	81	7	32	578	44	11	43	15	1350
PHF	0.766			0.816			0.973			0.863			0.870

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

Pedestrian/Bicycle Count Report

Location ID: 6
North/South: Indian Canyon Drive
East/West: Tachevah Drive

Date: 05/12/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	0	0	0	0	0	0
7:15	2	2	0	0	0	0	1	0
7:30	0	0	0	0	1	1	1	0
7:45	0	1	0	0	1	0	0	0
8:00	1	0	0	0	0	0	0	0
9:15	3	0	0	0	0	0	0	0
9:30	2	0	0	0	1	1	0	1
9:45	3	0	0	0	3	0	1	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	2	1	0	0	0	0	0	0
16:15	0	0	0	1	0	0	0	0
16:30	2	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	1	0
17:00	1	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	1	0	0	2	0	0	0
17:45	1	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 7
North/South: Indian Canyon Drive
East/West: Tamarisk Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	3	87	4	1	6	0	9	149	4	2	2	0	267
7:15	2	87	2	5	10	2	2	174	5	2	3	2	296
7:30	4	98	3	7	7	0	3	164	11	1	2	1	301
8:45	3	91	4	4	5	0	6	169	4	1	6	3	296
9:00	0	71	3	2	8	1	2	192	3	2	3	0	287
9:15	4	110	3	3	5	0	5	155	4	3	2	1	295
9:30	4	63	2	6	5	1	10	181	6	7	3	1	289
9:45	2	70	3	3	4	1	6	173	6	4	2	2	276
Total Volume:	22	677	24	31	50	5	43	1357	43	22	23	10	2307
Approach %	3%	94%	3%	36%	58%	6%	3%	94%	3%	40%	42%	18%	
Peak Hr Begin:	11:45												
PHV	9	347	12	18	30	3	13	699	23	6	14	6	1180
PHF	0.876			0.750			0.933			0.650			0.980

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

Turning Movement Count Report PM

Location ID: 7
North/South: Indian Canyon Drive
East/West: Tamarisk Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	1	95	1	3	4	1	5	158	4	2	2	0	276
15:15	1	78	2	2	3	0	3	145	1	1	1	0	237
16:30	5	84	1	2	4	1	3	154	3	0	1	5	263
16:45	3	79	2	2	4	0	2	165	7	1	0	1	266
17:00	1	64	5	5	4	0	2	184	3	3	3	0	274
17:15	2	69	2	2	8	1	3	172	8	1	3	1	272
17:30	3	69	4	4	3	1	9	136	9	0	2	0	240
17:45	1	68	3	3	4	0	3	142	4	2	1	1	232
Total Volume:	17	606	20	23	34	4	30	1256	39	10	13	8	2060
Approach %	3%	94%	3%	38%	56%	7%	2%	95%	3%	32%	42%	26%	
Peak Hr Begin:	16:30												
PHV	11	296	10	11	20	2	10	675	21	5	7	7	1075
PHF	0.881			0.750			0.934			0.792			0.981

Pedestrian/Bicycle Count Report

Location ID: 7
North/South: Indian Canyon Drive
East/West: Tamarisk Road

Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	1	0	0	0	1	0
7:15	0	0	0	0	0	0	1	0
7:30	0	0	3	0	2	0	1	0
7:45	0	0	0	0	1	0	0	0
8:00	0	0	4	1	3	0	1	0
9:15	0	0	0	0	4	0	0	0
9:30	0	0	0	0	0	0	0	0
9:45	0	0	0	0	5	0	1	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	0	0	0	1	1	0
16:15	0	0	3	0	0	0	0	0
16:30	0	0	0	0	0	0	1	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	1	0	1	0	1	0	0	0
17:30	0	0	2	0	0	0	0	0
17:45	0	0	2	0	1	0	0	0

Turning Movement Count Report AM

Location ID: 8
North/South: Indian Canyon Drive
East/West: Alejo Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	40	0	51	22	25	0	16	153	68	0	24	4	403
7:15	39	0	52	29	30	0	12	154	96	0	29	6	447
7:30	51	0	50	26	35	0	11	144	70	0	31	7	425
8:45	43	0	61	29	40	0	8	154	59	0	23	4	421
9:00	40	0	46	29	30	0	10	165	63	0	21	7	411
9:15	39	0	66	27	39	0	12	134	69	0	19	7	412
9:30	31	0	42	28	17	0	22	160	72	0	21	6	399
9:45	35	0	44	23	23	0	13	157	55	0	27	7	384
Total Volume:	318	0	412	213	239	0	104	1221	552	0	195	48	3302
Approach %	44%	0%	56%	47%	53%	0%	6%	65%	29%	0%	80%	20%	
Peak Hr Begin:	11:45												
PHV	173	0	209	113	135	0	41	617	288	0	104	24	1704
PHF	0.918			0.899			0.903			0.842			0.953

Turning Movement Count Report PM

Location ID: 8
North/South: Indian Canyon Drive
East/West: Alejo Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	44	1	61	31	29	0	12	135	79	0	23	4	419
15:15	27	0	64	31	29	0	6	118	43	0	25	5	348
16:30	29	0	52	32	21	0	12	125	69	0	44	5	389
16:45	41	0	45	37	36	0	12	112	51	0	32	15	381
17:00	21	0	49	30	43	0	13	168	57	0	33	6	420
17:15	21	0	39	35	33	0	5	144	68	0	28	7	380
17:30	35	0	42	27	30	0	12	137	51	0	23	4	361
17:45	32	0	37	33	26	0	8	114	51	0	27	5	333
Total Volume:	250	1	389	256	247	0	80	1053	469	0	235	51	3031
Approach %	39%	0%	61%	51%	49%	0%	5%	66%	29%	0%	82%	18%	
Peak Hr Begin:	16:30												
PHV	112	0	185	134	133	0	42	549	245	0	137	33	1570
PHF	0.863			0.914			0.878			0.867			0.935

Pedestrian/Bicycle Count Report

Location ID: 8
North/South: Indian Canyon Drive
East/West: Alejo Road

Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	0	0	0	2	0	0
7:15	0	0	2	0	3	0	0	0
7:30	0	0	0	0	1	3	1	0
7:45	0	0	0	0	0	0	0	0
8:00	0	0	2	2	1	0	0	0
9:15	0	0	1	0	0	0	0	0
9:30	0	0	1	0	1	0	0	0
9:45	0	0	0	0	0	1	0	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	0	0	0	0	0	0
16:15	0	0	1	0	0	0	1	0
16:30	0	0	2	0	0	0	0	0
16:45	0	0	0	0	1	0	0	0
17:00	0	0	0	0	0	0	1	0
17:15	0	0	0	0	2	0	0	0
17:30	0	0	0	2	0	0	0	0
17:45	0	0	0	0	1	0	1	0

Turning Movement Count Report AM

Location ID: 9
North/South: Indian Canyon Drive
East/West: Amado Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	14	16	0	16	210	14	0	14	9	293
7:15	0	0	0	15	10	0	13	253	17	0	10	9	327
7:30	0	0	0	18	16	0	24	207	17	0	16	11	309
8:45	0	0	0	12	17	0	18	204	18	0	15	15	299
9:00	0	0	0	12	5	0	23	219	14	0	20	8	301
9:15	0	0	0	8	13	0	21	205	17	0	7	11	282
9:30	0	0	0	10	12	0	27	220	3	0	14	12	298
9:45	0	0	0	11	15	0	12	229	22	0	20	12	321

Total Volume:	0	0	0	100	104	0	154	1747	122	0	116	87	2430
Approach %	0%	0%	0%	49%	51%	0%	8%	86%	6%	0%	57%	43%	

Peak Hr Begin:	11:45												
PHV	0	0	0	57	48	0	78	883	66	0	61	43	1236
PHF	0.000			0.772			0.907			0.867			0.945

Turning Movement Count Report PM

Location ID: 9
North/South: Indian Canyon Drive
East/West: Amado Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	0	0	15	6	0	18	203	13	0	11	7	273
15:15	0	0	0	14	11	0	13	169	8	0	18	9	242
16:30	0	0	0	13	9	0	12	178	10	0	14	8	244
16:45	0	0	0	11	6	0	9	197	17	0	17	8	265
17:00	0	0	0	12	8	0	14	182	13	0	20	6	255
17:15	0	0	0	8	11	0	22	210	14	0	13	9	287
17:30	0	0	0	7	10	0	13	174	15	0	3	10	232
17:45	0	0	0	7	9	0	9	153	11	0	9	9	207
Total Volume:	0	0	0	87	70	0	110	1466	101	0	105	66	2005
Approach %	0%	0%	0%	55%	45%	0%	7%	87%	6%	0%	61%	39%	
Peak Hr Begin:	16:30												
PHV	0	0	0	44	34	0	57	767	54	0	64	31	1051
PHF	0.000			0.886			0.892			0.913			0.916

Pedestrian/Bicycle Count Report

Location ID: 9
North/South: Indian Canyon Drive
East/West: Amado Road

Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	1	3	2	0	0	4	1
7:15	1	0	2	2	0	0	11	1
7:30	1	0	4	0	4	0	6	0
7:45	3	0	2	0	4	0	5	0
8:00	4	0	2	0	4	0	3	0
9:15	1	0	9	0	2	0	2	0
9:30	1	0	0	0	4	0	2	0
9:45	0	0	0	0	4	0	2	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	1	1	0	0	0	0	1	0
16:15	0	0	3	0	4	0	1	0
16:30	2	0	2	0	0	0	0	1
16:45	5	0	6	0	2	0	1	1
17:00	1	2	0	0	0	0	4	1
17:15	0	1	0	1	0	0	2	0
17:30	1	0	2	2	1	0	2	1
17:45	4	0	0	2	1	0	8	0

Turning Movement Count Report AM

Location ID: 10
North/South: Indian Canyon Drive
East/West: Tahquitz Canyon Way

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	26	26	1	30	191	12	0	15	16	317
7:15	0	0	0	41	32	0	25	216	13	0	23	16	366
7:30	0	0	0	39	27	0	22	210	13	0	28	15	354
8:45	0	0	0	35	33	0	29	195	18	0	16	17	343
9:00	0	0	0	44	34	0	27	203	14	0	21	10	353
9:15	0	0	0	34	43	1	27	206	13	0	24	15	363
9:30	0	0	0	25	21	0	18	201	13	0	32	14	324
9:45	0	0	0	35	29	1	32	199	9	0	25	18	348
Total Volume:	0	0	0	279	245	3	210	1621	105	0	184	121	2768
Approach %	0%	0%	0%	53%	46%	1%	11%	84%	5%	0%	60%	40%	
Peak Hr Begin:	11:45												
PHV	0	0	0	159	126	0	103	824	58	0	88	58	1416
PHF	0.000			0.913			0.969			0.849			0.967

Turning Movement Count Report PM

Location ID: 10
North/South: Indian Canyon Drive
East/West: Tahquitz Canyon Way

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	0	0	36	29	0	24	185	7	0	34	19	334
15:15	0	0	0	17	21	0	21	189	6	0	21	15	290
16:30	0	0	0	34	22	1	14	196	8	0	21	9	305
16:45	0	0	0	36	38	0	15	184	6	0	23	10	312
17:00	0	0	0	36	20	0	14	203	9	0	19	18	319
17:15	0	0	0	37	22	0	23	189	5	0	17	11	304
17:30	0	0	0	15	18	1	24	185	11	0	11	11	276
17:45	0	0	0	24	16	0	30	153	5	0	14	11	253

Total Volume:	0	0	0	235	186	2	165	1484	57	0	160	104	2393
Approach %	0%	0%	0%	56%	44%	0%	10%	87%	3%	0%	61%	39%	

Peak Hr Begin:	16:00												
PHV	0	0	0	123	110	1	74	754	27	0	99	53	1241
PHF	0.000			0.791			0.981			0.717			0.929

Pedestrian/Bicycle Count Report

Location ID: 10
North/South: Indian Canyon Drive
East/West: Tahquitz Canyon Way

Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	3	0	1	2	4	0	8	0
7:15	3	0	0	3	10	0	18	1
7:30	3	0	0	0	1	1	18	0
7:45	6	0	2	0	4	0	13	1
8:00	7	0	2	2	6	0	17	6
9:15	4	0	4	2	11	0	15	2
9:30	14	0	12	0	19	1	18	0
9:45	1	0	2	0	12	0	15	1

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	3	0	0	0	8	0	12	1
16:15	0	0	1	0	7	1	10	1
16:30	4	0	4	0	5	0	6	0
16:45	1	0	0	0	8	0	11	0
17:00	5	0	1	0	16	0	21	0
17:15	1	0	8	1	12	0	7	0
17:30	1	0	4	2	8	0	11	0
17:45	1	1	3	0	7	0	18	0

Turning Movement Count Report AM

Location ID: 11
North/South: Indian Canyon Drive
East/West: Arenas Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	7	7	0	15	219	8	0	6	14	276
7:15	0	0	0	11	15	0	20	225	13	0	7	11	302
7:30	0	0	0	9	9	0	13	214	13	0	9	22	289
8:45	0	0	0	7	7	0	17	252	10	0	3	8	304
9:00	0	0	0	11	6	0	18	219	7	0	8	8	277
9:15	0	0	0	10	4	0	15	235	11	0	6	18	299
9:30	0	0	0	8	7	0	14	215	10	0	7	11	272
9:45	0	0	0	10	9	0	15	230	10	0	10	9	293
Total Volume:	0	0	0	73	64	0	127	1809	82	0	56	101	2312
Approach %	0%	0%	0%	53%	47%	0%	6%	90%	4%	0%	36%	64%	
Peak Hr Begin:	11:45												
PHV	0	0	0	38	37	0	68	910	43	0	27	49	1172
PHF	0.000			0.721			0.915			0.613			0.964

Turning Movement Count Report PM

Location ID: 11
North/South: Indian Canyon Drive
East/West: Arenas Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	0	0	11	14	0	18	213	8	0	16	11	291
15:15	0	0	0	9	6	0	23	214	15	0	15	9	291
16:30	0	0	0	14	9	0	15	208	5	0	10	10	271
16:45	0	0	0	13	15	0	21	190	6	0	7	8	260
17:00	0	0	0	17	12	0	12	210	6	0	6	7	270
17:15	0	0	0	18	6	0	16	188	4	0	7	3	242
17:30	0	0	0	18	3	0	13	197	4	0	4	4	243
17:45	0	0	0	22	2	0	17	175	0	0	2	3	221
Total Volume:	0	0	0	122	67	0	135	1595	48	0	67	55	2089
Approach %	0%	0%	0%	65%	35%	0%	8%	90%	3%	0%	55%	45%	
Peak Hr Begin:	16:00												
PHV	0	0	0	47	44	0	77	825	34	0	48	38	1113
PHF	0.000			0.813			0.929			0.796			0.956

Pedestrian/Bicycle Count Report

Location ID: 11
North/South: Indian Canyon Drive
East/West: Arenas Road

Date: 05/12/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	6	0	6	0	5	0	3	0
7:15	7	0	7	0	6	0	2	0
7:30	6	0	0	0	3	0	3	1
7:45	4	0	1	0	5	0	5	0
8:00	9	0	7	1	6	0	2	1
9:15	5	0	1	0	4	0	0	0
9:30	8	0	7	0	7	0	8	0
9:45	3	0	4	1	16	0	4	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	8	0	2	0	10	1	4	0
16:15	14	0	6	3	10	0	13	0
16:30	15	0	5	0	2	0	18	0
16:45	17	0	9	0	20	0	20	1
17:00	29	0	18	0	10	0	15	0
17:15	17	0	15	0	20	0	16	0
17:30	4	0	7	0	12	0	6	0
17:45	6	0	5	0	38	0	14	0

Turning Movement Count Report AM

Location ID: 12
North/South: Indian Canyon Drive
East/West: Ramon Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	58	64	0	25	180	6	0	45	18	396
7:15	0	0	0	72	65	0	29	193	9	0	48	22	438
7:30	0	0	0	65	63	0	39	177	3	0	48	19	414
8:45	0	0	0	67	59	0	34	173	12	0	39	16	400
9:00	0	0	0	75	44	0	30	178	9	0	41	13	390
9:15	0	0	0	61	63	0	39	155	12	0	43	19	392
9:30	0	0	0	65	49	0	39	183	7	0	47	16	406
9:45	0	0	0	71	51	0	28	157	20	0	49	25	401
Total Volume:	0	0	0	534	458	0	263	1396	78	0	360	148	3237
Approach %	0%	0%	0%	54%	46%	0%	15%	80%	4%	0%	71%	29%	
Peak Hr Begin:	11:30												
PHV	0	0	0	262	251	0	127	723	30	0	180	75	1648
PHF	0.000			0.936			0.952			0.911			0.941

Turning Movement Count Report PM

Location ID: 12
North/South: Indian Canyon Drive
East/West: Ramon Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	0	0	81	59	0	22	148	12	0	45	7	374
15:15	0	0	0	66	59	0	28	125	5	0	47	11	341
16:30	0	0	0	86	55	0	31	141	10	0	36	9	368
16:45	0	0	0	79	88	0	28	153	3	0	56	16	423
17:00	0	0	0	70	98	0	26	145	10	0	52	15	416
17:15	0	0	0	72	108	0	41	156	5	0	39	12	433
17:30	0	0	0	81	89	0	34	147	7	0	39	6	403
17:45	0	0	0	75	88	0	18	134	3	0	29	14	361
Total Volume:	0	0	0	610	644	0	228	1149	55	0	343	90	3119
Approach %	0%	0%	0%	49%	51%	0%	16%	80%	4%	0%	79%	21%	
Peak Hr Begin:	16:45												
PHV	0	0	0	302	383	0	129	601	25	0	186	49	1675
PHF	0.000			0.951			0.934			0.816			0.967

Pedestrian/Bicycle Count Report

Location ID: 12
North/South: Indian Canyon Drive
East/West: Ramon Road

Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	4	3	4	3	3	2	3	2
7:15	2	1	5	3	3	0	5	0
7:30	0	0	3	0	1	0	0	0
7:45	0	0	0	0	1	0	0	0
8:00	0	0	3	0	1	0	0	0
9:15	0	0	4	3	1	1	1	2
9:30	2	0	1	0	3	1	0	0
9:45	2	0	5	2	1	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	1	0	1	0	0	0	7	0
16:15	0	0	5	1	0	0	4	0
16:30	0	0	0	0	1	0	3	0
16:45	0	0	1	0	2	0	1	0
17:00	0	0	4	0	0	0	0	0
17:15	1	0	5	4	0	1	0	0
17:30	0	0	2	0	0	0	1	0
17:45	0	0	3	1	7	2	3	2

Turning Movement Count Report AM

Location ID: 13
North/South: Calle Encilia
East/West: Alejo Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	0	44	11	9	0	6	34	61	0	165
7:15	0	0	0	0	49	22	5	0	11	36	70	0	193
7:30	0	0	0	0	47	18	7	0	9	35	48	0	164
8:45	0	0	0	0	51	16	11	0	15	42	56	0	191
9:00	0	0	0	0	48	10	9	0	17	25	50	0	159
9:15	0	0	0	0	51	14	8	0	10	36	62	1	182
9:30	0	0	0	0	32	13	11	0	15	25	50	0	146
9:45	0	0	0	0	34	20	8	0	12	28	66	0	168
Total Volume:	0	0	0	0	356	124	68	0	95	261	463	1	1368
Approach %	0%	0%	0%	0%	74%	26%	42%	0%	58%	36%	64%	0%	
Peak Hr Begin:	11:30												
PHV	0	0	0	0	191	67	32	0	41	147	235	0	713
PHF	0.000			0.908			0.702			0.901			0.924

Turning Movement Count Report PM

Location ID: 13
North/South: Calle Encilia
East/West: Alejo Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	0	0	0	47	27	13	0	16	24	60	0	187
15:15	0	0	0	0	43	17	10	0	14	26	69	0	179
16:30	0	0	0	0	47	8	13	0	14	32	80	0	194
16:45	0	0	0	0	49	21	15	0	15	30	56	0	186
17:00	0	0	0	0	56	13	10	0	18	29	66	0	192
17:15	0	0	0	0	53	7	12	0	19	26	47	0	164
17:30	0	0	0	0	41	11	10	0	13	19	63	0	157
17:45	0	0	0	0	34	9	7	0	18	19	49	0	136
Total Volume:	0	0	0	0	370	113	90	0	127	205	490	0	1395
Approach %	0%	0%	0%	0%	77%	23%	41%	0%	59%	29%	71%	0%	
Peak Hr Begin:	16:15												
PHV	0	0	0	0	195	59	48	0	61	117	271	0	751
PHF	0.000			0.907			0.908			0.866			0.968

Pedestrian/Bicycle Count Report

Location ID: 13
North/South: Calle Encilia
East/West: Alejo Road

Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	1	0	1	0	0	0
7:15	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	1	0
7:45	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 14
North/South: Calle Encilia
East/West: Amado Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	19	20	1	1	32	5	3	13	8	12	20	5	139
7:15	19	29	3	4	27	3	5	10	7	7	16	1	131
7:30	14	33	5	3	18	4	5	9	5	6	24	5	131
8:45	15	39	3	5	28	2	3	21	6	9	22	3	156
9:00	13	21	1	1	18	2	2	12	7	13	21	8	119
9:15	18	22	4	1	26	2	6	14	4	9	20	3	129
9:30	12	29	2	1	21	1	2	20	7	11	21	2	129
9:45	16	22	3	1	24	3	4	19	12	10	16	2	132

Total Volume:	126	215	22	17	194	22	30	118	56	77	160	29	1066
Approach %	35%	59%	6%	7%	83%	9%	15%	58%	27%	29%	60%	11%	

Peak Hr Begin:	11:30												
PHV	67	121	12	13	105	14	16	53	26	34	82	14	557
PHF	0.877			0.868			0.792			0.878			0.893

Turning Movement Count Report PM

Location ID: 14
North/South: Calle Encilia
East/West: Amado Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	18	34	5	2	28	4	8	20	9	7	16	1	152
15:15	14	29	5	4	24	2	1	17	6	7	22	6	137
16:30	14	28	2	2	22	1	4	18	10	5	18	2	126
16:45	11	38	2	3	26	5	1	15	12	6	12	10	141
17:00	9	28	1	2	18	2	2	17	5	8	25	4	121
17:15	7	30	4	1	23	1	1	17	0	8	14	5	111
17:30	11	21	2	0	16	4	1	19	8	8	9	5	104
17:45	3	22	3	3	15	2	4	14	7	2	13	1	89
Total Volume:	87	230	24	17	172	21	22	137	57	51	129	34	981
Approach %	26%	67%	7%	8%	82%	10%	10%	63%	26%	24%	60%	16%	
Peak Hr Begin:	16:00												
PHV	57	129	14	11	100	12	14	70	37	25	68	19	556
PHF	0.877			0.904			0.818			0.800			0.914

Pedestrian/Bicycle Count Report

Location ID: 14
North/South: Calle Encilia
East/West: Amado Road

Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	2	0	0	0	0	2
7:15	0	0	0	0	0	0	0	0
7:30	0	0	0	0	1	0	1	0
7:45	2	0	5	0	3	0	4	0
8:00	1	0	1	0	1	0	3	0
9:15	0	0	1	0	0	0	0	0
9:30	0	0	0	0	2	0	0	0
9:45	0	0	2	0	4	0	1	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	0	0	2	0	5	0
16:15	1	0	1	1	2	0	1	0
16:30	1	0	5	0	5	0	2	1
16:45	2	0	3	1	3	0	3	0
17:00	2	0	2	0	0	1	3	1
17:15	1	0	3	0	6	1	5	0
17:30	0	1	2	0	1	0	2	0
17:45	0	0	1	1	0	1	0	0

Turning Movement Count Report AM

Location ID: 15
North/South: Calle Encilia
East/West: Tahquitz Canyon Way

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	5	42	12	3	50	16	3	17	0	4	47	5	204
7:15	4	37	13	9	62	19	7	7	2	9	27	4	200
7:30	2	48	12	5	61	19	14	11	4	6	36	4	222
8:45	6	41	9	7	59	10	8	20	3	8	30	4	205
9:00	6	28	16	10	68	18	7	11	2	6	33	6	211
9:15	1	29	26	11	70	12	8	6	1	2	41	9	216
9:30	3	34	7	9	40	17	7	18	2	9	36	3	185
9:45	3	27	19	14	57	12	10	20	2	12	36	7	219

Total Volume:	30	286	114	68	467	123	64	110	16	56	286	42	1662
Approach %	7%	67%	27%	10%	71%	19%	34%	58%	8%	15%	74%	11%	

Peak Hr Begin:	12:00												
PHV	15	146	63	33	258	59	37	48	10	22	140	23	854
PHF	0.903			0.911			0.766			0.889			0.962

Turning Movement Count Report PM

Location ID: 15
North/South: Calle Encilia
East/West: Tahquitz Canyon Way

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	3	42	25	12	58	12	12	20	2	5	50	7	248
15:15	0	40	9	13	36	14	11	11	1	5	36	3	179
16:30	1	45	10	9	53	3	6	23	1	2	29	1	183
16:45	4	39	12	11	65	15	7	13	1	3	36	1	207
17:00	2	51	14	7	53	11	11	15	1	2	34	1	202
17:15	9	26	13	3	49	12	11	12	0	7	36	6	184
17:30	2	29	7	7	31	8	7	22	0	2	26	1	142
17:45	4	21	3	10	28	11	8	14	5	4	41	3	152
Total Volume:	25	293	93	72	373	86	73	130	11	30	288	23	1497
Approach %	6%	71%	23%	14%	70%	16%	34%	61%	5%	9%	84%	7%	
Peak Hr Begin:	16:00												
PHV	8	166	56	45	212	44	36	67	5	15	151	12	817
PHF	0.821			0.827			0.794			0.718			0.824

Pedestrian/Bicycle Count Report

Location ID: 15
North/South: Calle Encilia
East/West: Tahquitz Canyon Way
Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	2	0	3	0	5	1	2	0
7:15	1	0	2	0	9	0	1	0
7:30	1	0	0	0	0	1	0	0
7:45	5	1	3	2	5	1	5	0
8:00	1	0	1	0	9	2	0	0
9:15	3	0	1	1	7	1	0	0
9:30	2	0	1	1	3	0	0	0
9:45	4	0	1	0	9	0	1	1

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	6	0	3	0	0	0
16:15	0	0	0	0	2	0	1	0
16:30	0	0	6	0	1	1	0	0
16:45	0	0	6	0	7	0	3	0
17:00	3	0	8	0	5	0	4	0
17:15	5	0	6	0	5	0	5	0
17:30	2	0	6	0	12	0	1	0
17:45	1	0	7	1	3	0	2	1

Turning Movement Count Report AM

Location ID: 16
North/South: Calle Encilia
East/West: Arenas Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	9	34	3	3	9	2	4	15	3	7	12	5	106
7:15	18	47	2	2	6	6	5	22	9	12	11	6	146
7:30	9	44	0	2	10	2	2	16	5	11	11	2	114
8:45	7	31	2	5	6	0	1	11	7	7	6	5	88
9:00	6	35	2	2	10	0	0	11	3	13	14	6	102
9:15	3	34	4	3	4	4	2	13	3	8	9	3	90
9:30	8	40	3	1	6	1	1	11	4	9	12	7	103
9:45	11	42	3	0	7	3	1	19	2	6	10	10	114
Total Volume:	71	307	19	18	58	18	16	118	36	73	85	44	863
Approach %	18%	77%	5%	19%	62%	19%	9%	69%	21%	36%	42%	22%	
Peak Hr Begin:	11:30												
PHV	43	156	7	12	31	10	12	64	24	37	40	18	454
PHF	0.769			0.946			0.694			0.819			0.777

Turning Movement Count Report PM

Location ID: 16
North/South: Calle Encilia
East/West: Arenas Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	11	50	1	4	6	0	0	19	4	13	5	7	120
15:15	7	44	4	1	11	1	2	17	11	21	10	11	140
16:30	14	72	3	4	10	2	2	25	8	12	13	6	171
16:45	20	73	3	3	8	4	3	15	12	11	5	11	168
17:00	25	83	2	0	17	3	2	16	5	18	2	4	177
17:15	14	75	2	4	10	5	2	19	8	8	7	4	158
17:30	19	63	4	3	4	3	1	12	0	14	2	4	129
17:45	23	68	4	1	5	4	1	18	11	13	10	3	161
Total Volume:	133	528	23	20	71	22	13	141	59	110	54	50	1224
Approach %	19%	77%	3%	18%	63%	19%	6%	66%	28%	51%	25%	23%	
Peak Hr Begin:	16:30												
PHV	73	303	10	11	45	14	9	75	33	49	27	25	674
PHF	0.877			0.875			0.836			0.815			0.952

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

Pedestrian/Bicycle Count Report

Location ID: 16
North/South: Calle Encilia
East/West: Arenas Road

Date: 05/12/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	1	0	3	0	1	0
7:15	0	0	1	1	2	0	0	0
7:30	2	0	0	0	3	1	2	1
7:45	0	0	1	0	1	0	2	1
8:00	1	0	1	0	1	0	3	0
9:15	5	0	0	0	2	0	3	0
9:30	2	0	0	0	1	0	2	0
9:45	3	0	0	0	3	0	1	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	1	2	1	0	4	0	1	0
16:15	0	0	1	0	4	1	4	0
16:30	4	1	1	1	2	0	2	0
16:45	0	0	0	0	3	0	1	1
17:00	3	0	3	0	1	0	7	1
17:15	4	0	2	0	1	0	7	1
17:30	4	0	3	0	10	0	15	0
17:45	11	0	1	0	6	0	3	0

Turning Movement Count Report AM

Location ID: 17
North/South: Calle Encilia
East/West: Ramon Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	11	8	19	14	110	1	2	1	0	1	69	9	245
7:15	18	11	25	26	122	3	2	2	1	2	62	3	277
7:30	19	5	39	17	118	7	3	3	0	1	81	4	297
8:45	16	6	17	21	118	2	4	0	0	0	70	1	255
9:00	14	6	25	12	111	5	1	0	0	2	60	5	241
9:15	15	9	20	13	116	3	2	2	0	1	78	10	269
9:30	12	6	30	14	97	3	1	2	1	0	89	3	258
9:45	21	11	26	15	107	4	6	1	2	3	85	9	290
Total Volume:	126	62	201	132	899	28	21	11	4	10	594	44	2132
Approach %	32%	16%	52%	12%	85%	3%	58%	31%	11%	2%	92%	7%	
Peak Hr Begin:	11:30												
PHV	64	30	100	78	468	13	11	6	1	4	282	17	1074
PHF	0.770			0.925			0.750			0.881			0.904

Turning Movement Count Report PM

Location ID: 17
North/South: Calle Encilia
East/West: Ramon Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	14	11	40	14	143	1	4	2	0	2	72	8	311
15:15	17	11	36	23	102	3	2	2	0	0	69	6	271
16:30	29	12	41	33	125	2	0	6	0	3	64	2	317
16:45	34	11	30	25	129	3	6	1	0	0	57	4	300
17:00	43	9	34	20	126	6	4	1	1	2	83	2	331
17:15	39	12	28	19	121	4	1	1	1	0	77	6	309
17:30	34	6	23	17	135	8	4	1	0	1	46	3	278
17:45	43	7	21	23	139	2	0	3	1	0	39	3	281
Total Volume:	253	79	253	174	1020	29	21	17	3	8	507	34	2398
Approach %	43%	14%	43%	14%	83%	2%	51%	41%	7%	1%	92%	6%	
Peak Hr Begin:	16:30												
PHV	145	44	133	97	501	15	11	9	2	5	281	14	1257
PHF	0.936			0.958			0.786			0.862			0.949

Pedestrian/Bicycle Count Report

Location ID: 17
North/South: Calle Encilia
East/West: Ramon Road

Date: 05/12/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	0	0	5	0	3	0
7:15	0	0	0	0	2	0	0	0
7:30	0	0	0	0	0	0	3	0
7:45	0	0	0	0	3	0	2	0
8:00	0	0	0	0	1	0	2	0
9:15	0	0	0	0	0	0	1	0
9:30	0	0	0	0	1	0	1	0
9:45	0	0	0	0	1	1	0	2

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	0	0	2	0	3	1
16:15	0	0	0	0	1	0	3	0
16:30	0	0	0	0	1	0	2	0
16:45	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	3	1
17:45	0	0	0	0	0	0	1	0

Turning Movement Count Report AM

Location ID: 18
North/South: Calle El Segundo
East/West: Alejo Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	0	45	12	5	0	8	10	58	0	138
7:15	0	0	0	0	68	11	5	0	4	8	60	0	156
7:30	0	0	0	0	61	6	6	0	7	11	54	0	145
8:45	0	0	0	0	58	6	6	0	9	7	52	0	138
9:00	0	0	0	0	49	4	8	0	5	2	61	1	130
9:15	0	0	0	0	61	9	10	0	8	10	59	0	157
9:30	0	0	0	0	36	13	10	0	7	2	60	0	128
9:45	0	0	0	0	52	12	8	0	2	4	68	0	146

Total Volume:	0	0	0	0	430	73	58	0	50	54	472	1	1138
Approach %	0%	0%	0%	0%	85%	15%	54%	0%	46%	10%	90%	0%	

Peak Hr Begin:	11:30												
PHV	0	0	0	0	232	35	22	0	28	36	224	0	577
PHF	0.000			0.845			0.833			0.956			0.925

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

Turning Movement Count Report PM

Location ID: 18
North/South: Calle El Segundo
East/West: Alejo Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	0	0	0	58	10	17	0	8	8	75	0	176
15:15	0	0	0	0	53	10	18	0	12	2	74	0	169
16:30	0	0	0	0	44	10	11	0	7	5	82	0	159
16:45	0	0	0	0	64	12	11	0	10	9	69	0	175
17:00	0	0	0	0	54	11	16	0	14	7	65	0	167
17:15	0	0	0	0	49	14	9	0	12	3	55	0	142
17:30	0	0	0	0	40	7	17	0	10	6	65	0	145
17:45	0	0	0	0	35	7	7	0	12	4	57	0	122
Total Volume:	0	0	0	0	397	81	106	0	85	44	542	0	1255
Approach %	0%	0%	0%	0%	83%	17%	55%	0%	45%	8%	92%	0%	
Peak Hr Begin:	16:00												
PHV	0	0	0	0	219	42	57	0	37	24	300	0	679
PHF	0.000			0.859			0.783			0.931			0.964

Pedestrian/Bicycle Count Report

Location ID: 18
North/South: Calle El Segundo
East/West: Alejo Road

Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	0	0	0	1	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	1	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 19
North/South: Calle El Segundo
East/West: Amado Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	6	17	2	1	27	1	1	14	6	2	21	1	99
7:15	4	12	0	4	27	5	2	5	6	3	14	4	86
7:30	2	17	1	0	20	4	2	11	2	7	19	5	90
8:45	2	12	0	0	32	3	6	16	3	0	30	2	106
9:00	2	6	2	5	19	1	1	13	2	1	18	5	75
9:15	1	16	0	2	28	2	3	11	1	2	28	3	97
9:30	2	11	1	2	21	5	5	13	3	5	20	2	90
9:45	1	13	0	2	23	2	6	9	4	1	17	2	80
Total Volume:	20	104	6	16	197	23	26	92	27	21	167	24	723
Approach %	15%	80%	5%	7%	83%	10%	18%	63%	19%	10%	79%	11%	
Peak Hr Begin:	11:30												
PHV	14	58	3	5	106	13	11	46	17	12	84	12	381
PHF	0.750			0.861			0.740			0.844			0.899

Turning Movement Count Report PM

Location ID: 19
North/South: Calle El Segundo
East/West: Amado Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	4	14	2	3	26	2	3	19	8	3	21	5	110
15:15	2	13	3	2	20	0	3	25	6	5	21	5	105
16:30	4	15	0	0	22	2	3	11	2	2	21	1	83
16:45	5	15	2	1	25	5	4	13	9	4	10	3	96
17:00	0	11	1	2	19	5	9	27	3	2	22	5	106
17:15	3	16	1	1	20	1	3	18	5	1	16	2	87
17:30	2	13	2	3	16	6	3	20	6	1	13	3	88
17:45	2	10	2	1	15	0	3	18	4	3	19	1	78
Total Volume:	22	107	13	13	163	21	31	151	43	21	143	25	753
Approach %	15%	75%	9%	7%	83%	11%	14%	67%	19%	11%	76%	13%	
Peak Hr Begin:	16:00												
PHV	15	57	7	6	93	9	13	68	25	14	73	14	394
PHF	0.898			0.871			0.779			0.815			0.895

Pedestrian/Bicycle Count Report

Location ID: 19
North/South: Calle El Segundo
East/West: Amado Road

Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	1	0	0	0	1	0
7:15	0	0	2	0	1	0	2	0
7:30	2	0	0	1	0	0	7	0
7:45	1	0	1	0	1	0	6	0
8:00	1	0	0	1	1	0	2	0
9:15	0	0	0	0	0	0	2	0
9:30	1	0	0	0	0	2	5	0
9:45	0	0	0	0	0	0	4	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	3	0	0	0	0	0	15	0
16:15	0	0	0	0	1	0	4	0
16:30	1	0	0	0	0	0	10	0
16:45	0	0	0	0	0	0	4	0
17:00	1	1	0	0	0	0	7	0
17:15	0	0	0	0	2	0	6	0
17:30	2	0	0	0	1	0	10	0
17:45	1	0	0	0	0	0	11	0

Turning Movement Count Report AM

Location ID: 20
North/South: Calle El Segundo
East/West: Tahquitz Canyon Way

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	1	24	2	8	63	8	7	13	3	3	50	3	185
7:15	3	12	4	3	86	15	9	5	6	3	43	1	190
7:30	4	15	6	3	70	8	11	13	7	3	52	2	194
8:45	1	13	5	4	76	5	11	12	2	1	38	3	171
9:00	5	8	5	5	87	5	7	10	1	1	59	1	194
9:15	2	14	8	7	82	12	6	8	1	2	73	3	218
9:30	6	14	14	8	63	11	13	15	1	3	49	3	200
9:45	3	11	6	5	80	6	0	7	3	4	62	5	192
Total Volume:	25	111	50	43	607	70	64	83	24	20	426	21	1544
Approach %	13%	60%	27%	6%	84%	10%	37%	49%	14%	4%	91%	4%	
Peak Hr Begin:	12:30												
PHV	16	47	33	25	312	34	26	40	6	10	243	12	804
PHF	0.706			0.918			0.621			0.849			0.922

Turning Movement Count Report PM

Location ID: 20
North/South: Calle El Segundo
East/West: Tahquitz Canyon Way

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	18	7	4	82	15	7	7	2	11	72	4	229
15:15	0	14	6	9	53	6	7	20	7	4	49	2	177
16:30	1	14	11	9	61	11	5	6	1	3	47	2	171
16:45	0	19	6	8	92	7	5	17	2	4	48	1	209
17:00	3	15	9	2	71	8	8	21	0	2	55	2	196
17:15	3	17	7	10	57	7	10	12	4	5	52	2	186
17:30	1	17	4	8	40	12	6	22	2	0	42	3	157
17:45	1	13	3	3	45	6	9	17	1	1	49	1	149
Total Volume:	9	127	53	53	501	72	57	122	19	30	414	17	1474
Approach %	5%	67%	28%	8%	80%	12%	29%	62%	10%	7%	90%	4%	
Peak Hr Begin:	16:00												
PHV	1	65	30	30	288	39	24	50	12	22	216	9	786
PHF	0.923			0.834			0.632			0.710			0.858

Pedestrian/Bicycle Count Report

Location ID: 20
North/South: Calle El Segundo
East/West: Tahquitz Canyon Way
Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	2	0	0	0	7	4	0	0
7:15	0	0	1	0	3	0	2	0
7:30	2	0	0	0	1	0	0	0
7:45	2	0	0	0	0	0	0	0
8:00	0	0	0	1	2	1	0	1
9:15	3	0	0	0	2	0	0	0
9:30	2	0	0	1	0	0	1	0
9:45	3	0	1	0	2	0	0	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	0	0	2	0	0	0
16:15	1	0	0	0	1	1	0	1
16:30	2	0	0	0	0	0	4	0
16:45	0	0	0	0	3	0	0	0
17:00	0	0	0	0	5	0	1	0
17:15	3	0	0	0	2	1	0	0
17:30	3	0	0	0	0	0	2	0
17:45	1	1	0	0	0	0	1	1

Turning Movement Count Report AM

Location ID: 21
North/South: Calle El Segundo
East/West: Ramon Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	10	0	15	13	122	0	0	0	0	0	76	5	241
7:15	11	0	11	16	143	0	0	0	0	0	86	9	276
7:30	12	0	14	11	136	0	0	0	0	0	120	2	295
8:45	9	0	13	10	140	0	0	0	0	0	85	4	261
9:00	11	0	13	17	127	0	0	0	0	0	85	4	257
9:15	0	0	19	15	133	0	0	0	0	0	99	3	269
9:30	11	0	19	12	106	0	0	0	0	0	119	7	274
9:45	12	0	21	8	124	0	0	0	0	0	118	6	289
Total Volume:	76	0	125	102	1031	0	0	0	0	0	788	40	2162
Approach %	38%	0%	62%	9%	91%	0%	0%	0%	0%	0%	95%	5%	
Peak Hr Begin:	11:45												
PHV	43	0	51	54	546	0	0	0	0	0	376	19	1089
PHF	0.904			0.943			0.000			0.809			0.923

Turning Movement Count Report PM

Location ID: 21
North/South: Calle El Segundo
East/West: Ramon Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	8	0	10	22	155	0	0	0	0	0	110	2	307
15:15	13	0	17	14	129	0	0	0	0	0	106	2	281
16:30	16	0	19	20	152	0	0	0	0	0	113	6	326
16:45	11	0	20	14	151	0	0	0	0	0	96	5	297
17:00	8	0	17	14	147	0	0	0	0	0	121	2	309
17:15	10	0	20	20	138	0	0	0	0	0	98	5	291
17:30	14	0	21	17	156	0	0	0	0	0	79	2	289
17:45	16	0	15	17	154	0	0	0	0	0	61	3	266
Total Volume:	96	0	139	138	1182	0	0	0	0	0	784	27	2366
Approach %	41%	0%	59%	10%	90%	0%	0%	0%	0%	0%	97%	3%	
Peak Hr Begin:	16:30												
PHV	45	0	76	68	588	0	0	0	0	0	428	18	1223
PHF	0.864			0.953			0.000			0.907			0.938

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

Pedestrian/Bicycle Count Report

Location ID: 21
North/South: Calle El Segundo
East/West: Ramon Road

Date: 05/12/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	0	0	0	0	0	0
7:15	1	1	0	0	0	0	0	0
7:30	2	3	0	1	0	0	1	0
7:45	2	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0
9:15	1	0	0	0	0	0	0	0
9:30	1	0	0	0	0	0	0	0
9:45	1	1	0	0	0	0	0	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	1	0	4	1	0	0	1	0
16:15	1	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	1	1	0	0	0	0	0
17:00	1	0	0	0	0	0	0	0
17:15	0	0	1	0	0	0	0	0
17:30	1	0	0	0	0	0	0	0
17:45	0	1	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 22
North/South: Avenida Caballeros
East/West: Alejo Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	9	28	9	4	30	3	2	26	7	13	46	4	181
7:15	7	32	3	7	53	7	5	22	8	12	47	5	208
7:30	6	38	6	4	36	3	5	36	8	8	45	4	199
8:45	6	28	6	8	39	2	4	27	12	11	52	3	198
9:00	6	30	3	0	40	4	2	12	3	9	54	4	167
9:15	3	38	2	5	49	0	2	23	9	8	54	4	197
9:30	3	34	6	1	35	5	2	21	6	11	55	6	185
9:45	6	23	3	6	45	7	6	20	3	18	57	7	201

Total Volume:	46	251	38	35	327	31	28	187	56	90	410	37	1536
Approach %	14%	75%	11%	9%	83%	8%	10%	69%	21%	17%	76%	7%	

Peak Hr Begin:	11:30												
PHV	28	126	24	23	158	15	16	111	35	44	190	16	786
PHF	0.890			0.731			0.827			0.947			0.945

Turning Movement Count Report PM

Location ID: 22
North/South: Avenida Caballeros
East/West: Alejo Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	7	43	5	0	45	3	5	22	8	18	66	4	226
15:15	3	38	5	3	44	2	5	20	3	13	69	7	212
16:30	6	34	1	3	28	3	5	22	14	10	74	7	207
16:45	13	24	5	2	39	4	4	36	12	9	58	7	213
17:00	5	42	6	8	47	1	5	32	5	11	62	10	234
17:15	1	25	8	3	46	2	3	27	8	9	55	3	190
17:30	2	20	4	3	36	2	1	16	6	12	54	8	164
17:45	5	26	2	1	31	0	4	17	2	14	41	5	148
Total Volume:	42	252	36	23	316	17	32	192	58	96	479	51	1594
Approach %	13%	76%	11%	6%	89%	5%	11%	68%	21%	15%	77%	8%	
Peak Hr Begin:	16:15												
PHV	27	138	17	16	158	10	19	110	34	43	263	31	866
PHF	0.858			0.821			0.784			0.926			0.925

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

Pedestrian/Bicycle Count Report

Location ID: 22
North/South: Avenida Caballeros
East/West: Alejo Road

Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	0	0	1	1	0	0
7:15	0	0	0	0	0	1	0	0
7:30	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	2	2	0
8:00	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	1	0	1	0
9:45	0	0	0	0	0	1	0	1

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	0	0	0	1	1	0
16:15	0	0	0	0	0	0	1	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	1	0
17:00	0	0	0	0	0	1	0	1
17:15	0	0	0	0	1	0	0	0
17:30	0	0	0	0	0	0	1	0
17:45	0	0	0	0	0	0	1	0

Turning Movement Count Report AM

Location ID: 23
North/South: Avenida Caballeros
East/West: Amado Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	4	38	7	1	21	2	5	30	5	5	17	2	137
7:15	4	42	4	3	24	0	2	24	6	0	13	6	128
7:30	3	45	6	3	18	3	1	41	7	3	15	7	152
8:45	2	36	3	4	27	1	2	33	7	7	23	5	150
9:00	0	34	2	3	19	4	0	12	6	2	20	2	104
9:15	4	47	2	6	21	0	0	28	10	5	29	1	153
9:30	5	41	7	1	16	1	2	26	6	2	27	3	137
9:45	5	39	3	1	27	0	0	20	3	6	18	3	125
Total Volume:	27	322	34	22	173	11	12	214	50	30	162	29	1086
Approach %	7%	84%	9%	11%	84%	5%	4%	78%	18%	14%	73%	13%	
Peak Hr Begin:	11:30												
PHV	13	161	20	11	90	6	10	128	25	15	68	20	567
PHF	0.898			0.836			0.832			0.736			0.933

Turning Movement Count Report PM

Location ID: 23
North/South: Avenida Caballeros
East/West: Amado Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	4	55	5	2	21	4	2	32	5	4	20	2	156
15:15	3	48	1	2	16	2	2	25	4	8	21	2	134
16:30	1	47	1	1	14	1	7	32	7	3	25	6	145
16:45	1	30	6	2	22	1	2	38	3	4	12	7	128
17:00	0	42	5	5	12	2	3	30	7	5	29	9	149
17:15	2	33	1	4	14	2	4	33	6	6	14	2	121
17:30	2	34	6	2	10	1	3	21	9	1	17	1	107
17:45	3	39	0	2	15	3	0	19	3	4	16	2	106
Total Volume:	16	328	25	20	124	16	23	230	44	35	154	31	1046
Approach %	4%	89%	7%	13%	78%	10%	8%	77%	15%	16%	70%	14%	
Peak Hr Begin:	16:00												
PHV	9	180	13	7	73	8	13	127	19	19	78	17	563
PHF	0.789			0.815			0.864			0.838			0.902

Pedestrian/Bicycle Count Report

Location ID: 23
North/South: Avenida Caballeros
East/West: Amado Road

Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0
7:45	0	0	1	0	0	0	1	0
8:00	0	0	2	0	0	0	1	0
9:15	0	0	0	2	0	0	0	1
9:30	0	0	0	0	0	0	2	1
9:45	0	0	0	0	0	0	1	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	1	0	0	0	1	0	4	0
16:15	0	0	0	0	0	0	2	0
16:30	0	0	0	0	0	0	4	0
16:45	0	0	0	0	0	0	2	0
17:00	1	0	0	0	0	0	5	0
17:15	0	0	0	0	0	0	1	0
17:30	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 24
North/South: Avenida Caballeros
East/West: Tahquitz Canyon Way

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	4	33	12	5	73	9	6	26	6	8	50	3	235
7:15	8	33	5	8	90	8	9	25	9	2	53	5	255
7:30	5	44	6	11	74	12	6	30	2	5	71	5	271
8:45	3	34	4	9	80	12	5	29	5	1	51	3	236
9:00	3	28	11	7	101	4	11	18	4	5	62	3	257
9:15	10	39	7	6	92	8	8	26	7	5	77	9	294
9:30	4	33	14	4	84	11	7	25	4	3	66	9	264
9:45	3	29	7	9	81	7	6	16	6	4	72	7	247
Total Volume:	40	273	66	59	675	71	58	195	43	33	502	44	2059
Approach %	11%	72%	17%	7%	84%	9%	20%	66%	15%	6%	87%	8%	
Peak Hr Begin:	12:30												
PHV	20	129	39	26	358	30	32	85	21	17	277	28	1062
PHF	0.839			0.924			0.841			0.885			0.903

Turning Movement Count Report PM

Location ID: 24
North/South: Avenida Caballeros
East/West: Tahquitz Canyon Way

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	10	34	16	10	87	8	7	18	5	3	75	9	282
15:15	8	29	12	14	64	12	5	21	7	2	67	6	247
16:30	2	42	22	13	73	10	6	18	8	4	66	6	270
16:45	6	28	3	5	101	3	6	19	5	4	56	7	243
17:00	4	46	5	3	68	9	3	30	6	4	75	8	261
17:15	6	28	7	4	68	2	7	26	4	3	68	10	233
17:30	6	23	3	3	57	7	6	32	3	0	40	9	189
17:45	9	31	6	5	51	3	7	18	3	2	63	9	207
Total Volume:	51	261	74	57	569	54	47	182	41	22	510	64	1932
Approach %	13%	68%	19%	8%	84%	8%	17%	67%	15%	4%	86%	11%	
Peak Hr Begin:	16:00												
PHV	26	133	53	42	325	33	24	76	25	13	264	28	1042
PHF	0.803			0.917			0.947			0.876			0.924

Pedestrian/Bicycle Count Report

Location ID: 24
North/South: Avenida Caballeros
East/West: Tahquitz Canyon Way

Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	0	0	0	0	4	0
7:15	1	0	1	0	3	1	0	0
7:30	0	0	0	0	1	0	3	0
7:45	0	0	0	1	0	0	2	0
8:00	0	0	0	0	0	1	0	0
9:15	0	0	0	0	2	0	3	2
9:30	1	0	0	0	0	0	0	0
9:45	0	0	1	0	3	0	0	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	0	0	2	0	2	0
16:15	1	0	0	0	1	0	2	0
16:30	0	1	0	0	1	0	0	0
16:45	0	0	0	1	0	1	1	0
17:00	0	0	0	0	1	0	2	0
17:15	0	0	0	0	3	1	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 25
North/South: Avenida Caballeros
East/West: Ramon Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	18	0	33	24	109	0	0	0	0	0	99	5	288
7:15	19	0	28	24	127	0	0	0	0	0	101	9	308
7:30	26	0	33	26	126	0	0	0	0	0	128	13	352
8:45	34	0	43	35	125	0	0	0	0	0	113	11	361
9:00	27	0	21	46	119	0	0	0	0	0	114	5	332
9:15	41	0	29	40	117	0	0	0	0	0	108	11	346
9:30	23	0	22	49	99	0	0	0	0	0	117	10	320
9:45	28	0	20	42	115	0	0	0	0	0	104	7	316
Total Volume:	216	0	229	286	937	0	0	0	0	0	884	71	2623
Approach %	49%	0%	51%	23%	77%	0%	0%	0%	0%	0%	93%	7%	
Peak Hr Begin:	12:00												
PHV	128	0	126	147	487	0	0	0	0	0	463	40	1391
PHF	0.825			0.961			0.000			0.892			0.963

Turning Movement Count Report PM

Location ID: 25
North/South: Avenida Caballeros
East/West: Ramon Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	31	0	22	22	141	0	0	0	0	0	118	13	347
15:15	29	0	23	37	123	0	0	0	0	0	118	8	338
16:30	34	0	29	29	134	0	0	0	0	0	111	9	346
16:45	22	0	21	23	139	0	0	0	0	0	107	9	321
17:00	20	0	35	15	138	0	0	0	0	0	134	5	347
17:15	11	0	37	21	134	0	0	0	0	0	110	16	329
17:30	7	0	17	27	138	0	0	0	0	0	131	11	331
17:45	11	0	17	26	135	0	0	0	0	0	72	9	270
Total Volume:	165	0	201	200	1082	0	0	0	0	0	901	80	2629
Approach %	45%	0%	55%	16%	84%	0%	0%	0%	0%	0%	92%	8%	
Peak Hr Begin:	16:00												
PHV	116	0	95	111	537	0	0	0	0	0	454	39	1352
PHF	0.837			0.994			0.000			0.941			0.974

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

Pedestrian/Bicycle Count Report

Location ID: 25
North/South: Avenida Caballeros
East/West: Ramon Road

Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	2	0	1	0	0	0	0
7:15	1	1	0	0	0	0	0	0
7:30	1	0	2	1	0	0	0	0
7:45	1	0	0	0	0	0	0	0
8:00	0	2	0	0	0	0	0	0
9:15	1	0	1	0	0	0	0	0
9:30	0	3	0	0	0	0	0	0
9:45	2	3	0	1	0	0	1	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	1	0	0	0	0	0
16:15	2	2	0	0	0	0	0	0
16:30	2	0	1	0	0	0	2	0
16:45	2	1	0	0	0	0	0	0
17:00	1	3	0	0	0	0	0	0
17:15	4	1	2	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	1	0	1	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 26
North/South: Hermosa Drive
East/West: Amado Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	3	3	0	2	19	0	0	4	2	2	20	2	57
7:15	0	6	5	3	30	0	1	5	3	0	17	1	71
7:30	0	2	4	1	24	1	1	5	1	2	30	2	73
8:45	1	1	2	2	21	0	0	3	1	0	20	3	54
9:00	2	1	5	5	16	0	0	2	0	2	21	2	56
9:15	2	2	0	2	20	2	4	0	3	0	22	2	59
9:30	1	4	2	6	20	1	2	4	0	0	22	0	62
9:45	2	5	2	4	18	0	3	1	0	2	76	1	114
Total Volume:	11	24	20	25	168	4	11	24	10	8	228	13	546
Approach %	20%	44%	36%	13%	85%	2%	24%	53%	22%	3%	92%	5%	
Peak Hr Begin:	12:30												
PHV	7	12	9	17	74	3	9	7	3	4	141	5	291
PHF	0.778			0.870			0.679			0.475			0.638

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

Turning Movement Count Report PM

Location ID: 26
North/South: Hermosa Drive
East/West: Amado Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	2	1	2	2	23	0	1	2	2	1	27	1	64
15:15	0	0	1	0	32	2	0	2	2	0	18	2	59
16:30	1	2	2	2	31	1	0	5	1	1	35	1	82
16:45	0	1	2	3	16	1	0	6	0	2	37	0	68
17:00	1	2	1	4	13	1	0	2	2	0	42	2	70
17:15	2	2	4	1	15	0	0	3	2	1	32	0	62
17:30	2	1	2	4	19	0	2	0	0	0	30	2	62
17:45	4	5	2	3	13	0	0	4	0	0	33	0	64
Total Volume:	12	14	16	19	162	5	3	24	9	5	254	8	531
Approach %	29%	33%	38%	10%	87%	3%	8%	67%	25%	2%	95%	3%	
Peak Hr Begin:	16:30												
PHV	4	7	9	10	75	3	0	16	5	4	146	3	282
PHF	0.625			0.647			0.875			0.869			0.860

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

Pedestrian/Bicycle Count Report

Location ID: 26
North/South: Hermosa Drive
East/West: Amado Road

Date: 05/12/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	1	1	2	1	0	0	0	0
7:15	0	0	1	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0
8:00	0	0	1	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	0	0	0	0	0	0
16:15	0	0	0	2	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	1	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 27
North/South: Hermosa Drive
East/West: Tahquitz Canyon Way

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	3	0	3	1	99	4	2	0	0	0	108	5	225
7:15	4	1	3	1	91	8	4	1	0	0	75	3	191
7:30	6	0	2	2	94	2	9	0	2	1	83	4	205
8:45	2	0	1	0	76	10	4	2	1	1	72	3	172
9:00	1	0	0	0	79	7	3	1	0	0	64	2	157
9:15	2	0	2	1	97	4	2	4	1	1	96	2	212
9:30	3	1	1	0	85	9	4	0	0	2	85	5	195
9:45	2	0	1	0	62	4	4	2	2	3	106	3	189
Total Volume:	23	2	13	5	683	48	32	10	6	8	689	27	1546
Approach %	61%	5%	34%	1%	93%	7%	67%	21%	13%	1%	95%	4%	
Peak Hr Begin:	11:30												
PHV	15	1	9	4	360	24	19	3	3	2	338	15	793
PHF	0.781			0.933			0.568			0.785			0.881

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

Turning Movement Count Report PM

Location ID: 27
North/South: Hermosa Drive
East/West: Tahquitz Canyon Way

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	2	1	2	0	68	8	8	1	0	1	78	4	173
15:15	3	0	0	2	76	4	5	1	0	0	55	3	149
16:30	0	2	1	1	82	5	0	2	1	2	78	4	178
16:45	0	1	0	5	91	8	5	2	3	0	68	2	185
17:00	1	0	1	1	88	6	7	0	2	0	90	4	200
17:15	5	0	1	1	66	3	7	0	0	1	72	5	161
17:30	2	1	0	1	54	3	2	0	1	0	49	2	115
17:45	4	1	2	2	70	3	3	0	0	0	49	2	136
Total Volume:	17	6	7	13	595	40	37	6	7	4	539	26	1297
Approach %	57%	20%	23%	2%	92%	6%	74%	12%	14%	1%	95%	5%	
Peak Hr Begin:	16:30												
PHV	6	3	3	8	327	22	19	4	6	3	308	15	724
PHF	0.500			0.858			0.725			0.867			0.905

Pedestrian/Bicycle Count Report

Location ID: 27
North/South: Hermosa Drive
East/West: Tahquitz Canyon Way

Date: 05/12/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	0	0	1	0	0	0
7:15	0	0	0	0	0	0	0	0
7:30	0	1	1	0	0	0	0	0
7:45	1	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0
9:30	2	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	0
17:15	0	0	0	2	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 28
North/South: Sunrise Way
East/West: Alejo Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	12	132	10	9	34	9	6	122	18	31	18	13	414
7:15	10	182	8	12	26	6	5	157	22	30	31	10	499
7:30	14	182	10	9	32	5	8	149	16	23	20	13	481
8:45	14	134	6	15	25	4	11	162	22	27	24	7	451
9:00	2	131	10	11	23	8	3	145	12	25	14	5	389
9:15	6	146	15	12	26	4	3	171	24	26	28	12	473
9:30	20	154	11	17	24	7	8	161	22	27	35	10	496
9:45	12	138	13	10	20	7	9	154	18	26	44	18	469
Total Volume:	90	1199	83	95	210	50	53	1221	154	215	214	88	3672
Approach %	7%	87%	6%	27%	59%	14%	4%	86%	11%	42%	41%	17%	
Peak Hr Begin:	11:30												
PHV	50	630	34	45	117	24	30	590	78	111	93	43	1845
PHF	0.867			0.894			0.895			0.870			0.924

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

Turning Movement Count Report PM

Location ID: 28
North/South: Sunrise Way
East/West: Alejo Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	16	158	12	14	28	5	6	170	18	30	29	13	499
15:15	15	161	6	9	23	5	4	153	15	29	40	12	472
16:30	11	166	10	6	36	8	4	167	13	25	38	8	492
16:45	9	142	11	15	22	7	7	180	19	33	23	13	481
17:00	10	163	17	15	22	3	7	182	30	37	39	18	543
17:15	10	180	4	9	25	6	6	203	14	26	34	16	533
17:30	10	129	10	8	21	5	5	165	11	24	26	6	420
17:45	10	149	5	14	29	2	4	120	18	21	23	5	400
Total Volume:	91	1248	75	90	206	41	43	1340	138	225	252	91	3840
Approach %	6%	88%	5%	27%	61%	12%	3%	88%	9%	40%	44%	16%	
Peak Hr Begin:	16:30												
PHV	40	651	42	45	105	24	24	732	76	121	134	55	2049
PHF	0.945			0.870			0.933			0.824			0.943

Pedestrian/Bicycle Count Report

Location ID: 28
North/South: Sunrise Way
East/West: Alejo Road

Date: 05/12/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	1	0	0	1	0	0
7:15	2	0	1	0	0	1	0	0
7:30	0	0	0	1	0	1	0	0
7:45	0	0	1	0	0	4	0	0
8:00	0	0	1	0	0	2	0	0
9:15	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	3	0	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	0	0	0	2	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	1	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	1	1	0	1	0	0
17:15	0	0	1	1	0	1	0	0
17:30	1	0	1	0	0	0	0	0
17:45	0	0	1	1	0	0	0	0

Turning Movement Count Report AM

Location ID: 29
North/South: Sunrise Way
East/West: Amado Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	9	162	6	3	8	10	7	150	20	5	7	4	391
7:15	10	184	3	7	7	6	3	173	19	14	4	5	435
7:30	7	198	2	5	8	1	8	162	11	15	10	8	435
8:45	4	170	0	1	4	3	2	195	14	12	6	3	414
9:00	3	160	0	2	8	3	6	144	8	18	7	3	362
9:15	6	181	2	1	1	7	4	180	12	13	7	8	422
9:30	8	168	2	3	5	4	8	164	13	11	6	8	400
9:45	8	160	7	4	6	9	2	162	9	42	21	16	446
Total Volume:	55	1383	22	26	47	43	40	1330	106	130	68	55	3305
Approach %	4%	95%	2%	22%	41%	37%	3%	90%	7%	51%	27%	22%	
Peak Hr Begin:	11:30												
PHV	30	714	11	16	27	20	20	680	64	46	27	20	1675
PHF	0.912			0.750			0.905			0.705			0.963

Turning Movement Count Report PM

Location ID: 29
North/South: Sunrise Way
East/West: Amado Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	6	180	5	3	9	2	7	177	12	14	11	8	434
15:15	20	181	2	4	5	7	4	162	13	6	8	5	417
16:30	14	178	3	2	6	5	4	166	12	10	10	17	427
16:45	4	167	2	1	8	4	4	174	11	12	18	11	416
17:00	2	210	2	3	4	3	4	224	10	21	12	8	503
17:15	5	192	1	2	8	1	3	196	5	21	10	10	454
17:30	8	162	1	1	8	2	4	170	9	18	9	9	401
17:45	2	170	1	0	7	3	6	138	8	12	9	14	370

Total Volume:	61	1440	17	16	55	27	36	1407	80	114	87	82	3422
Approach %	4%	95%	1%	16%	56%	28%	2%	92%	5%	40%	31%	29%	

Peak Hr Begin:	16:30												
PHV	25	747	8	8	26	13	15	760	38	64	50	46	1800
PHF	0.911			0.904			0.854			0.976			0.895

Pedestrian/Bicycle Count Report

Location ID: 29
North/South: Sunrise Way
East/West: Amado Road

Date: 05/12/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	0	1	0	0	0	0
7:15	0	0	1	0	0	0	2	0
7:30	0	0	1	3	0	0	0	0
7:45	0	0	2	3	0	1	2	0
8:00	0	0	0	1	2	0	2	0
9:15	0	0	0	0	0	0	0	0
9:30	0	0	3	1	0	0	0	0
9:45	0	0	0	1	0	1	1	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	1	1	0	0	0	0	0
16:45	0	0	0	0	1	0	0	0
17:00	0	0	3	1	0	0	0	0
17:15	0	0	1	0	0	0	0	1
17:30	0	0	1	0	0	0	0	0
17:45	0	0	1	2	0	0	0	0

Turning Movement Count Report AM

Location ID: 30
North/South: Sunrise Way
East/West: Tahquitz Canyon Way

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	16	135	29	21	50	26	10	145	18	13	52	23	538
7:15	16	126	27	25	73	27	17	128	20	13	38	24	534
7:30	18	152	35	18	63	37	24	151	12	16	48	22	596
8:45	14	142	27	35	76	33	23	144	8	12	49	24	587
9:00	14	136	22	32	78	18	14	116	23	15	55	17	540
9:15	18	141	35	31	74	23	25	150	20	20	48	30	615
9:30	18	124	35	37	75	28	15	136	16	17	58	23	582
9:45	10	104	29	24	73	28	26	158	22	16	62	26	578
Total Volume:	124	1060	239	223	562	220	154	1128	139	122	410	189	4570
Approach %	9%	74%	17%	22%	56%	22%	11%	79%	10%	17%	57%	26%	
Peak Hr Begin:	12:00												
PHV	64	571	119	116	291	111	86	561	63	63	200	93	2338
PHF	0.920			0.899			0.910			0.908			0.950

Turning Movement Count Report PM

Location ID: 30
North/South: Sunrise Way
East/West: Tahquitz Canyon Way

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	18	140	30	27	88	31	18	164	13	11	75	25	640
15:15	15	135	27	23	66	28	18	155	11	16	63	26	583
16:30	14	150	28	30	72	20	21	118	12	20	61	13	559
16:45	23	129	29	33	82	32	13	138	14	15	46	20	574
17:00	16	137	27	28	47	17	6	152	11	17	51	31	540
17:15	16	142	28	25	44	20	4	145	15	16	52	32	539
17:30	16	114	26	17	34	19	7	141	12	9	35	18	448
17:45	11	118	22	22	27	17	11	114	21	13	48	33	457

Total Volume:	129	1065	217	205	460	184	98	1127	109	117	431	198	4340
Approach %	9%	75%	15%	24%	54%	22%	7%	84%	8%	16%	58%	27%	

Peak Hr Begin:	16:00												
PHV	70	554	114	113	308	111	70	575	50	62	245	84	2356
PHF	0.961			0.905			0.891			0.881			0.920

Pedestrian/Bicycle Count Report

Location ID: 30
North/South: Sunrise Way
East/West: Tahquitz Canyon Way

Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	1	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0
7:30	0	0	3	1	0	0	0	0
7:45	0	0	0	1	0	0	0	0
8:00	0	0	1	2	0	0	0	0
9:15	0	0	3	0	0	0	0	1
9:30	2	0	2	0	0	0	3	0
9:45	0	0	0	0	0	0	0	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	1	1	1	0	0	0	1	0
16:15	2	1	4	0	0	1	2	0
16:30	1	0	1	0	0	0	0	0
16:45	0	0	1	0	0	0	0	1
17:00	0	0	1	1	0	0	1	0
17:15	0	0	2	1	0	0	0	0
17:30	0	0	3	1	0	0	0	0
17:45	1	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 31
North/South: Sunrise Way
East/West: Ramon Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	20	93	48	38	86	30	34	80	23	48	92	28	620
7:15	25	129	49	48	93	19	28	108	37	36	81	13	666
7:30	18	121	55	44	120	35	30	90	38	35	89	26	701
8:45	19	124	56	30	126	39	29	85	39	24	117	32	720
9:00	21	90	46	49	120	28	22	99	39	32	94	22	662
9:15	23	120	50	53	100	27	22	95	35	25	98	21	669
9:30	25	100	42	45	106	20	24	104	48	36	92	22	664
9:45	20	92	46	54	112	31	36	89	29	33	97	23	662

Total Volume:	171	869	392	361	863	229	225	750	288	269	760	187	5364
Approach %	12%	61%	27%	25%	59%	16%	18%	59%	23%	22%	63%	15%	

Peak Hr Begin:	12:00												
PHV	81	455	207	176	466	129	103	369	151	116	398	101	2752
PHF	0.933			0.969			0.973			0.889			0.956

Turning Movement Count Report PM

Location ID: 31
North/South: Sunrise Way
East/West: Ramon Road

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	15	83	47	45	119	25	23	108	39	38	88	25	655
15:15	18	114	64	49	112	23	25	92	34	27	120	23	701
16:30	20	100	36	33	108	26	26	84	43	31	110	21	638
16:45	17	109	59	32	108	23	31	103	31	28	82	13	636
17:00	13	101	61	23	102	17	32	110	28	31	115	21	654
17:15	17	103	46	35	90	23	17	82	41	22	96	24	596
17:30	25	90	44	41	109	33	18	91	31	25	99	22	628
17:45	16	83	36	46	88	22	14	75	33	23	90	20	546
Total Volume:	141	783	393	304	836	192	186	745	280	225	800	169	5054
Approach %	11%	59%	30%	23%	63%	14%	15%	62%	23%	19%	67%	14%	
Peak Hr Begin:	16:00												
PHV	70	406	206	159	447	97	105	387	147	124	400	82	2630
PHF	0.870			0.930			0.940			0.891			0.938

Pedestrian/Bicycle Count Report

Location ID: 31
North/South: Sunrise Way
East/West: Ramon Road

Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	2	1	3	0	0	0	0	0
7:15	3	0	1	1	3	1	1	0
7:30	5	0	0	1	0	2	0	0
7:45	4	1	0	0	0	1	0	0
8:00	2	2	2	2	0	0	0	0
9:15	0	1	1	0	0	0	0	0
9:30	3	0	1	2	3	0	0	0
9:45	4	1	2	1	2	0	1	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	4	0	0	2	0	3	1	1
16:15	3	1	1	1	2	1	4	2
16:30	2	3	1	0	0	0	5	0
16:45	4	0	0	1	0	0	0	0
17:00	1	0	2	1	0	0	0	0
17:15	0	1	1	1	0	0	1	0
17:30	4	0	1	1	1	0	3	1
17:45	2	0	0	1	0	1	4	0

Turning Movement Count Report AM

Location ID: 32
North/South: Sunrise Way
East/West: Mesquite Avenue

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	25	133	19	20	10	5	5	103	2	6	10	18	356
7:15	12	140	7	19	13	3	3	140	2	6	19	23	387
7:30	16	140	10	13	6	3	5	130	2	8	16	18	367
8:45	14	144	11	16	9	2	4	125	5	3	14	19	366
9:00	21	134	10	13	15	1	3	120	5	5	15	15	357
9:15	17	140	17	15	15	3	2	140	5	5	35	22	416
9:30	19	141	15	18	7	2	4	142	5	3	9	16	381
9:45	20	126	16	12	10	3	5	127	5	5	9	19	357
Total Volume:	144	1098	105	126	85	22	31	1027	31	41	127	150	2987
Approach %	11%	82%	8%	54%	36%	9%	3%	94%	3%	13%	40%	47%	
Peak Hr Begin:	12:15												
PHV	71	559	53	62	46	8	13	527	20	16	73	72	1520
PHF	0.976			0.879			0.927			0.649			0.913

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

Turning Movement Count Report PM

Location ID: 32
North/South: Sunrise Way
East/West: Mesquite Avenue

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	18	129	11	15	5	2	1	126	3	11	15	18	354
15:15	13	122	10	13	5	3	1	116	7	4	11	17	322
16:30	15	106	16	18	11	1	2	120	3	7	10	12	321
16:45	11	127	16	16	11	1	5	101	2	2	14	6	312
17:00	7	143	13	15	16	2	5	119	9	1	8	9	347
17:15	14	152	10	9	7	1	3	132	1	2	10	9	350
17:30	17	120	9	10	10	2	0	118	1	3	10	6	306
17:45	30	101	14	15	12	4	2	100	3	2	13	15	311
Total Volume:	125	1000	99	111	77	16	19	932	29	32	91	92	2623
Approach %	10%	82%	8%	54%	38%	8%	2%	95%	3%	15%	42%	43%	
Peak Hr Begin:	16:30												
PHV	47	528	55	58	45	5	15	472	15	12	42	36	1330
PHF	0.895			0.818			0.923			0.776			0.950

Pedestrian/Bicycle Count Report

Location ID: 32
North/South: Sunrise Way
East/West: Mesquite Avenue

Date: 05/12/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	1	0	0	0	0	0
7:15	0	0	1	0	0	0	0	1
7:30	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0
8:00	0	0	0	3	0	0	0	0
9:15	0	0	0	1	0	0	0	0
9:30	0	0	0	1	0	0	0	0
9:45	0	0	0	0	0	0	0	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	0	1	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	1	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	2	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 33
North/South: Sunrise Way
East/West: Palm Canyon Drive

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	12	46	81	53	147	41	53	46	22	11	124	9	645
7:15	16	53	94	63	136	56	53	54	22	21	147	25	740
7:30	23	51	79	64	132	59	43	50	22	11	172	21	727
8:45	18	48	92	90	128	41	61	37	10	14	121	7	667
9:00	10	52	85	61	128	44	62	55	17	12	101	11	638
9:15	21	45	81	54	149	54	54	49	17	18	123	19	684
9:30	16	49	82	63	117	37	56	74	24	15	147	10	690
9:45	10	44	74	64	121	36	49	50	12	19	155	20	654

Total Volume:	126	388	668	512	1058	368	431	415	146	121	1090	122	5445
Approach %	11%	33%	57%	26%	55%	19%	43%	42%	15%	9%	82%	9%	

Peak Hr Begin:	11:30												
PHV	69	198	346	270	543	197	210	187	76	57	564	62	2779
PHF	0.940			0.975			0.917			0.837			0.939

Turning Movement Count Report PM

Location ID: 33
North/South: Sunrise Way
East/West: Palm Canyon Drive

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	17	47	83	76	125	48	46	41	17	8	149	13	670
15:15	19	59	65	63	131	49	45	52	17	5	130	14	649
16:30	14	35	55	73	129	34	40	37	22	10	109	12	570
16:45	11	45	67	57	171	50	51	39	13	13	100	14	631
17:00	16	41	88	69	142	32	45	45	14	5	135	8	640
17:15	19	40	87	89	141	45	48	41	12	12	88	16	638
17:30	15	31	67	80	158	26	29	28	18	7	103	11	573
17:45	16	38	55	63	138	34	47	21	20	6	76	14	528
Total Volume:	127	336	567	570	1135	318	351	304	133	66	890	102	4899
Approach %	12%	33%	55%	28%	56%	16%	45%	39%	17%	6%	84%	10%	

Peak Hr Begin:	16:00												
PHV	61	186	270	269	556	181	182	169	69	36	488	53	2520
PHF	0.879			0.905			0.921			0.849			0.940

Pedestrian/Bicycle Count Report

Location ID: 33
North/South: Sunrise Way
East/West: Palm Canyon Drive

Date: 05/12/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	2	1	1	0	1	1	0	0
7:15	0	0	4	0	0	3	0	0
7:30	2	0	4	3	0	1	0	1
7:45	0	0	2	0	0	0	2	0
8:00	0	0	3	1	2	0	0	0
9:15	0	0	5	5	0	0	0	2
9:30	1	0	0	2	2	3	3	0
9:45	1	0	5	1	1	0	0	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	1	1	1	1	0	0
16:15	2	1	2	1	0	0	0	0
16:30	0	0	1	0	0	0	0	0
16:45	0	1	1	1	0	0	0	1
17:00	1	0	2	1	0	0	0	0
17:15	0	0	1	0	0	0	1	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 34
North/South: Farrell Drive
East/West: Tahquitz Canyon Way

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	14	68	13	11	114	60	44	61	12	8	55	10	470
7:15	5	54	8	11	91	60	41	84	9	5	77	13	458
7:30	15	85	19	12	87	37	40	78	20	7	70	19	489
8:45	7	71	19	11	88	49	41	69	10	7	109	51	532
9:00	7	67	16	9	100	29	52	70	7	11	102	44	514
9:15	15	80	17	15	90	40	59	76	13	8	76	34	523
9:30	12	82	16	18	78	40	46	73	7	5	89	47	513
9:45	8	89	8	14	79	37	54	63	6	14	96	47	515

Total Volume:	83	596	116	101	727	352	377	574	84	65	674	265	4014
Approach %	10%	75%	15%	9%	62%	30%	36%	55%	8%	6%	67%	26%	

Peak Hr Begin:	12:15												
PHV	41	300	68	53	356	158	198	288	37	31	376	176	2082
PHF	0.913			0.958			0.883			0.873			0.978

Turning Movement Count Report PM

Location ID: 34
North/South: Farrell Drive
East/West: Tahquitz Canyon Way

Date: 05/10/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	17	88	15	17	87	51	46	66	5	7	88	42	529
15:15	9	79	26	16	102	47	41	65	13	6	122	41	567
16:30	15	87	11	15	75	48	54	80	8	9	90	27	519
16:45	15	67	26	10	81	39	41	62	10	12	90	49	502
17:00	11	66	19	7	93	46	75	61	9	6	113	20	526
17:15	15	62	19	7	99	43	45	54	11	4	99	13	471
17:30	12	44	16	7	81	41	43	48	11	4	86	7	400
17:45	5	40	26	7	79	41	42	49	7	7	58	6	367
Total Volume:	99	533	158	86	697	356	387	485	74	55	746	205	3881
Approach %	13%	67%	20%	8%	61%	31%	41%	51%	8%	5%	74%	20%	
Peak Hr Begin:	16:00												
PHV	56	321	78	58	345	185	182	273	36	34	390	159	2117
PHF	0.948			0.891			0.864			0.862			0.933

Pedestrian/Bicycle Count Report

Location ID: 34
North/South: Farrell Drive
East/West: Tahquitz Canyon Way

Date: 05/10/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	1	0	1	0	0	0
7:15	1	0	0	0	0	0	0	0
7:30	2	0	4	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0
9:15	3	0	3	0	0	0	0	0
9:30	1	0	0	0	0	0	0	0
9:45	0	0	0	0	2	0	1	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	0	0	1	0	0	0
16:15	0	0	0	0	1	0	0	0
16:30	3	0	3	0	0	0	0	0
16:45	0	1	0	0	1	1	0	0
17:00	1	0	1	0	1	0	0	0
17:15	0	0	1	1	2	0	0	0
17:30	1	1	1	1	0	0	0	0
17:45	0	0	0	0	1	0	0	0

Turning Movement Count Report AM

Location ID: 35
North/South: Farrell Drive
East/West: Ramon Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	9	54	37	31	199	19	18	47	7	8	158	5	592
7:15	14	54	47	28	187	18	21	62	7	8	149	5	600
7:30	15	57	47	44	194	15	23	50	9	9	200	7	670
8:45	12	63	52	33	185	23	20	46	5	9	192	5	645
9:00	11	55	56	29	168	24	16	55	4	6	151	8	583
9:15	11	51	52	30	185	18	22	55	3	8	144	11	590
9:30	10	47	43	41	152	13	14	50	6	9	182	7	574
9:45	2	57	50	38	171	19	25	53	8	7	187	8	625

Total Volume:	84	438	384	274	1441	149	159	418	49	64	1363	56	4879
Approach %	9%	48%	42%	15%	77%	8%	25%	67%	8%	4%	92%	4%	

Peak Hr Begin:	11:30												
PHV	50	228	183	136	765	75	82	205	28	34	699	22	2507
PHF	0.907			0.964			0.875			0.874			0.935

Turning Movement Count Report PM

Location ID: 35
North/South: Farrell Drive
East/West: Ramon Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	7	47	45	32	183	11	15	53	6	9	195	7	610
15:15	5	73	61	27	198	20	22	65	7	6	153	10	647
16:30	11	44	43	29	173	22	16	69	8	11	176	6	608
16:45	8	69	54	30	217	20	15	68	6	7	146	8	648
17:00	6	72	60	23	173	15	18	57	6	8	157	4	599
17:15	8	55	47	36	206	12	18	60	9	5	178	10	644
17:30	4	46	36	29	190	11	18	61	9	6	142	5	557
17:45	9	33	29	30	206	14	18	56	3	5	131	7	541
Total Volume:	58	439	375	236	1546	125	140	489	54	57	1278	57	4854
Approach %	7%	50%	43%	12%	81%	7%	20%	72%	8%	4%	92%	4%	
Peak Hr Begin:	16:00												
PHV	31	233	203	118	771	73	68	255	27	33	670	31	2513
PHF	0.840			0.901			0.931			0.870			0.970

Pedestrian/Bicycle Count Report

Location ID: 35
North/South: Farrell Drive
East/West: Ramon Road

Date: 05/12/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	1	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	1	0
7:30	1	0	1	0	0	0	0	2
7:45	0	0	0	0	0	0	0	0
8:00	2	2	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	1
9:30	0	0	1	0	0	0	2	0
9:45	0	0	0	0	0	0	0	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	3	2	1	0	0	0	4	1
16:15	0	1	0	0	0	0	0	0
16:30	1	0	2	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	1	0	0	1	0	0	1	0
17:15	2	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0
17:45	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 36
North/South: El Cielo Road
East/West: Ramon Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	13	30	63	100	208	3	8	41	30	14	204	10	724
7:15	13	39	65	81	217	4	13	41	15	17	205	5	715
7:30	14	37	73	79	211	11	9	32	19	29	204	5	723
8:45	9	42	110	87	209	10	4	39	26	17	251	10	814
9:00	6	36	60	79	175	5	6	38	21	16	215	10	667
9:15	8	27	52	103	220	9	10	35	20	18	202	7	711
9:30	8	28	79	87	165	5	8	38	21	16	203	11	669
9:45	10	24	74	87	204	9	10	31	14	17	236	16	732
Total Volume:	81	263	576	703	1609	56	68	295	166	144	1720	74	5755
Approach %	9%	29%	63%	30%	68%	2%	13%	56%	31%	7%	89%	4%	
Peak Hr Begin:	11:30												
PHV	49	148	311	347	845	28	34	153	90	77	864	30	2976
PHF	0.789			0.981			0.877			0.873			0.914

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

Turning Movement Count Report PM

Location ID: 36
North/South: El Cielo Road
East/West: Ramon Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	9	33	87	92	182	7	10	42	21	26	217	14	740
15:15	11	47	75	95	214	6	14	30	23	22	225	7	769
16:30	5	38	80	82	195	12	10	39	21	30	203	4	719
16:45	4	39	73	87	265	7	12	41	26	20	248	7	829
17:00	9	68	85	104	181	7	10	32	17	22	217	4	756
17:15	6	40	87	69	221	8	11	34	21	25	226	6	754
17:30	6	40	53	80	202	6	6	29	17	17	171	5	632
17:45	3	27	28	69	215	12	11	35	16	22	167	6	611

Total Volume:	53	332	568	678	1675	65	84	282	162	184	1674	53	5810
Approach %	6%	35%	60%	28%	69%	3%	16%	53%	31%	10%	88%	3%	

Peak Hr Begin:	16:15												
PHV	29	192	313	368	855	32	46	142	87	94	893	22	3073
PHF	0.824			0.874			0.870			0.917			0.927

Pedestrian/Bicycle Count Report

Location ID: 36
North/South: El Cielo Road
East/West: Ramon Road

Date: 05/12/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	3	0	0	0	0	0	2	1
7:15	0	0	0	1	0	0	0	0
7:30	0	0	0	1	0	0	1	0
7:45	0	0	0	0	0	0	0	0
8:00	1	3	1	0	0	0	0	0
9:15	0	1	1	2	0	0	0	1
9:30	0	0	2	0	0	0	0	0
9:45	1	0	3	0	0	0	0	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	1	0	0	0	0	0	0	0
16:15	0	1	0	0	0	0	0	2
16:30	0	0	2	1	0	0	0	0
16:45	1	0	2	0	0	0	2	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	2	0
17:30	2	0	10	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 37
North/South: Gene Autry Trail / SR 111
East/West: Ramon Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	39	55	29	34	207	28	35	100	80	75	235	82	999
7:15	28	65	32	35	229	39	54	92	107	82	228	81	1072
7:30	39	58	29	35	220	36	42	86	71	56	237	99	1008
8:45	45	53	24	35	182	41	41	94	89	98	253	88	1043
9:00	31	48	36	33	204	42	46	99	77	72	234	93	1015
9:15	38	69	63	39	207	29	49	97	85	70	243	67	1056
9:30	48	51	36	32	217	26	51	95	77	75	240	83	1031
9:45	46	74	49	28	173	33	54	105	75	78	225	60	1000
Total Volume:	314	473	298	271	1639	274	372	768	661	606	1895	653	8224
Approach %	29%	44%	27%	12%	75%	13%	21%	43%	37%	19%	60%	21%	
Peak Hr Begin:	12:15												
PHV	162	221	159	139	810	138	187	385	328	315	970	331	4145
PHF	0.797			0.974			0.974			0.920			0.981

Turning Movement Count Report PM

Location ID: 37
North/South: Gene Autry Trail / SR 111
East/West: Ramon Road

Date: 05/12/16
City: Palm Springs, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	40	65	64	32	225	41	34	96	70	78	263	76	1084
15:15	52	61	39	30	181	30	31	98	90	78	293	65	1048
16:30	43	97	42	32	201	42	35	135	87	77	249	70	1110
16:45	45	76	21	34	240	39	45	106	70	97	282	82	1137
17:00	56	72	39	19	186	35	54	125	75	91	285	75	1112
17:15	32	71	27	30	195	44	46	125	76	117	306	70	1139
17:30	35	63	28	19	206	50	45	122	81	57	206	71	983
17:45	42	69	31	23	205	27	39	104	67	55	200	58	920

Total Volume:	345	574	291	219	1639	308	329	911	616	650	2084	567	8533
Approach %	29%	47%	24%	10%	76%	14%	18%	49%	33%	20%	63%	17%	

Peak Hr Begin:	16:30												
PHV	176	316	129	115	822	160	180	491	308	382	1122	297	4498
PHF	0.853			0.876			0.952			0.913			0.987

Pedestrian/Bicycle Count Report

Location ID: 37
North/South: Gene Autry Trail / SR 111
East/West: Ramon Road

Date: 05/12/16
City: Palm Springs, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	0	0	1	0	0	0
7:15	0	0	0	1	0	0	0	0
7:30	0	0	0	0	3	0	0	0
7:45	0	0	0	0	1	0	0	0
8:00	0	0	0	0	2	0	0	0
9:15	1	0	1	0	0	1	0	0
9:30	1	0	3	0	0	0	0	0
9:45	0	0	1	1	0	1	0	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	1	0	0	0	0	0	3	0
16:15	0	0	0	0	0	0	0	0
16:30	1	0	0	1	0	1	0	0
16:45	1	0	2	0	1	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	1	0	0	0
17:45	0	0	0	0	0	0	0	0

Street Segments

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

ADT Volume Report

Street Segment No. 1

Palm Canyon Drive south of Alejo Road

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	0	10393	0	0	10393

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	0		21				21		12:00	0		203				203	
00:15	0		18				18		12:15	0		180				180	
00:30	0		15				15		12:30	0		165				165	
00:45	0	0	13	67			13	67	12:45	0	0	190	738			190	738
01:00	0		10				10		13:00	0		213				213	
01:15	0		15				15		13:15	0		162				162	
01:30	0		14				14		13:30	0		188				188	
01:45	0	0	8	47			8	47	13:45	0	0	184	747			184	747
02:00	0		4				4		14:00	0		190				190	
02:15	0		4				4		14:15	0		200				200	
02:30	0		8				8		14:30	0		171				171	
02:45	0	0	8	24			8	24	14:45	0	0	215	776			215	776
03:00	0		9				9		15:00	0		175				175	
03:15	0		3				3		15:15	0		187				187	
03:30	0		4				4		15:30	0		182				182	
03:45	0	0	4	20			4	20	15:45	0	0	181	725			181	725
04:00	0		8				8		16:00	0		169				169	
04:15	0		11				11		16:15	0		123				123	
04:30	0		12				12		16:30	0		156				156	
04:45	0	0	16	47			16	47	16:45	0	0	149	597			149	597
05:00	0		21				21		17:00	0		155				155	
05:15	0		16				16		17:15	0		161				161	
05:30	0		42				42		17:30	0		129				129	
05:45	0	0	70	149			70	149	17:45	0	0	126	571			126	571
06:00	0		67				67		18:00	0		148				148	
06:15	0		68				68		18:15	0		130				130	
06:30	0		88				88		18:30	0		124				124	
06:45	0	0	118	341			118	341	18:45	0	0	142	544			142	544
07:00	0		97				97		19:00	0		121				121	
07:15	0		125				125		19:15	0		133				133	
07:30	0		174				174		19:30	0		117				117	
07:45	0	0	160	556			160	556	19:45	0	0	109	480			109	480
08:00	0		164				164		20:00	0		116				116	
08:15	0		170				170		20:15	0		135				135	
08:30	0		167				167		20:30	0		116				116	
08:45	0	0	151	652			151	652	20:45	0	0	107	474			107	474
09:00	0		145				145		21:00	0		103				103	
09:15	0		170				170		21:15	0		87				87	
09:30	0		181				181		21:30	0		62				62	
09:45	0	0	172	668			172	668	21:45	0	0	73	325			73	325
10:00	0		151				151		22:00	0		76				76	
10:15	0		189				189		22:15	0		58				58	
10:30	0		195				195		22:30	0		59				59	
10:45	0	0	164	699			164	699	22:45	0	0	54	247			54	247
11:00	0		205				205		23:00	0		45				45	
11:15	0		184				184		23:15	0		37				37	
11:30	0		178				178		23:30	0		38				38	
11:45	0	0	185	752			185	752	23:45	0	0	27	147			27	147
Totals		0		4022			4022		Totals		0		6371			6371	
Split %							38.7%		Split %							61.3%	

Daily Totals	NB	SB	EB	WB	Total
	0	10393	0	0	10393

AM Peak Hour	10:15		10:15	PM Peak Hour	14:00	14:00
AM Peak Volume	753		753	PM Peak Volume	776	776
AM Pk Hr Factor	0.918		0.918	PM Pk Hr Factor	0.902	0.902

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

ADT Volume Report

Street Segment No. 2

Palm Canyon Drive south of Tahquitz Canyon Way

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	0	9837	0	0	9837

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	0		30				30		12:00	0		192				192	
00:15	0		24				24		12:15	0		182				182	
00:30	0		14				14		12:30	0		184				184	
00:45	0	0	23	91			23	91	12:45	0	0	174	732			174	732
01:00	0		18				18		13:00	0		211				211	
01:15	0		12				12		13:15	0		152				152	
01:30	0		17				17		13:30	0		167				167	
01:45	0	0	21	68			21	68	13:45	0	0	180	710			180	710
02:00	0		10				10		14:00	0		168				168	
02:15	0		6				6		14:15	0		199				199	
02:30	0		7				7		14:30	0		180				180	
02:45	0	0	10	33			10	33	14:45	0	0	198	745			198	745
03:00	0		4				4		15:00	0		174				174	
03:15	0		8				8		15:15	0		178				178	
03:30	0		2				2		15:30	0		176				176	
03:45	0	0	4	18			4	18	15:45	0	0	176	704			176	704
04:00	0		9				9		16:00	0		161				161	
04:15	0		7				7		16:15	0		157				157	
04:30	0		14				14		16:30	0		154				154	
04:45	0	0	18	48			18	48	16:45	0	0	140	612			140	612
05:00	0		16				16		17:00	0		166				166	
05:15	0		16				16		17:15	0		126				126	
05:30	0		25				25		17:30	0		122				122	
05:45	0	0	48	105			48	105	17:45	0	0	125	539			125	539
06:00	0		41				41		18:00	0		129				129	
06:15	0		61				61		18:15	0		135				135	
06:30	0		78				78		18:30	0		124				124	
06:45	0	0	96	276			96	276	18:45	0	0	119	507			119	507
07:00	0		81				81		19:00	0		128				128	
07:15	0		103				103		19:15	0		121				121	
07:30	0		133				133		19:30	0		132				132	
07:45	0	0	123	440			123	440	19:45	0	0	102	483			102	483
08:00	0		148				148		20:00	0		123				123	
08:15	0		134				134		20:15	0		124				124	
08:30	0		142				142		20:30	0		124				124	
08:45	0	0	131	555			131	555	20:45	0	0	119	490			119	490
09:00	0		137				137		21:00	0		112				112	
09:15	0		136				136		21:15	0		98				98	
09:30	0		141				141		21:30	0		84				84	
09:45	0	0	125	539			125	539	21:45	0	0	67	361			67	361
10:00	0		128				128		22:00	0		81				81	
10:15	0		179				179		22:15	0		68				68	
10:30	0		159				159		22:30	0		65				65	
10:45	0	0	165	631			165	631	22:45	0	0	65	279			65	279
11:00	0		194				194		23:00	0		51				51	
11:15	0		182				182		23:15	0		36				36	
11:30	0		179				179		23:30	0		37				37	
11:45	0	0	167	722			167	722	23:45	0	0	25	149			25	149
Totals		0		3526			3526		Totals		0		6311			6311	
Split %							35.8%		Split %							64.2%	

Daily Totals	NB	SB	EB	WB	Total
	0	9837	0	0	9837

AM Peak Hour	11:00		11:00	PM Peak Hour	14:15	14:15
AM Peak Volume	722		722	PM Peak Volume	751	751
AM Pk Hr Factor	0.930		0.930	PM Pk Hr Factor	0.943	0.943

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

ADT Volume Report

Street Segment No. 3

Palm Canyon Drive north of Ramon Road

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	0	9800	0	0	9800

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	0		29				29		12:00	0		191				191	
00:15	0		23				23		12:15	0		152				152	
00:30	0		18				18		12:30	0		175				175	
00:45	0	0	21	91			21	91	12:45	0	0	206	724			206	724
01:00	0		13				13		13:00	0		196				196	
01:15	0		15				15		13:15	0		163				163	
01:30	0		14				14		13:30	0		171				171	
01:45	0	0	26	68			26	68	13:45	0	0	193	723			193	723
02:00	0		16				16		14:00	0		172				172	
02:15	0		8				8		14:15	0		191				191	
02:30	0		8				8		14:30	0		170				170	
02:45	0	0	9	41			9	41	14:45	0	0	189	722			189	722
03:00	0		7				7		15:00	0		189				189	
03:15	0		4				4		15:15	0		179				179	
03:30	0		1				1		15:30	0		174				174	
03:45	0	0	5	17			5	17	15:45	0	0	174	716			174	716
04:00	0		6				6		16:00	0		172				172	
04:15	0		9				9		16:15	0		159				159	
04:30	0		12				12		16:30	0		155				155	
04:45	0	0	18	45			18	45	16:45	0	0	139	625			139	625
05:00	0		14				14		17:00	0		166				166	
05:15	0		12				12		17:15	0		127				127	
05:30	0		22				22		17:30	0		105				105	
05:45	0	0	35	83			35	83	17:45	0	0	113	511			113	511
06:00	0		39				39		18:00	0		151				151	
06:15	0		54				54		18:15	0		121				121	
06:30	0		59				59		18:30	0		119				119	
06:45	0	0	82	234			82	234	18:45	0	0	132	523			132	523
07:00	0		87				87		19:00	0		121				121	
07:15	0		109				109		19:15	0		119				119	
07:30	0		122				122		19:30	0		122				122	
07:45	0	0	106	424			106	424	19:45	0	0	121	483			121	483
08:00	0		124				124		20:00	0		121				121	
08:15	0		130				130		20:15	0		122				122	
08:30	0		133				133		20:30	0		133				133	
08:45	0	0	132	519			132	519	20:45	0	0	116	492			116	492
09:00	0		137				137		21:00	0		127				127	
09:15	0		142				142		21:15	0		108				108	
09:30	0		132				132		21:30	0		93				93	
09:45	0	0	140	551			140	551	21:45	0	0	96	424			96	424
10:00	0		138				138		22:00	0		103				103	
10:15	0		170				170		22:15	0		86				86	
10:30	0		158				158		22:30	0		67				67	
10:45	0	0	151	617			151	617	22:45	0	0	75	331			75	331
11:00	0		192				192		23:00	0		58				58	
11:15	0		136				136		23:15	0		43				43	
11:30	0		170				170		23:30	0		45				45	
11:45	0	0	151	649			151	649	23:45	0	0	41	187			41	187
Totals		0		3339			3339		Totals		0		6461			6461	
Split %							34.1%		Split %							65.9%	

Daily Totals	NB	SB	EB	WB	Total
	0	9800	0	0	9800

AM Peak Hour	10:15		10:15	PM Peak Hour	12:30		12:30
AM Peak Volume	671		671	PM Peak Volume	740		740
AM Pk Hr Factor	0.874		0.874	PM Pk Hr Factor	0.898		0.898

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

ADT Volume Report

Street Segment No. 4

Palm Canyon Drive south of Ramon Road

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	0	9788	0	0	9788

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	0		29				29		12:00	0		205				205	
00:15	0		23				23		12:15	0		190				190	
00:30	0		20				20		12:30	0		194				194	
00:45	0	0	28	100			28	100	12:45	0	0	199	788			199	788
01:00	0		13				13		13:00	0		208				208	
01:15	0		14				14		13:15	0		183				183	
01:30	0		19				19		13:30	0		168				168	
01:45	0	0	24	70			24	70	13:45	0	0	209	768			209	768
02:00	0		19				19		14:00	0		188				188	
02:15	0		7				7		14:15	0		189				189	
02:30	0		9				9		14:30	0		175				175	
02:45	0	0	8	43			8	43	14:45	0	0	211	763			211	763
03:00	0		7				7		15:00	0		180				180	
03:15	0		6				6		15:15	0		194				194	
03:30	0		2				2		15:30	0		164				164	
03:45	0	0	4	19			4	19	15:45	0	0	169	707			169	707
04:00	0		4				4		16:00	0		173				173	
04:15	0		8				8		16:15	0		154				154	
04:30	0		13				13		16:30	0		154				154	
04:45	0	0	19	44			19	44	16:45	0	0	153	634			153	634
05:00	0		14				14		17:00	0		154				154	
05:15	0		13				13		17:15	0		141				141	
05:30	0		24				24		17:30	0		111				111	
05:45	0	0	34	85			34	85	17:45	0	0	115	521			115	521
06:00	0		37				37		18:00	0		131				131	
06:15	0		44				44		18:15	0		105				105	
06:30	0		61				61		18:30	0		118				118	
06:45	0	0	85	227			85	227	18:45	0	0	114	468			114	468
07:00	0		77				77		19:00	0		114				114	
07:15	0		111				111		19:15	0		109				109	
07:30	0		129				129		19:30	0		110				110	
07:45	0	0	110	427			110	427	19:45	0	0	104	437			104	437
08:00	0		123				123		20:00	0		115				115	
08:15	0		140				140		20:15	0		121				121	
08:30	0		147				147		20:30	0		132				132	
08:45	0	0	138	548			138	548	20:45	0	0	93	461			93	461
09:00	0		140				140		21:00	0		109				109	
09:15	0		167				167		21:15	0		95				95	
09:30	0		140				140		21:30	0		82				82	
09:45	0	0	150	597			150	597	21:45	0	0	62	348			62	348
10:00	0		147				147		22:00	0		72				72	
10:15	0		168				168		22:15	0		74				74	
10:30	0		170				170		22:30	0		63				63	
10:45	0	0	154	639			154	639	22:45	0	0	60	269			60	269
11:00	0		199				199		23:00	0		43				43	
11:15	0		159				159		23:15	0		29				29	
11:30	0		163				163		23:30	0		30				30	
11:45	0	0	170	691			170	691	23:45	0	0	32	134			32	134
Totals		0		3490			3490		Totals		0		6298			6298	
Split %							35.7%		Split %							64.3%	

Daily Totals	NB	SB	EB	WB	Total
	0	9788	0	0	9788

AM Peak Hour	11:00		11:00	PM Peak Hour	12:15	12:15
AM Peak Volume	691		691	PM Peak Volume	791	791
AM Pk Hr Factor	0.868		0.868	PM Pk Hr Factor	0.951	0.951

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

ADT Volume Report

Street Segment No. 5

Indian Canyon Drive south of Alejo Road

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	14065	0	0	0	14065

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	41		0				41		12:00	265		0				265	
00:15	21		0				21		12:15	237		0				237	
00:30	28		0				28		12:30	228		0				228	
00:45	20	110	0	0			20	110	12:45	277	1007	0	0			277	1007
01:00	17		0				17		13:00	274		0				274	
01:15	22		0				22		13:15	270		0				270	
01:30	19		0				19		13:30	253		0				253	
01:45	15	73	0	0			15	73	13:45	265	1062	0	0			265	1062
02:00	24		0				24		14:00	253		0				253	
02:15	16		0				16		14:15	243		0				243	
02:30	16		0				16		14:30	235		0				235	
02:45	10	66	0	0			10	66	14:45	234	965	0	0			234	965
03:00	12		0				12		15:00	236		0				236	
03:15	9		0				9		15:15	229		0				229	
03:30	10		0				10		15:30	268		0				268	
03:45	6	37	0	0			6	37	15:45	231	964	0	0			231	964
04:00	11		0				11		16:00	234		0				234	
04:15	23		0				23		16:15	228		0				228	
04:30	14		0				14		16:30	209		0				209	
04:45	15	63	0	0			15	63	16:45	192	863	0	0			192	863
05:00	15		0				15		17:00	225		0				225	
05:15	35		0				35		17:15	192		0				192	
05:30	35		0				35		17:30	192		0				192	
05:45	47	132	0	0			47	132	17:45	207	816	0	0			207	816
06:00	49		0				49		18:00	178		0				178	
06:15	53		0				53		18:15	176		0				176	
06:30	72		0				72		18:30	165		0				165	
06:45	102	276	0	0			102	276	18:45	174	693	0	0			174	693
07:00	95		0				95		19:00	174		0				174	
07:15	93		0				93		19:15	171		0				171	
07:30	139		0				139		19:30	169		0				169	
07:45	151	478	0	0			151	478	19:45	159	673	0	0			159	673
08:00	147		0				147		20:00	165		0				165	
08:15	174		0				174		20:15	172		0				172	
08:30	176		0				176		20:30	164		0				164	
08:45	192	689	0	0			192	689	20:45	180	681	0	0			180	681
09:00	174		0				174		21:00	161		0				161	
09:15	200		0				200		21:15	169		0				169	
09:30	169		0				169		21:30	181		0				181	
09:45	217	760	0	0			217	760	21:45	185	696	0	0			185	696
10:00	231		0				231		22:00	214		0				214	
10:15	227		0				227		22:15	185		0				185	
10:30	219		0				219		22:30	183		0				183	
10:45	242	919	0	0			242	919	22:45	110	692	0	0			110	692
11:00	247		0				247		23:00	102		0				102	
11:15	231		0				231		23:15	96		0				96	
11:30	268		0				268		23:30	72		0				72	
11:45	263	1009	0	0			263	1009	23:45	71	341	0	0			71	341
Totals		4612		0			4612		Totals		9453		0			9453	
Split %		100.0%		0.0%			32.8%		Split %		100.0%		0.0%			67.2%	

Daily Totals	NB	SB	EB	WB	Total
	14065	0	0	0	14065

AM Peak Hour	11:00	11:00	PM Peak Hour	12:45	12:45
AM Peak Volume	1009	1009	PM Peak Volume	1074	1074
AM Pk Hr Factor	0.941	0.941	PM Pk Hr Factor	0.969	0.969

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

ADT Volume Report

Street Segment No. 6

Indian Canyon Drive south of Tahquitz Canyon Way

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	13597	0	0	0	13597

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	30		0				30		12:00	269		0				269	
00:15	17		0				17		12:15	252		0				252	
00:30	22		0				22		12:30	242		0				242	
00:45	17	86	0	0			17	86	12:45	275	1038	0	0			275	1038
01:00	19		0				19		13:00	241		0				241	
01:15	17		0				17		13:15	234		0				234	
01:30	10		0				10		13:30	250		0				250	
01:45	15	61	0	0			15	61	13:45	235	960	0	0			235	960
02:00	17		0				17		14:00	226		0				226	
02:15	12		0				12		14:15	227		0				227	
02:30	12		0				12		14:30	203		0				203	
02:45	13	54	0	0			13	54	14:45	217	873	0	0			217	873
03:00	9		0				9		15:00	200		0				200	
03:15	5		0				5		15:15	235		0				235	
03:30	6		0				6		15:30	244		0				244	
03:45	5	25	0	0			5	25	15:45	239	918	0	0			239	918
04:00	8		0				8		16:00	252		0				252	
04:15	18		0				18		16:15	216		0				216	
04:30	12		0				12		16:30	226		0				226	
04:45	13	51	0	0			13	51	16:45	226	920	0	0			226	920
05:00	14		0				14		17:00	244		0				244	
05:15	19		0				19		17:15	210		0				210	
05:30	27		0				27		17:30	185		0				185	
05:45	50	110	0	0			50	110	17:45	218	857	0	0			218	857
06:00	43		0				43		18:00	213		0				213	
06:15	62		0				62		18:15	226		0				226	
06:30	63		0				63		18:30	204		0				204	
06:45	86	254	0	0			86	254	18:45	237	880	0	0			237	880
07:00	81		0				81		19:00	229		0				229	
07:15	84		0				84		19:15	177		0				177	
07:30	154		0				154		19:30	178		0				178	
07:45	150	469	0	0			150	469	19:45	150	734	0	0			150	734
08:00	136		0				136		20:00	183		0				183	
08:15	153		0				153		20:15	162		0				162	
08:30	167		0				167		20:30	172		0				172	
08:45	189	645	0	0			189	645	20:45	177	694	0	0			177	694
09:00	190		0				190		21:00	148		0				148	
09:15	166		0				166		21:15	147		0				147	
09:30	156		0				156		21:30	136		0				136	
09:45	202	714	0	0			202	714	21:45	152	583	0	0			152	583
10:00	215		0				215		22:00	166		0				166	
10:15	225		0				225		22:15	123		0				123	
10:30	224		0				224		22:30	126		0				126	
10:45	230	894	0	0			230	894	22:45	85	500	0	0			85	500
11:00	240		0				240		23:00	79		0				79	
11:15	242		0				242		23:15	80		0				80	
11:30	245		0				245		23:30	71		0				71	
11:45	261	988	0	0			261	988	23:45	59	289	0	0			59	289
Totals		4351		0			4351		Totals		9246		0			9246	
Split %		100.0%		0.0%			32.0%		Split %		100.0%		0.0%			68.0%	

Daily Totals	NB	SB	EB	WB	Total
	13597	0	0	0	13597

AM Peak Hour	11:00	11:00	PM Peak Hour	12:00	12:00
AM Peak Volume	988	988	PM Peak Volume	1038	1038
AM Pk Hr Factor	0.946	0.946	PM Pk Hr Factor	0.944	0.944

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

ADT Volume Report

Street Segment No. 7

Indian Canyon Drive north of Ramon Road

Day: Tuesday, May 10, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	12091	0	0	0	12091

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	33		0				33		12:00	242		0				242	
00:15	24		0				24		12:15	240		0				240	
00:30	20		0				20		12:30	253		0				253	
00:45	20	97	0	0			20	97	12:45	216	951	0	0			216	951
01:00	15		0				15		13:00	248		0				248	
01:15	16		0				16		13:15	228		0				228	
01:30	17		0				17		13:30	240		0				240	
01:45	15	63	0	0			15	63	13:45	239	955	0	0			239	955
02:00	13		0				13		14:00	220		0				220	
02:15	12		0				12		14:15	216		0				216	
02:30	12		0				12		14:30	237		0				237	
02:45	16	53	0	0			16	53	14:45	227	900	0	0			227	900
03:00	8		0				8		15:00	205		0				205	
03:15	9		0				9		15:15	230		0				230	
03:30	6		0				6		15:30	256		0				256	
03:45	5	28	0	0			5	28	15:45	241	932	0	0			241	932
04:00	7		0				7		16:00	229		0				229	
04:15	8		0				8		16:15	191		0				191	
04:30	8		0				8		16:30	227		0				227	
04:45	20	43	0	0			20	43	16:45	232	879	0	0			232	879
05:00	21		0				21		17:00	215		0				215	
05:15	21		0				21		17:15	228		0				228	
05:30	30		0				30		17:30	228		0				228	
05:45	41	113	0	0			41	113	17:45	209	880	0	0			209	880
06:00	40		0				40		18:00	204		0				204	
06:15	51		0				51		18:15	191		0				191	
06:30	68		0				68		18:30	178		0				178	
06:45	106	265	0	0			106	265	18:45	178	751	0	0			178	751
07:00	85		0				85		19:00	149		0				149	
07:15	75		0				75		19:15	128		0				128	
07:30	119		0				119		19:30	121		0				121	
07:45	157	436	0	0			157	436	19:45	115	513	0	0			115	513
08:00	147		0				147		20:00	118		0				118	
08:15	160		0				160		20:15	107		0				107	
08:30	141		0				141		20:30	116		0				116	
08:45	189	637	0	0			189	637	20:45	74	415	0	0			74	415
09:00	189		0				189		21:00	73		0				73	
09:15	168		0				168		21:15	85		0				85	
09:30	193		0				193		21:30	78		0				78	
09:45	187	737	0	0			187	737	21:45	66	302	0	0			66	302
10:00	186		0				186		22:00	75		0				75	
10:15	206		0				206		22:15	44		0				44	
10:30	178		0				178		22:30	55		0				55	
10:45	253	823	0	0			253	823	22:45	51	225	0	0			51	225
11:00	229		0				229		23:00	38		0				38	
11:15	225		0				225		23:15	38		0				38	
11:30	238		0				238		23:30	28		0				28	
11:45	265	957	0	0			265	957	23:45	32	136	0	0			32	136
Totals		4252		0			4252		Totals		7839		0			7839	
Split %		100.0%		0.0%			35.2%		Split %		100.0%		0.0%			64.8%	

Daily Totals	NB	SB	EB	WB	Total
	12091	0	0	0	12091

AM Peak Hour	11:00	11:00	PM Peak Hour	12:15	12:15
AM Peak Volume	957	957	PM Peak Volume	957	957
AM Pk Hr Factor	0.903	0.903	PM Pk Hr Factor	0.946	0.946

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

ADT Volume Report

Street Segment No. 8

Indian Canyon Drive south of Ramon Road

Day: Tuesday, May 10, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	10505	0	0	0	10505

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	27		0						27		12:00	219		0						219	
00:15	19		0						19		12:15	219		0						219	
00:30	11		0						11		12:30	217		0						217	
00:45	15	72	0	0					15	72	12:45	206	861	0	0					206	861
01:00	11		0						11		13:00	229		0						229	
01:15	14		0						14		13:15	205		0						205	
01:30	15		0						15		13:30	222		0						222	
01:45	12	52	0	0					12	52	13:45	215	871	0	0					215	871
02:00	12		0						12		14:00	199		0						199	
02:15	8		0						8		14:15	188		0						188	
02:30	6		0						6		14:30	210		0						210	
02:45	15	41	0	0					15	41	14:45	202	799	0	0					202	799
03:00	6		0						6		15:00	193		0						193	
03:15	6		0						6		15:15	197		0						197	
03:30	5		0						5		15:30	221		0						221	
03:45	3	20	0	0					3	20	15:45	214	825	0	0					214	825
04:00	4		0						4		16:00	182		0						182	
04:15	6		0						6		16:15	158		0						158	
04:30	5		0						5		16:30	182		0						182	
04:45	14	29	0	0					14	29	16:45	184	706	0	0					184	706
05:00	12		0						12		17:00	181		0						181	
05:15	15		0						15		17:15	202		0						202	
05:30	25		0						25		17:30	188		0						188	
05:45	26	78	0	0					26	78	17:45	155	726	0	0					155	726
06:00	30		0						30		18:00	161		0						161	
06:15	47		0						47		18:15	152		0						152	
06:30	49		0						49		18:30	143		0						143	
06:45	82	208	0	0					82	208	18:45	145	601	0	0					145	601
07:00	75		0						75		19:00	123		0						123	
07:15	66		0						66		19:15	106		0						106	
07:30	93		0						93		19:30	91		0						91	
07:45	127	361	0	0					127	361	19:45	90	410	0	0					90	410
08:00	118		0						118		20:00	101		0						101	
08:15	146		0						146		20:15	88		0						88	
08:30	128		0						128		20:30	103		0						103	
08:45	174	566	0	0					174	566	20:45	68	360	0	0					68	360
09:00	178		0						178		21:00	62		0						62	
09:15	170		0						170		21:15	76		0						76	
09:30	173		0						173		21:30	69		0						69	
09:45	166	687	0	0					166	687	21:45	59	266	0	0					59	266
10:00	172		0						172		22:00	68		0						68	
10:15	201		0						201		22:15	39		0						39	
10:30	181		0						181		22:30	48		0						48	
10:45	231	785	0	0					231	785	22:45	49	204	0	0					49	204
11:00	209		0						209		23:00	39		0						39	
11:15	193		0						193		23:15	37		0						37	
11:30	211		0						211		23:30	22		0						22	
11:45	231	844	0	0					231	844	23:45	35	133	0	0					35	133
Totals		3743		0					3743		Totals		6762		0					6762	
Split %		100.0%		0.0%					35.6%		Split %		100.0%		0.0%					64.4%	

Daily Totals	NB	SB	EB	WB	Total
	10505	0	0	0	10505

AM Peak Hour	11:00	11:00	PM Peak Hour	13:00	13:00
AM Peak Volume	844	844	PM Peak Volume	871	871
AM Pk Hr Factor	0.913	0.913	PM Pk Hr Factor	0.951	0.951

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

ADT Volume Report

Street Segment No. 9

Avenida Caballeros south of Alejo Road

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	1938	2839	0	0	4777

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	1		6				7		12:00	35		77				112	
00:15	1		3				4		12:15	35		72				107	
00:30	3		8				11		12:30	41		59				100	
00:45	2	7	1	18			3	25	12:45	40	151	40	248			80	399
01:00	1		4				5		13:00	42		60				102	
01:15	0		4				4		13:15	43		51				94	
01:30	2		2				4		13:30	46		43				89	
01:45	3	6	1	11			4	17	13:45	43	174	42	196			85	370
02:00	0		3				3		14:00	29		64				93	
02:15	0		2				2		14:15	51		49				100	
02:30	0		3				3		14:30	35		73				108	
02:45	1	1	3	11			4	12	14:45	39	154	73	259			112	413
03:00	1		2				3		15:00	68		69				137	
03:15	1		3				4		15:15	40		75				115	
03:30	1		3				4		15:30	50		63				113	
03:45	0	3	0	8			0	11	15:45	29	187	66	273			95	460
04:00	0		1				1		16:00	57		64				121	
04:15	2		1				3		16:15	37		45				82	
04:30	1		3				4		16:30	46		55				101	
04:45	0	3	2	7			2	10	16:45	35	175	44	208			79	383
05:00	4		1				5		17:00	35		49				84	
05:15	3		2				5		17:15	38		36				74	
05:30	3		8				11		17:30	29		41				70	
05:45	4	14	8	19			12	33	17:45	24	126	31	157			55	283
06:00	3		5				8		18:00	26		27				53	
06:15	7		7				14		18:15	20		40				60	
06:30	13		14				27		18:30	23		28				51	
06:45	15	38	27	53			42	91	18:45	19	88	23	118			42	206
07:00	25		40				65		19:00	23		19				42	
07:15	37		61				98		19:15	22		20				42	
07:30	30		57				87		19:30	16		25				41	
07:45	41	133	46	204			87	337	19:45	23	84	27	91			50	175
08:00	31		40				71		20:00	18		15				33	
08:15	35		42				77		20:15	13		17				30	
08:30	41		51				92		20:30	15		17				32	
08:45	22	129	61	194			83	323	20:45	5	51	13	62			18	113
09:00	29		44				73		21:00	12		6				18	
09:15	15		37				52		21:15	8		8				16	
09:30	31		44				75		21:30	5		10				15	
09:45	25	100	47	172			72	272	21:45	7	32	11	35			18	67
10:00	33		44				77		22:00	7		3				10	
10:15	30		48				78		22:15	12		14				26	
10:30	24		43				67		22:30	4		6				10	
10:45	30	117	74	209			104	326	22:45	4	27	5	28			9	55
11:00	34		56				90		23:00	5		3				8	
11:15	28		67				95		23:15	5		4				9	
11:30	36		62				98		23:30	4		9				13	
11:45	25	123	55	240			80	363	23:45	1	15	2	18			3	33
Totals		674		1146			1820		Totals		1264		1693			2957	
Split %		37.0%		63.0%			38.1%		Split %		42.7%		57.3%			61.9%	

Daily Totals	NB	SB	EB	WB	Total
	1938	2839	0	0	4777

AM Peak Hour	07:45	10:45	10:45	PM Peak Hour	14:45	14:30	14:45
AM Peak Volume	148	259	387	PM Peak Volume	197	290	477
AM Pk Hr Factor	0.902	0.875	0.930	PM Pk Hr Factor	0.724	0.967	0.870

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

ADT Volume Report

Street Segment No. 10

Avenida Caballeros north of Ramon Rd

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	2023	2429	0	0	4452

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	1		6				7		12:00	45		58				103	
00:15	5		4				9		12:15	46		81				127	
00:30	2		5				7		12:30	56		51				107	
00:45	4	12	2	17			6	29	12:45	51	198	75	265			126	463
01:00	3		1				4		13:00	42		51				93	
01:15	1		5				6		13:15	34		46				80	
01:30	3		2				5		13:30	40		49				89	
01:45	4	11	0	8			4	19	13:45	32	148	47	193			79	341
02:00	1		0				1		14:00	34		48				82	
02:15	1		1				2		14:15	37		51				88	
02:30	2		2				4		14:30	29		35				64	
02:45	0	4	1	4			1	8	14:45	44	144	34	168			78	312
03:00	1		0				1		15:00	41		48				89	
03:15	0		1				1		15:15	34		51				85	
03:30	1		0				1		15:30	47		56				103	
03:45	0	2	0	1			0	3	15:45	40	162	57	212			97	374
04:00	3		1				4		16:00	34		58				92	
04:15	1		2				3		16:15	41		49				90	
04:30	1		3				4		16:30	37		61				98	
04:45	2	7	1	7			3	14	16:45	34	146	51	219			85	365
05:00	3		2				5		17:00	34		57				91	
05:15	3		4				7		17:15	42		50				92	
05:30	2		1				3		17:30	40		34				74	
05:45	6	14	5	12			11	26	17:45	31	147	30	171			61	318
06:00	3		8				11		18:00	25		29				54	
06:15	8		9				17		18:15	23		24				47	
06:30	13		15				28		18:30	24		25				49	
06:45	27	51	18	50			45	101	18:45	27	99	21	99			48	198
07:00	16		15				31		19:00	28		16				44	
07:15	34		28				62		19:15	27		29				56	
07:30	25		45				70		19:30	16		15				31	
07:45	32	107	35	123			67	230	19:45	24	95	16	76			40	171
08:00	35		33				68		20:00	17		19				36	
08:15	48		35				83		20:15	12		21				33	
08:30	39		30				69		20:30	15		15				30	
08:45	38	160	40	138			78	298	20:45	11	55	11	66			22	121
09:00	26		41				67		21:00	15		9				24	
09:15	19		27				46		21:15	11		12				23	
09:30	38		41				79		21:30	9		13				22	
09:45	29	112	36	145			65	257	21:45	5	40	11	45			16	85
10:00	38		40				78		22:00	11		8				19	
10:15	21		40				61		22:15	12		6				18	
10:30	21		41				62		22:30	6		9				15	
10:45	28	108	51	172			79	280	22:45	8	37	2	25			10	62
11:00	31		49				80		23:00	3		4				7	
11:15	35		48				83		23:15	3		5				8	
11:30	40		50				90		23:30	5		3				8	
11:45	46	152	53	200			99	352	23:45	1	12	1	13			2	25
Totals		740		877			1617		Totals		1283		1552			2835	
Split %		45.8%		54.2%			36.3%		Split %		45.3%		54.7%			63.7%	

Daily Totals	NB	SB	EB	WB	Total
	2023	2429	0	0	4452

AM Peak Hour	08:00	11:00	11:00	PM Peak Hour	12:00	12:00	12:00
AM Peak Volume	160	200	352	PM Peak Volume	198	265	463
AM Pk Hr Factor	0.833	0.943	0.889	PM Pk Hr Factor	0.884	0.818	0.911

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

ADT Volume Report

Street Segment No. 11

Sunrise Way south of Alejo Road

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	9702	10375	0	0	20077

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	13		8				21		12:00	161		198				359	
00:15	20		8				28		12:15	167		178				345	
00:30	12		5				17		12:30	199		160				359	
00:45	13	58	8	29			21	87	12:45	173	700	184	720			357	1420
01:00	8		1				9		13:00	141		173				314	
01:15	7		5				12		13:15	178		165				343	
01:30	6		2				8		13:30	170		168				338	
01:45	7	28	0	8			7	36	13:45	180	669	158	664			338	1333
02:00	4		6				10		14:00	179		186				365	
02:15	4		4				8		14:15	174		157				331	
02:30	9		2				11		14:30	208		187				395	
02:45	5	22	3	15			8	37	14:45	182	743	192	722			374	1465
03:00	2		3				5		15:00	268		164				432	
03:15	5		3				8		15:15	256		174				430	
03:30	3		5				8		15:30	215		168				383	
03:45	5	15	2	13			7	28	15:45	198	937	186	692			384	1629
04:00	8		6				14		16:00	211		198				409	
04:15	7		9				16		16:15	198		205				403	
04:30	16		12				28		16:30	201		206				407	
04:45	14	45	34	61			48	106	16:45	162	772	201	810			363	1582
05:00	20		23				43		17:00	207		208				415	
05:15	30		24				54		17:15	208		196				404	
05:30	21		42				63		17:30	157		175				332	
05:45	38	109	42	131			80	240	17:45	132	704	165	744			297	1448
06:00	44		63				107		18:00	137		156				293	
06:15	58		67				125		18:15	116		154				270	
06:30	72		101				173		18:30	121		126				247	
06:45	86	260	142	373			228	633	18:45	119	493	121	557			240	1050
07:00	83		132				215		19:00	121		102				223	
07:15	117		231				348		19:15	84		104				188	
07:30	145		240				385		19:30	88		95				183	
07:45	211	556	249	852			460	1408	19:45	75	368	84	385			159	753
08:00	135		151				286		20:00	105		98				203	
08:15	140		161				301		20:15	91		78				169	
08:30	140		181				321		20:30	77		81				158	
08:45	143	558	201	694			344	1252	20:45	70	343	64	321			134	664
09:00	137		168				305		21:00	61		61				122	
09:15	141		145				286		21:15	50		68				118	
09:30	130		167				297		21:30	50		51				101	
09:45	159	567	162	642			321	1209	21:45	49	210	53	233			102	443
10:00	148		162				310		22:00	55		51				106	
10:15	146		159				305		22:15	38		45				83	
10:30	157		175				332		22:30	41		49				90	
10:45	176	627	193	689			369	1316	22:45	37	171	31	176			68	347
11:00	167		189				356		23:00	27		31				58	
11:15	148		159				307		23:15	25		19				44	
11:30	162		186				348		23:30	18		24				42	
11:45	186	663	223	757			409	1420	23:45	14	84	13	87			27	171
Totals		3508		4264			7772		Totals		6194		6111			12305	
Split %		45.1%		54.9%			38.7%		Split %		50.3%		49.7%			61.3%	

Daily Totals	NB	SB	EB	WB	Total
	9702	10375	0	0	20077

AM Peak Hour	11:00	07:15	07:15	PM Peak Hour	15:00	16:15	14:30
AM Peak Volume	663	871	1479	PM Peak Volume	937	820	1631
AM Pk Hr Factor	0.891	0.874	0.804	PM Pk Hr Factor	0.874	0.986	0.944

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

ADT Volume Report

Street Segment No. 12

Sunrise Way north of Ramon Road

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	11102	11306	0	0	22408

AM	NB		SB		EB	WB	Total		PM	NB		SB		EB	WB	Total	
00:00	15		17				32		12:00	199		249				448	
00:15	20		10				30		12:15	228		242				470	
00:30	10		23				33		12:30	225		227				452	
00:45	12	57	17	67			29	124	12:45	234	886	225	943			459	1829
01:00	5		10				15		13:00	225		180				405	
01:15	7		9				16		13:15	270		229				499	
01:30	5		6				11		13:30	205		205				410	
01:45	3	20	1	26			4	46	13:45	243	943	204	818			447	1761
02:00	6		8				14		14:00	242		218				460	
02:15	4		10				14		14:15	242		215				457	
02:30	2		2				4		14:30	233		216				449	
02:45	7	19	1	21			8	40	14:45	245	962	255	904			500	1866
03:00	8		4				12		15:00	241		213				454	
03:15	5		10				15		15:15	260		212				472	
03:30	2		8				10		15:30	262		218				480	
03:45	8	23	2	24			10	47	15:45	263	1026	192	835			455	1861
04:00	5		6				11		16:00	231		220				451	
04:15	11		9				20		16:15	211		212				423	
04:30	12		4				16		16:30	204		224				428	
04:45	29	57	17	36			46	93	16:45	172	818	170	826			342	1644
05:00	21		26				47		17:00	215		219				434	
05:15	27		23				50		17:15	202		202				404	
05:30	32		38				70		17:30	194		181				375	
05:45	45	125	47	134			92	259	17:45	154	765	146	748			300	1513
06:00	50		33				83		18:00	153		158				311	
06:15	50		59				109		18:15	144		138				282	
06:30	85		80				165		18:30	120		110				230	
06:45	92	277	128	300			220	577	18:45	110	527	114	520			224	1047
07:00	82		112				194		19:00	94		130				224	
07:15	107		179				286		19:15	82		90				172	
07:30	158		187				345		19:30	87		86				173	
07:45	199	546	217	695			416	1241	19:45	88	351	82	388			170	739
08:00	147		175				322		20:00	106		83				189	
08:15	156		168				324		20:15	82		79				161	
08:30	186		202				388		20:30	82		76				158	
08:45	155	644	214	759			369	1403	20:45	65	335	87	325			152	660
09:00	167		186				353		21:00	61		59				120	
09:15	161		180				341		21:15	46		60				106	
09:30	164		173				337		21:30	52		67				119	
09:45	200	692	207	746			407	1438	21:45	52	211	49	235			101	446
10:00	158		161				319		22:00	45		39				84	
10:15	206		198				404		22:15	34		34				68	
10:30	222		187				409		22:30	28		38				66	
10:45	212	798	243	789			455	1587	22:45	27	134	28	139			55	273
11:00	188		231				419		23:00	28		33				61	
11:15	196		234				430		23:15	25		28				53	
11:30	198		226				424		23:30	18		16				34	
11:45	221	803	249	940			470	1743	23:45	12	83	11	88			23	171
Totals		4061		4537			8598		Totals		7041		6769			13810	
Split %		47.2%		52.8%			38.4%		Split %		51.0%		49.0%			61.6%	

Daily Totals	NB	SB	EB	WB	Total
	11102	11306	0	0	22408

AM Peak Hour	10:15	11:00	11:00	PM Peak Hour	15:00	12:00	14:45
AM Peak Volume	828	940	1743	PM Peak Volume	1026	943	1906
AM Pk Hr Factor	0.932	0.944	0.927	PM Pk Hr Factor	0.975	0.947	0.953

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

ADT Volume Report

Street Segment No. 13

Alejo Road east of Indian Canyon Drive

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	5265	3272	8537

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			14		9		23		12:00			105		49		154	
00:15			18		10		28		12:15			99		50		149	
00:30			11		9		20		12:30			97		48		145	
00:45			8	51	8	36	16	87	12:45			74	375	49	196	123	571
01:00			6		2		8		13:00			85		57		142	
01:15			9		5		14		13:15			102		59		161	
01:30			7		8		15		13:30			103		61		164	
01:45			7	29	14	29	21	58	13:45			108	398	74	251	182	649
02:00			4		5		9		14:00			111		43		154	
02:15			3		9		12		14:15			81		53		134	
02:30			7		7		14		14:30			97		56		153	
02:45			10	24	6	27	16	51	14:45			124	413	61	213	185	626
03:00			7		6		13		15:00			103		66		169	
03:15			6		6		12		15:15			93		79		172	
03:30			6		5		11		15:30			102		71		173	
03:45			5	24	5	22	10	46	15:45			97	395	57	273	154	668
04:00			7		7		14		16:00			92		54		146	
04:15			6		3		9		16:15			109		72		181	
04:30			7		8		15		16:30			106		76		182	
04:45			8	28	3	21	11	49	16:45			118	425	54	256	172	681
05:00			7		4		11		17:00			90		62		152	
05:15			9		7		16		17:15			98		61		159	
05:30			17		8		25		17:30			69		49		118	
05:45			29	62	9	28	38	90	17:45			79	336	53	225	132	561
06:00			18		13		31		18:00			51		59		110	
06:15			19		12		31		18:15			66		43		109	
06:30			28		19		47		18:30			61		47		108	
06:45			60	125	27	71	87	196	18:45			57	235	46	195	103	430
07:00			53		30		83		19:00			71		33		104	
07:15			62		31		93		19:15			48		23		71	
07:30			61		33		94		19:30			42		29		71	
07:45			84	260	50	144	134	404	19:45			50	211	28	113	78	324
08:00			67		40		107		20:00			51		23		74	
08:15			67		62		129		20:15			47		21		68	
08:30			82		68		150		20:30			58		28		86	
08:45			80	296	54	224	134	520	20:45			35	191	22	94	57	285
09:00			69		53		122		21:00			39		21		60	
09:15			71		38		109		21:15			32		24		56	
09:30			83		52		135		21:30			30		9		39	
09:45			81	304	70	213	151	517	21:45			30	131	16	70	46	201
10:00			83		43		126		22:00			39		12		51	
10:15			97		65		162		22:15			23		17		40	
10:30			90		52		142		22:30			31		16		47	
10:45			93	363	62	222	155	585	22:45			22	115	9	54	31	169
11:00			107		58		165		23:00			27		17		44	
11:15			102		59		161		23:15			18		14		32	
11:30			101		60		161		23:30			14		10		24	
11:45			89	399	66	243	155	642	23:45			16	75	11	52	27	127
Totals				1965		1280	3245		Totals				3300		1992	5292	
Split %				60.6%		39.4%	38.0%		Split %				62.4%		37.6%	62.0%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	5265	3272	8537

AM Peak Hour	10:45	11:00	11:00	PM Peak Hour	16:00	14:45	14:45
AM Peak Hr Volume	403	243	642	PM Peak Hr Volume	425	277	699
AM Pk Hr Factor	0.942	0.920	0.973	PM Pk Hr Factor	0.900	0.877	0.945

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

ADT Volume Report

Street Segment No. 14

Alejo Road east of Avenida Caballeros

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	3511	2662	6173

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			6		6		12		12:00			77		53		130	
00:15			7		3		10		12:15			65		37		102	
00:30			7		1		8		12:30			69		51		120	
00:45			7	27	2	12	9	39	12:45			48	259	49	190	97	449
01:00			5		2		7		13:00			62		64		126	
01:15			3		0		3		13:15			71		47		118	
01:30			8		2		10		13:30			60		46		106	
01:45			10	26	2	6	12	32	13:45			70	263	48	205	118	468
02:00			11		4		15		14:00			71		35		106	
02:15			6		0		6		14:15			49		43		92	
02:30			5		0		5		14:30			74		52		126	
02:45			2	24	0	4	2	28	14:45			82	276	54	184	136	460
03:00			6		7		13		15:00			79		57		136	
03:15			4		2		6		15:15			64		67		131	
03:30			3		1		4		15:30			84		63		147	
03:45			4	17	5	15	9	32	15:45			61	288	53	240	114	528
04:00			5		0		5		16:00			70		38		108	
04:15			4		2		6		16:15			80		60		140	
04:30			3		4		7		16:30			84		43		127	
04:45			6	18	3	9	9	27	16:45			62	296	52	193	114	489
05:00			4		4		8		17:00			75		46		121	
05:15			2		2		4		17:15			60		50		110	
05:30			8		7		15		17:30			60		41		101	
05:45			13	27	9	22	22	49	17:45			53	248	37	174	90	422
06:00			7		11		18		18:00			43		38		81	
06:15			11		20		31		18:15			49		25		74	
06:30			20		13		33		18:30			32		38		70	
06:45			27	65	37	81	64	146	18:45			39	163	22	123	61	286
07:00			33		30		63		19:00			41		27		68	
07:15			34		34		68		19:15			34		24		58	
07:30			44		51		95		19:30			19		19		38	
07:45			33	144	58	173	91	317	19:45			39	133	24	94	63	227
08:00			32		40		72		20:00			28		14		42	
08:15			38		57		95		20:15			25		12		37	
08:30			65		60		125		20:30			32		27		59	
08:45			50	185	42	199	92	384	20:45			18	103	14	67	32	170
09:00			48		47		95		21:00			20		12		32	
09:15			50		43		93		21:15			17		14		31	
09:30			53		48		101		21:30			18		6		24	
09:45			52	203	63	201	115	404	21:45			24	79	12	44	36	123
10:00			45		32		77		22:00			25		6		31	
10:15			68		55		123		22:15			18		4		22	
10:30			81		44		125		22:30			23		5		28	
10:45			59	253	52	183	111	436	22:45			20	86	4	19	24	105
11:00			62		39		101		23:00			16		9		25	
11:15			75		49		124		23:15			15		3		18	
11:30			76		53		129		23:30			6		5		11	
11:45			74	287	61	202	135	489	23:45			4	41	5	22	9	63
Totals				1276		1107	2383		Totals				2235		1555	3790	
Split %				53.5%		46.5%	38.6%		Split %				59.0%		41.0%	61.4%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	3511	2662	6173

AM Peak Hour	11:00	07:45	11:00	PM Peak Hour	14:45	14:45	14:45
AM Peak Hr Volume	287	215	489	PM Peak Hr Volume	309	241	550
AM Pk Hr Factor	0.944	0.896	0.906	PM Pk Hr Factor	0.920	0.899	0.935

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

ADT Volume Report

Street Segment No. 15

Alejo Road west of Sunrise Way

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	4204	3043	7247

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			14		3		17		12:00			65		61		126	
00:15			10		3		13		12:15			48		62		110	
00:30			5		2		7		12:30			67		43		110	
00:45			11	40	4	12	15	52	12:45			61	241	69	235	130	476
01:00			6		1		7		13:00			87		52		139	
01:15			6		1		7		13:15			93		50		143	
01:30			7		2		9		13:30			92		52		144	
01:45			5	24	0	4	5	28	13:45			72	344	41	195	113	539
02:00			2		2		4		14:00			73		44		117	
02:15			5		0		5		14:15			83		46		129	
02:30			4		0		4		14:30			78		56		134	
02:45			2	13	0	2	2	15	14:45			82	316	58	204	140	520
03:00			3		4		7		15:00			89		69		158	
03:15			3		2		5		15:15			74		51		125	
03:30			5		1		6		15:30			95		50		145	
03:45			2	13	0	7	2	20	15:45			63	321	61	231	124	552
04:00			6		1		7		16:00			82		59		141	
04:15			5		5		10		16:15			73		59		132	
04:30			4		7		11		16:30			63		58		121	
04:45			4	19	5	18	9	37	16:45			71	289	51	227	122	516
05:00			1		2		3		17:00			93		54		147	
05:15			5		3		8		17:15			71		53		124	
05:30			11		15		26		17:30			55		50		105	
05:45			12	29	8	28	20	57	17:45			56	275	56	213	112	488
06:00			21		13		34		18:00			45		47		92	
06:15			21		19		40		18:15			52		60		112	
06:30			27		21		48		18:30			40		38		78	
06:45			23	92	32	85	55	177	18:45			46	183	36	181	82	364
07:00			37		27		64		19:00			41		38		79	
07:15			42		44		86		19:15			49		31		80	
07:30			59		36		95		19:30			44		29		73	
07:45			55	193	51	158	106	351	19:45			55	189	23	121	78	310
08:00			46		64		110		20:00			51		23		74	
08:15			48		50		98		20:15			51		24		75	
08:30			62		78		140		20:30			41		22		63	
08:45			74	230	56	248	130	478	20:45			38	181	13	82	51	263
09:00			68		46		114		21:00			45		12		57	
09:15			43		50		93		21:15			37		15		52	
09:30			61		70		131		21:30			56		9		65	
09:45			81	253	54	220	135	473	21:45			56	194	10	46	66	240
10:00			62		53		115		22:00			59		16		75	
10:15			60		48		108		22:15			42		17		59	
10:30			63		44		107		22:30			32		10		42	
10:45			69	254	60	205	129	459	22:45			25	158	6	49	31	207
11:00			73		67		140		23:00			25		2		27	
11:15			68		55		123		23:15			26		8		34	
11:30			71		66		137		23:30			17		10		27	
11:45			60	272	60	248	120	520	23:45			13	81	4	24	17	105
Totals				1432		1235	2667		Totals				2772		1808	4580	
Split %				53.7%		46.3%	36.8%		Split %				60.5%		39.5%	63.2%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	4204	3043	7247

AM Peak Hour	10:45	11:00	10:45	PM Peak Hour	13:00	15:45	14:45
AM Peak Hr Volume	281	248	529	PM Peak Hr Volume	344	237	568
AM Pk Hr Factor	0.962	0.925	0.945	PM Pk Hr Factor	0.925	0.971	0.899

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

ADT Volume Report

Street Segment No. 16

Amado Road east of Indian Canyon Drive

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	1597	2345	3942

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			16		13		29		12:00			41		50		91	
00:15			9		14		23		12:15			41		43		84	
00:30			10		11		21		12:30			29		62		91	
00:45			6	41	9	47	15	88	12:45			29	140	45	200	74	340
01:00			5		1		6		13:00			27		48		75	
01:15			2		5		7		13:15			36		42		78	
01:30			13		7		20		13:30			22		36		58	
01:45			7	27	8	21	15	48	13:45			30	115	43	169	73	284
02:00			8		7		15		14:00			19		44		63	
02:15			2		4		6		14:15			23		38		61	
02:30			3		3		6		14:30			29		37		66	
02:45			4	17	3	17	7	34	14:45			22	93	40	159	62	252
03:00			2		3		5		15:00			25		42		67	
03:15			0		0		0		15:15			26		49		75	
03:30			0		0		0		15:30			27		43		70	
03:45			3	5	1	4	4	9	15:45			28	106	48	182	76	288
04:00			0		0		0		16:00			22		50		72	
04:15			1		2		3		16:15			38		54		92	
04:30			0		0		0		16:30			45		58		103	
04:45			3	4	4	6	7	10	16:45			46	151	52	214	98	365
05:00			3		4		7		17:00			36		39		75	
05:15			1		3		4		17:15			25		41		66	
05:30			3		6		9		17:30			34		23		57	
05:45			4	11	6	19	10	30	17:45			30	125	30	133	60	258
06:00			9		7		16		18:00			30		24		54	
06:15			2		9		11		18:15			31		28		59	
06:30			6		15		21		18:30			17		28		45	
06:45			9	26	15	46	24	72	18:45			19	97	31	111	50	208
07:00			6		14		20		19:00			22		22		44	
07:15			9		17		26		19:15			14		30		44	
07:30			9		25		34		19:30			19		20		39	
07:45			10	34	19	75	29	109	19:45			12	67	21	93	33	160
08:00			13		29		42		20:00			11		10		21	
08:15			17		34		51		20:15			13		15		28	
08:30			13		43		56		20:30			11		18		29	
08:45			14	57	30	136	44	193	20:45			19	54	18	61	37	115
09:00			21		28		49		21:00			18		14		32	
09:15			16		45		61		21:15			11		18		29	
09:30			12		42		54		21:30			13		9		22	
09:45			17	66	42	157	59	223	21:45			11	53	12	53	23	106
10:00			20		41		61		22:00			16		12		28	
10:15			25		54		79		22:15			9		7		16	
10:30			26		30		56		22:30			16		11		27	
10:45			26	97	41	166	67	263	22:45			8	49	8	38	16	87
11:00			37		64		101		23:00			7		13		20	
11:15			32		55		87		23:15			8		4		12	
11:30			21		45		66		23:30			5		7		12	
11:45			41	131	38	202	79	333	23:45			11	31	12	36	23	67
Totals				516		896	1412		Totals				1081		1449	2530	
Split %				36.5%		63.5%	35.8%		Split %				42.7%		57.3%	64.2%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	1597	2345	3942

AM Peak Hour	11:00	10:45	11:00	PM Peak Hour	16:15	16:00	16:15
AM Peak Hr Volume	131	205	333	PM Peak Hr Volume	165	214	368
AM Pk Hr Factor	0.799	0.801	0.824	PM Pk Hr Factor	0.897	0.922	0.893

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

ADT Volume Report

Street Segment No. 17

Amado Road east of Avenida Caballeros

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	1395	1304	2699

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			10		1		11		12:00			28		30		58	
00:15			5		2		7		12:15			31		26		57	
00:30			4		2		6		12:30			36		34		70	
00:45			4	23	1	6	5	29	12:45			28	123	32	122	60	245
01:00			7		1		8		13:00			24		15		39	
01:15			4		1		5		13:15			27		28		55	
01:30			7		3		10		13:30			16		17		33	
01:45			4	22	1	6	5	28	13:45			27	94	24	84	51	178
02:00			4		4		8		14:00			15		17		32	
02:15			0		3		3		14:15			21		24		45	
02:30			1		1		2		14:30			32		13		45	
02:45			2	7	0	8	2	15	14:45			19	87	26	80	45	167
03:00			1		0		1		15:00			34		23		57	
03:15			2		2		4		15:15			27		29		56	
03:30			1		0		1		15:30			18		15		33	
03:45			1	5	1	3	2	8	15:45			27	106	35	102	62	208
04:00			1		1		2		16:00			26		27		53	
04:15			0		1		1		16:15			25		24		49	
04:30			2		0		2		16:30			38		21		59	
04:45			1	4	2	4	3	8	16:45			34	123	24	96	58	219
05:00			3		3		6		17:00			29		16		45	
05:15			3		4		7		17:15			29		29		58	
05:30			4		4		8		17:30			30		11		41	
05:45			2	12	6	17	8	29	17:45			29	117	10	66	39	183
06:00			3		7		10		18:00			20		20		40	
06:15			2		10		12		18:15			19		27		46	
06:30			8		9		17		18:30			17		14		31	
06:45			13	26	13	39	26	65	18:45			15	71	11	72	26	143
07:00			10		17		27		19:00			12		10		22	
07:15			10		19		29		19:15			7		10		17	
07:30			5		25		30		19:30			17		10		27	
07:45			14	39	30	91	44	130	19:45			10	46	10	40	20	86
08:00			15		26		41		20:00			16		8		24	
08:15			20		21		41		20:15			11		7		18	
08:30			10		24		34		20:30			12		9		21	
08:45			17	62	19	90	36	152	20:45			10	49	8	32	18	81
09:00			21		16		37		21:00			15		8		23	
09:15			18		29		47		21:15			9		8		17	
09:30			22		23		45		21:30			8		2		10	
09:45			20	81	23	91	43	172	21:45			10	42	3	21	13	63
10:00			17		22		39		22:00			13		4		17	
10:15			18		24		42		22:15			8		5		13	
10:30			27		21		48		22:30			16		2		18	
10:45			21	83	29	96	50	179	22:45			14	51	6	17	20	68
11:00			25		26		51		23:00			7		1		8	
11:15			22		30		52		23:15			4		6		10	
11:30			26		30		56		23:30			8		2		10	
11:45			26	99	22	108	48	207	23:45			4	23	4	13	8	36
Totals				463		559	1022		Totals				932		745	1677	
Split %				45.3%		54.7%	37.9%		Split %				55.6%		44.4%	62.1%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	1395	1304	2699

AM Peak Hour	11:00	10:45	10:45	PM Peak Hour	16:30	12:00	12:00
AM Peak Hr Volume	99	115	209	PM Peak Hr Volume	130	122	245
AM Pk Hr Factor	0.952	0.958	0.933	PM Pk Hr Factor	0.855	0.897	0.875

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

ADT Volume Report

Street Segment No. 18

Tahquitz Canyon Way east of Indian Canyon Drive

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	2906	2982	5888

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			13		9		22		12:00			69		60		129	
00:15			8		6		14		12:15			50		39		89	
00:30			5		3		8		12:30			58		42		100	
00:45			1	27	2	20	3	47	12:45			74	251	54	195	128	446
01:00			1		6		7		13:00			49		58		107	
01:15			1		1		2		13:15			59		50		109	
01:30			5		1		6		13:30			60		46		106	
01:45			5	12	5	13	10	25	13:45			65	233	50	204	115	437
02:00			4		3		7		14:00			67		52		119	
02:15			2		1		3		14:15			42		49		91	
02:30			1		0		1		14:30			45		36		81	
02:45			3	10	1	5	4	15	14:45			51	205	43	180	94	385
03:00			1		1		2		15:00			55		45		100	
03:15			2		0		2		15:15			56		49		105	
03:30			3		2		5		15:30			46		47		93	
03:45			0	6	0	3	0	9	15:45			55	212	41	182	96	394
04:00			0		1		1		16:00			41		43		84	
04:15			1		7		8		16:15			36		54		90	
04:30			6		3		9		16:30			33		46		79	
04:45			4	11	4	15	8	26	16:45			30	140	47	190	77	330
05:00			6		6		12		17:00			46		59		105	
05:15			0		13		13		17:15			28		46		74	
05:30			5		10		15		17:30			40		43		83	
05:45			6	17	7	36	13	53	17:45			33	147	54	202	87	349
06:00			3		9		12		18:00			27		33		60	
06:15			12		11		23		18:15			40		55		95	
06:30			12		19		31		18:30			50		48		98	
06:45			28	55	30	69	58	124	18:45			48	165	46	182	94	347
07:00			17		28		45		19:00			40		46		86	
07:15			22		14		36		19:15			35		37		72	
07:30			24		34		58		19:30			34		35		69	
07:45			35	98	28	104	63	202	19:45			25	134	27	145	52	279
08:00			28		40		68		20:00			39		28		67	
08:15			22		39		61		20:15			37		39		76	
08:30			34		33		67		20:30			36		32		68	
08:45			30	114	45	157	75	271	20:45			34	146	35	134	69	280
09:00			44		49		93		21:00			28		33		61	
09:15			40		57		97		21:15			40		21		61	
09:30			37		42		79		21:30			34		37		71	
09:45			32	153	59	207	91	360	21:45			43	145	29	120	72	265
10:00			40		64		104		22:00			44		24		68	
10:15			48		49		97		22:15			34		27		61	
10:30			53		55		108		22:30			42		18		60	
10:45			47	188	67	235	114	423	22:45			25	145	15	84	40	229
11:00			44		67		111		23:00			18		17		35	
11:15			46		59		105		23:15			30		15		45	
11:30			68		56		124		23:30			12		11		23	
11:45			63	221	67	249	130	470	23:45			11	71	8	51	19	122
Totals				912		1113	2025		Totals				1994		1869	3863	
Split %				45.0%		55.0%	34.4%		Split %				51.6%		48.4%	65.6%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	2906	2982	5888

AM Peak Hour	11:00	11:00	11:00	PM Peak Hour	13:15	12:45	12:45
AM Peak Hr Volume	221	249	470	PM Peak Hr Volume	251	208	450
AM Pk Hr Factor	0.813	0.929	0.904	PM Pk Hr Factor	0.937	0.897	0.879

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

ADT Volume Report

Street Segment No. 19

Tahquitz Canyon Way east of Avenida Caballeros

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	4618	4405	9023

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			23		5		28		12:00			79		89		168	
00:15			11		3		14		12:15			66		64		130	
00:30			9		4		13		12:30			79		89		168	
00:45			7	50	2	14	9	64	12:45			105	329	98	340	203	669
01:00			4		5		9		13:00			103		79		182	
01:15			10		0		10		13:15			100		75		175	
01:30			8		0		8		13:30			86		87		173	
01:45			9	31	8	13	17	44	13:45			91	380	70	311	161	691
02:00			5		1		6		14:00			79		65		144	
02:15			5		2		7		14:15			82		68		150	
02:30			3		0		3		14:30			73		56		129	
02:45			4	17	0	3	4	20	14:45			91	325	72	261	163	586
03:00			2		4		6		15:00			86		89		175	
03:15			3		4		7		15:15			82		74		156	
03:30			3		1		4		15:30			75		86		161	
03:45			2	10	2	11	4	21	15:45			84	327	85	334	169	661
04:00			5		3		8		16:00			69		68		137	
04:15			2		9		11		16:15			73		77		150	
04:30			9		10		19		16:30			68		79		147	
04:45			8	24	8	30	16	54	16:45			71	281	86	310	157	591
05:00			6		9		15		17:00			95		95		190	
05:15			6		11		17		17:15			60		75		135	
05:30			7		18		25		17:30			47		67		114	
05:45			13	32	8	46	21	78	17:45			55	257	70	307	125	564
06:00			6		23		29		18:00			60		65		125	
06:15			13		23		36		18:15			54		55		109	
06:30			22		33		55		18:30			60		62		122	
06:45			32	73	49	128	81	201	18:45			56	230	65	247	121	477
07:00			34		39		73		19:00			40		50		90	
07:15			39		31		70		19:15			51		48		99	
07:30			45		66		111		19:30			58		42		100	
07:45			47	165	62	198	109	363	19:45			60	209	29	169	89	378
08:00			28		57		85		20:00			54		42		96	
08:15			48		60		108		20:15			47		38		85	
08:30			64		64		128		20:30			57		39		96	
08:45			51	191	74	255	125	446	20:45			70	228	37	156	107	384
09:00			65		72		137		21:00			61		34		95	
09:15			57		72		129		21:15			76		40		116	
09:30			58		59		117		21:30			40		36		76	
09:45			62	242	69	272	131	514	21:45			84	261	26	136	110	397
10:00			64		72		136		22:00			78		31		109	
10:15			80		56		136		22:15			64		27		91	
10:30			79		68		147		22:30			63		28		91	
10:45			62	285	91	287	153	572	22:45			40	245	13	99	53	344
11:00			58		97		155		23:00			35		18		53	
11:15			79		115		194		23:15			30		18		48	
11:30			114		102		216		23:30			19		15		34	
11:45			74	325	101	415	175	740	23:45			17	101	12	63	29	164
Totals				1445		1672	3117		Totals				3173		2733	5906	
Split %				46.4%		53.6%	34.5%		Split %				53.7%		46.3%	65.5%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	4618	4405	9023

AM Peak Hour	11:00	11:00	11:00	PM Peak Hour	12:45	12:30	12:45
AM Peak Hr Volume	325	415	740	PM Peak Hr Volume	394	341	733
AM Pk Hr Factor	0.713	0.902	0.856	PM Pk Hr Factor	0.938	0.870	0.903

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

ADT Volume Report

Street Segment No. 20

Tahquitz Canyon Way west of Sunrise Way

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	4639	4894	9533

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			9		13		22		12:00			88		89		177	
00:15			4		16		20		12:15			67		72		139	
00:30			8		8		16		12:30			94		82		176	
00:45			5	26	11	48	16	74	12:45			98	347	101	344	199	691
01:00			8		3		11		13:00			81		106		187	
01:15			3		4		7		13:15			75		106		181	
01:30			1		8		9		13:30			91		85		176	
01:45			3	15	9	24	12	39	13:45			86	333	102	399	188	732
02:00			4		8		12		14:00			72		77		149	
02:15			3		7		10		14:15			73		82		155	
02:30			3		3		6		14:30			67		85		152	
02:45			2	12	5	23	7	35	14:45			74	286	100	344	174	630
03:00			3		3		6		15:00			95		90		185	
03:15			1		5		6		15:15			76		86		162	
03:30			1		4		5		15:30			90		74		164	
03:45			2	7	7	19	9	26	15:45			84	345	91	341	175	686
04:00			3		3		6		16:00			77		80		157	
04:15			6		3		9		16:15			87		72		159	
04:30			6		11		17		16:30			91		79		170	
04:45			8	23	5	22	13	45	16:45			86	341	79	310	165	651
05:00			13		11		24		17:00			101		112		213	
05:15			10		8		18		17:15			71		56		127	
05:30			16		11		27		17:30			73		52		125	
05:45			19	58	16	46	35	104	17:45			73	318	62	282	135	600
06:00			21		15		36		18:00			63		60		123	
06:15			23		13		36		18:15			54		62		116	
06:30			37		21		58		18:30			66		68		134	
06:45			44	125	34	83	78	208	18:45			73	256	59	249	132	505
07:00			41		40		81		19:00			48		51		99	
07:15			32		43		75		19:15			56		53		109	
07:30			67		51		118		19:30			44		54		98	
07:45			66	206	58	192	124	398	19:45			30	178	59	217	89	395
08:00			64		33		97		20:00			43		59		102	
08:15			62		47		109		20:15			45		50		95	
08:30			69		57		126		20:30			38		52		90	
08:45			72	267	56	193	128	460	20:45			38	164	65	226	103	390
09:00			76		74		150		21:00			39		72		111	
09:15			74		53		127		21:15			43		66		109	
09:30			69		62		131		21:30			40		40		80	
09:45			71	290	71	260	142	550	21:45			27	149	90	268	117	417
10:00			67		65		132		22:00			33		76		109	
10:15			57		77		134		22:15			29		60		89	
10:30			81		85		166		22:30			32		64		96	
10:45			87	292	74	301	161	593	22:45			15	109	42	242	57	351
11:00			110		67		177		23:00			16		36		52	
11:15			110		86		196		23:15			18		35		53	
11:30			106		114		220		23:30			16		19		35	
11:45			101	427	88	355	189	782	23:45			15	65	16	106	31	171
Totals				1748		1566	3314		Totals				2891		3328	6219	
Split %				52.7%		47.3%	34.8%		Split %				46.5%		53.5%	65.2%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	4639	4894	9533

AM Peak Hour	11:00	11:00	11:00	PM Peak Hour	16:15	13:00	12:45
AM Peak Hr Volume	427	355	782	PM Peak Hr Volume	365	399	743
AM Pk Hr Factor	0.970	0.779	0.889	PM Pk Hr Factor	0.903	0.941	0.933

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

ADT Volume Report

Street Segment No. 21

Ramon Road between Palm Canyon Drive and Indian Canyon Drive

Day: Tuesday, May 10, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	3354	3976	7330

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			8		6		14		12:00			67		66		133	
00:15			7		6		13		12:15			55		71		126	
00:30			7		1		8		12:30			54		53		107	
00:45			4	26	2	15	6	41	12:45			62	238	75	265	137	503
01:00			6		6		12		13:00			63		56		119	
01:15			8		2		10		13:15			74		71		145	
01:30			8		2		10		13:30			60		69		129	
01:45			7	29	4	14	11	43	13:45			61	258	43	239	104	497
02:00			3		5		8		14:00			66		70		136	
02:15			7		1		8		14:15			65		61		126	
02:30			2		1		3		14:30			64		69		133	
02:45			3	15	0	7	3	22	14:45			72	267	79	279	151	546
03:00			1		0		1		15:00			85		72		157	
03:15			1		3		4		15:15			53		65		118	
03:30			1		3		4		15:30			64		59		123	
03:45			1	4	2	8	3	12	15:45			44	246	54	250	98	496
04:00			1		2		3		16:00			52		71		123	
04:15			5		2		7		16:15			58		56		114	
04:30			2		1		3		16:30			45		75		120	
04:45			2	10	3	8	5	18	16:45			72	227	91	293	163	520
05:00			3		2		5		17:00			67		108		175	
05:15			3		5		8		17:15			51		113		164	
05:30			9		5		14		17:30			45		86		131	
05:45			8	23	9	21	17	44	17:45			43	206	101	408	144	614
06:00			10		8		18		18:00			45		92		137	
06:15			8		11		19		18:15			38		93		131	
06:30			12		17		29		18:30			43		80		123	
06:45			18	48	25	61	43	109	18:45			51	177	71	336	122	513
07:00			21		38		59		19:00			37		66		103	
07:15			23		32		55		19:15			40		48		88	
07:30			23		38		61		19:30			41		42		83	
07:45			38	105	40	148	78	253	19:45			46	164	43	199	89	363
08:00			34		62		96		20:00			48		61		109	
08:15			32		60		92		20:15			44		40		84	
08:30			20		56		76		20:30			35		38		73	
08:45			37	123	88	266	125	389	20:45			43	170	23	162	66	332
09:00			34		71		105		21:00			39		19		58	
09:15			46		58		104		21:15			36		22		58	
09:30			53		56		109		21:30			35		25		60	
09:45			48	181	62	247	110	428	21:45			36	146	22	88	58	234
10:00			43		52		95		22:00			51		20		71	
10:15			56		71		127		22:15			34		10		44	
10:30			61		60		121		22:30			28		13		41	
10:45			55	215	89	272	144	487	22:45			28	141	18	61	46	202
11:00			73		80		153		23:00			24		16		40	
11:15			65		62		127		23:15			16		6		22	
11:30			63		70		133		23:30			13		8		21	
11:45			70	271	74	286	144	557	23:45			11	64	13	43	24	107
Totals				1050		1353	2403		Totals				2304		2623	4927	
Split %				43.7%		56.3%	32.8%		Split %				46.8%		53.2%	67.2%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	3354	3976	7330

AM Peak Hour	11:00	10:45	11:00	PM Peak Hour	14:15	17:00	16:45
AM Peak Hr Volume	271	301	557	PM Peak Hr Volume	286	408	633
AM Pk Hr Factor	0.928	0.846	0.910	PM Pk Hr Factor	0.841	0.903	0.904

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

ADT Volume Report

Street Segment No. 22

Ramon Road east of Indian Canyon Drive

Day: Tuesday, May 10, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	4129	7109	11238

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			8		14		22		12:00			87		128		215	
00:15			6		12		18		12:15			73		126		199	
00:30			7		12		19		12:30			71		119		190	
00:45			3	24	7	45	10	69	12:45			82	313	124	497	206	810
01:00			4		10		14		13:00			86		114		200	
01:15			7		5		12		13:15			77		122		199	
01:30			10		8		18		13:30			83		124		207	
01:45			6	27	8	31	14	58	13:45			85	331	106	466	191	797
02:00			4		8		12		14:00			79		122		201	
02:15			7		6		13		14:15			78		116		194	
02:30			3		8		11		14:30			78		124		202	
02:45			6	20	4	26	10	46	14:45			91	326	136	498	227	824
03:00			3		4		7		15:00			103		118		221	
03:15			2		7		9		15:15			77		129		206	
03:30			2		5		7		15:30			88		130		218	
03:45			1	8	4	20	5	28	15:45			77	345	125	502	202	847
04:00			1		5		6		16:00			67		140		207	
04:15			3		4		7		16:15			75		117		192	
04:30			3		5		8		16:30			67		151		218	
04:45			4	11	11	25	15	36	16:45			84	293	167	575	251	868
05:00			5		13		18		17:00			78		168		246	
05:15			3		13		16		17:15			80		180		260	
05:30			9		11		20		17:30			73		160		233	
05:45			7	24	25	62	32	86	17:45			47	278	173	681	220	959
06:00			12		23		35		18:00			52		153		205	
06:15			13		24		37		18:15			43		147		190	
06:30			14		40		54		18:30			53		137		190	
06:45			17	56	53	140	70	196	18:45			46	194	115	552	161	746
07:00			30		59		89		19:00			43		110		153	
07:15			26		49		75		19:15			36		79		115	
07:30			30		75		105		19:30			42		80		122	
07:45			48	134	87	270	135	404	19:45			48	169	76	345	124	514
08:00			38		104		142		20:00			49		92		141	
08:15			51		100		151		20:15			45		65		110	
08:30			38		90		128		20:30			33		58		91	
08:45			52	179	128	422	180	601	20:45			44	171	39	254	83	425
09:00			52		107		159		21:00			39		37		76	
09:15			67		89		156		21:15			44		45		89	
09:30			68		100		168		21:30			36		39		75	
09:45			58	245	106	402	164	647	21:45			36	155	36	157	72	312
10:00			60		94		154		22:00			54		35		89	
10:15			65		102		167		22:15			30		19		49	
10:30			79		93		172		22:30			29		27		56	
10:45			85	289	153	442	238	731	22:45			30	143	29	110	59	253
11:00			94		138		232		23:00			29		22		51	
11:15			84		127		211		23:15			17		12		29	
11:30			70		122		192		23:30			12		15		27	
11:45			77	325	137	524	214	849	23:45			11	69	14	63	25	132
Totals				1342		2409	3751		Totals				2787		4700	7487	
Split %				35.8%		64.2%	33.4%		Split %				37.2%		62.8%	66.6%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	4129	7109	11238

AM Peak Hour	10:30	10:45	10:45	PM Peak Hour	14:45	17:00	16:45
AM Peak Hr Volume	342	540	873	PM Peak Hr Volume	359	681	990
AM Pk Hr Factor	0.910	0.882	0.917	PM Pk Hr Factor	0.871	0.946	0.952

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

ADT Volume Report

Street Segment No. 23

Ramon Road east of Avenida Caballeros

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	8239	8692	16931

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			30		21		51		12:00			158		182		340	
00:15			16		29		45		12:15			151		167		318	
00:30			16		11		27		12:30			173		162		335	
00:45			12	74	16	77	28	151	12:45			165	647	164	675	329	1322
01:00			12		7		19		13:00			142		168		310	
01:15			10		8		18		13:15			133		156		289	
01:30			19		6		25		13:30			150		152		302	
01:45			15	56	9	30	24	86	13:45			141	566	140	616	281	1182
02:00			17		8		25		14:00			156		146		302	
02:15			16		6		22		14:15			168		141		309	
02:30			5		10		15		14:30			147		137		284	
02:45			9	47	6	30	15	77	14:45			160	631	146	570	306	1201
03:00			7		5		12		15:00			181		158		339	
03:15			7		6		13		15:15			135		163		298	
03:30			10		8		18		15:30			160		150		310	
03:45			3	27	4	23	7	50	15:45			159	635	182	653	341	1288
04:00			11		8		19		16:00			168		155		323	
04:15			9		9		18		16:15			172		153		325	
04:30			4		11		15		16:30			160		155		315	
04:45			15	39	12	40	27	79	16:45			149	649	177	640	326	1289
05:00			9		17		26		17:00			191		123		314	
05:15			14		17		31		17:15			141		138		279	
05:30			27		28		55		17:30			118		137		255	
05:45			21	71	49	111	70	182	17:45			141	591	149	547	290	1138
06:00			27		37		64		18:00			122		122		244	
06:15			42		52		94		18:15			106		128		234	
06:30			43		74		117		18:30			97		105		202	
06:45			41	153	92	255	133	408	18:45			85	410	110	465	195	875
07:00			70		84		154		19:00			97		99		196	
07:15			69		100		169		19:15			96		96		192	
07:30			97		131		228		19:30			101		71		172	
07:45			85	321	140	455	225	776	19:45			100	394	79	345	179	739
08:00			89		113		202		20:00			82		70		152	
08:15			88		132		220		20:15			87		66		153	
08:30			105		153		258		20:30			89		74		163	
08:45			114	396	126	524	240	920	20:45			65	323	70	280	135	603
09:00			96		152		248		21:00			82		64		146	
09:15			103		170		273		21:15			78		63		141	
09:30			114		141		255		21:30			73		61		134	
09:45			101	414	161	624	262	1038	21:45			69	302	62	250	131	552
10:00			127		145		272		22:00			71		47		118	
10:15			127		150		277		22:15			68		34		102	
10:30			135		137		272		22:30			40		39		79	
10:45			136	525	138	570	274	1095	22:45			60	239	38	158	98	397
11:00			132		137		269		23:00			47		28		75	
11:15			140		161		301		23:15			47		27		74	
11:30			164		169		333		23:30			41		27		68	
11:45			140	576	177	644	317	1220	23:45			18	153	28	110	46	263
Totals				2699		3383	**6082**		**Totals**				5540		5309	**10849**	
Split %				44.4%		55.6%	**35.9%**		**Split %**				51.1%		48.9%	**64.1%**	

Daily Totals	NB	SB	EB	WB	Total
	0	0	8239	8692	16931

AM Peak Hour	11:00	11:00	**11:00**	**PM Peak Hour**	16:15	12:00	**12:00**
AM Peak Hr Volume	576	644	**1220**	**PM Peak Hr Volume**	672	675	**1322**
AM Pk Hr Factor	0.878	0.910	**0.916**	**PM Pk Hr Factor**	0.880	0.927	**0.972**

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

ADT Volume Report

Street Segment No. 24

Ramon Road west of Sunrise Way

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	8530	8753	17283

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			19		23		42		12:00			171		191		362	
00:15			15		17		32		12:15			153		159		312	
00:30			22		12		34		12:30			153		176		329	
00:45			14	70	15	67	29	137	12:45			165	642	185	711	350	1353
01:00			14		16		30		13:00			157		171		328	
01:15			5		8		13		13:15			164		150		314	
01:30			15		9		24		13:30			192		147		339	
01:45			15	49	8	41	23	90	13:45			160	673	142	610	302	1283
02:00			16		6		22		14:00			170		155		325	
02:15			12		9		21		14:15			163		147		310	
02:30			13		6		19		14:30			172		147		319	
02:45			11	52	4	25	15	77	14:45			177	682	190	639	367	1321
03:00			7		7		14		15:00			185		190		375	
03:15			11		10		21		15:15			167		160		327	
03:30			4		5		9		15:30			192		185		377	
03:45			8	30	4	26	12	56	15:45			159	703	153	688	312	1391
04:00			8		4		12		16:00			158		170		328	
04:15			7		7		14		16:15			175		150		325	
04:30			10		12		22		16:30			149		190		339	
04:45			15	40	18	41	33	81	16:45			160	642	134	644	294	1286
05:00			14		28		42		17:00			188		157		345	
05:15			19		20		39		17:15			148		153		301	
05:30			24		29		53		17:30			151		134		285	
05:45			37	94	36	113	73	207	17:45			111	598	125	569	236	1167
06:00			42		39		81		18:00			118		116		234	
06:15			47		44		91		18:15			109		110		219	
06:30			61		69		130		18:30			101		104		205	
06:45			55	205	97	249	152	454	18:45			90	418	95	425	185	843
07:00			75		103		178		19:00			80		85		165	
07:15			89		122		211		19:15			75		93		168	
07:30			111		139		250		19:30			79		82		161	
07:45			100	375	161	525	261	900	19:45			89	323	64	324	153	647
08:00			84		118		202		20:00			81		100		181	
08:15			109		132		241		20:15			62		70		132	
08:30			116		131		247		20:30			65		59		124	
08:45			118	427	141	522	259	949	20:45			72	280	63	292	135	572
09:00			107		137		244		21:00			73		66		139	
09:15			120		121		241		21:15			61		56		117	
09:30			125		149		274		21:30			50		55		105	
09:45			140	492	162	569	302	1061	21:45			74	258	43	220	117	478
10:00			127		138		265		22:00			61		46		107	
10:15			132		149		281		22:15			50		38		88	
10:30			126		147		273		22:30			49		43		92	
10:45			151	536	132	566	283	1102	22:45			54	214	33	160	87	374
11:00			137		151		288		23:00			31		30		61	
11:15			165		156		321		23:15			46		37		83	
11:30			147		143		290		23:30			33		28		61	
11:45			146	595	166	616	312	1211	23:45			22	132	16	111	38	243
Totals				2965		3360	6325		Totals				5565		5393	10958	
Split %				46.9%		53.1%	36.6%		Split %				50.8%		49.2%	63.4%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	8530	8753	17283

AM Peak Hour	10:45	11:00	11:00	PM Peak Hour	14:45	14:45	14:45
AM Peak Hr Volume	600	616	1211	PM Peak Hr Volume	721	725	1446
AM Pk Hr Factor	0.909	0.928	0.943	PM Pk Hr Factor	0.939	0.954	0.959

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

ADT Volume Report

Street Segment No. 25

Arenas Road east of Indian Canyon Drive

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	1780	1406	3186

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			17		3		20		12:00			21		22		43	
00:15			5		2		7		12:15			29		18		47	
00:30			6		7		13		12:30			23		10		33	
00:45			11	39	2	14	13	53	12:45			29	102	16	66	45	168
01:00			9		1		10		13:00			19		18		37	
01:15			6		4		10		13:15			26		17		43	
01:30			8		2		10		13:30			19		20		39	
01:45			9	32	3	10	12	42	13:45			30	94	17	72	47	166
02:00			10		1		11		14:00			24		19		43	
02:15			2		4		6		14:15			19		10		29	
02:30			0		1		1		14:30			26		12		38	
02:45			2	14	1	7	3	21	14:45			27	96	18	59	45	155
03:00			5		1		6		15:00			26		14		40	
03:15			2		0		2		15:15			32		21		53	
03:30			1		1		2		15:30			23		30		53	
03:45			0	8	2	4	2	12	15:45			26	107	34	99	60	206
04:00			1		0		1		16:00			31		24		55	
04:15			3		2		5		16:15			36		23		59	
04:30			1		4		5		16:30			26		37		63	
04:45			2	7	2	8	4	15	16:45			25	118	39	123	64	241
05:00			1		2		3		17:00			28		31		59	
05:15			3		0		3		17:15			18		24		42	
05:30			1		6		7		17:30			25		21		46	
05:45			2	7	7	15	9	22	17:45			35	106	40	116	75	222
06:00			4		1		5		18:00			27		24		51	
06:15			5		2		7		18:15			27		23		50	
06:30			8		2		10		18:30			34		31		65	
06:45			6	23	15	20	21	43	18:45			38	126	38	116	76	242
07:00			6		6		12		19:00			38		24		62	
07:15			3		2		5		19:15			34		29		63	
07:30			6		6		12		19:30			34		23		57	
07:45			6	21	6	20	12	41	19:45			34	140	21	97	55	237
08:00			8		6		14		20:00			33		32		65	
08:15			15		11		26		20:15			32		24		56	
08:30			15		8		23		20:30			37		20		57	
08:45			9	47	13	38	22	85	20:45			40	142	26	102	66	244
09:00			16		9		25		21:00			27		28		55	
09:15			17		6		23		21:15			28		34		62	
09:30			14		14		28		21:30			48		29		77	
09:45			9	56	23	52	32	108	21:45			29	132	25	116	54	248
10:00			20		13		33		22:00			36		20		56	
10:15			20		14		34		22:15			17		16		33	
10:30			15		7		22		22:30			32		22		54	
10:45			20	75	15	49	35	124	22:45			32	117	14	72	46	189
11:00			18		18		36		23:00			20		21		41	
11:15			28		18		46		23:15			16		6		22	
11:30			34		20		54		23:30			14		10		24	
11:45			21	101	31	87	52	188	23:45			20	70	7	44	27	114
Totals				430		324	754		Totals				1350		1082	2432	
Split %				57.0%		43.0%	23.7%		Split %				55.5%		44.5%	76.3%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	1780	1406	3186

AM Peak Hour	11:00	11:00	11:00	PM Peak Hour	18:45	16:30	18:30
AM Peak Hr Volume	101	87	188	PM Peak Hr Volume	144	131	266
AM Pk Hr Factor	0.743	0.702	0.870	PM Pk Hr Factor	0.947	0.840	0.875

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

ADT Volume Report

Street Segment No. 26

Saturnino Road east of Calle El Segundo

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	327	429	756

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			2		2		4		12:00			7		6		13	
00:15			0		3		3		12:15			5		10		15	
00:30			1		0		1		12:30			1		6		7	
00:45			1	4	1	6	2	10	12:45			9	22	6	28	15	50
01:00			2		0		2		13:00			3		3		6	
01:15			0		0		0		13:15			6		8		14	
01:30			0		1		1		13:30			5		13		18	
01:45			1	3	1	2	2	5	13:45			9	23	11	35	20	58
02:00			2		1		3		14:00			8		1		9	
02:15			0		0		0		14:15			9		6		15	
02:30			1		0		1		14:30			1		6		7	
02:45			0	3	0	1	0	4	14:45			13	31	11	24	24	55
03:00			0		0		0		15:00			4		21		25	
03:15			0		1		1		15:15			7		11		18	
03:30			0		1		1		15:30			9		7		16	
03:45			0	0	0	2	0	2	15:45			1	21	4	43	5	64
04:00			0		0		0		16:00			7		3		10	
04:15			0		0		0		16:15			4		3		7	
04:30			0		3		3		16:30			7		2		9	
04:45			1	1	0	3	1	4	16:45			3	21	4	12	7	33
05:00			0		0		0		17:00			4		9		13	
05:15			0		0		0		17:15			4		13		17	
05:30			1		0		1		17:30			11		9		20	
05:45			0	1	3	3	3	4	17:45			6	25	6	37	12	62
06:00			1		4		5		18:00			3		8		11	
06:15			1		1		2		18:15			5		3		8	
06:30			1		5		6		18:30			8		11		19	
06:45			5	8	7	17	12	25	18:45			0	16	4	26	4	42
07:00			7		4		11		19:00			2		2		4	
07:15			6		4		10		19:15			2		2		4	
07:30			9		11		20		19:30			5		6		11	
07:45			12	34	7	26	19	60	19:45			7	16	2	12	9	28
08:00			2		10		12		20:00			2		3		5	
08:15			4		4		8		20:15			0		1		1	
08:30			0		10		10		20:30			5		2		7	
08:45			4	10	2	26	6	36	20:45			4	11	2	8	6	19
09:00			1		7		8		21:00			5		5		10	
09:15			2		5		7		21:15			2		7		9	
09:30			3		4		7		21:30			1		5		6	
09:45			4	10	5	21	9	31	21:45			5	13	3	20	8	33
10:00			8		4		12		22:00			5		4		9	
10:15			2		6		8		22:15			2		4		6	
10:30			1		8		9		22:30			0		3		3	
10:45			6	17	7	25	13	42	22:45			2	9	1	12	3	21
11:00			2		9		11		23:00			1		2		3	
11:15			6		4		10		23:15			4		1		5	
11:30			4		15		19		23:30			0		1		1	
11:45			10	22	8	36	18	58	23:45			1	6	0	4	1	10
Totals				113		168	281		Totals				214		261	475	
Split %				40.2%		59.8%	37.2%		Split %				45.1%		54.9%	62.8%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	327	429	756

AM Peak Hour	07:00	11:00	07:15	PM Peak Hour	14:45	14:45	14:45
AM Peak Hr Volume	34	36	61	PM Peak Hr Volume	33	50	83
AM Pk Hr Factor	0.708	0.600	0.763	PM Pk Hr Factor	0.635	0.595	0.830

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

ADT Volume Report

Street Segment No. 27

Baristo Road east of Avenida Caballeros

Day: Wednesday, May 11, 2016 **City:** Palm Springs, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	1091	1222	2313

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			4		4		8		12:00			15		14		29	
00:15			1		1		2		12:15			20		34		54	
00:30			0		2		2		12:30			23		26		49	
00:45			2	7	1	8	3	15	12:45			18	76	29	103	47	179
01:00			1		0		1		13:00			19		13		32	
01:15			1		1		2		13:15			21		26		47	
01:30			0		2		2		13:30			18		18		36	
01:45			0	2	1	4	1	6	13:45			21	79	23	80	44	159
02:00			0		0		0		14:00			18		21		39	
02:15			0		0		0		14:15			24		19		43	
02:30			1		1		2		14:30			23		12		35	
02:45			0	1	0	1	0	2	14:45			31	96	28	80	59	176
03:00			0		1		1		15:00			20		46		66	
03:15			0		0		0		15:15			14		32		46	
03:30			0		0		0		15:30			31		34		65	
03:45			0	0	0	1	0	1	15:45			23	88	18	130	41	218
04:00			0		0		0		16:00			25		25		50	
04:15			2		1		3		16:15			15		21		36	
04:30			0		0		0		16:30			31		21		52	
04:45			1	3	1	2	2	5	16:45			23	94	20	87	43	181
05:00			1		0		1		17:00			31		18		49	
05:15			1		1		2		17:15			14		20		34	
05:30			0		3		3		17:30			8		12		20	
05:45			4	6	2	6	6	12	17:45			8	61	18	68	26	129
06:00			5		3		8		18:00			16		11		27	
06:15			5		7		12		18:15			10		11		21	
06:30			9		7		16		18:30			15		16		31	
06:45			11	30	19	36	30	66	18:45			17	58	12	50	29	108
07:00			8		5		13		19:00			12		12		24	
07:15			25		17		42		19:15			10		14		24	
07:30			50		34		84		19:30			6		7		13	
07:45			38	121	33	89	71	210	19:45			13	41	9	42	22	83
08:00			11		22		33		20:00			10		9		19	
08:15			9		16		25		20:15			2		12		14	
08:30			16		18		34		20:30			9		7		16	
08:45			20	56	16	72	36	128	20:45			11	32	8	36	19	68
09:00			14		11		25		21:00			9		6		15	
09:15			19		12		31		21:15			7		9		16	
09:30			18		28		46		21:30			5		12		17	
09:45			16	67	22	73	38	140	21:45			3	24	7	34	10	58
10:00			17		23		40		22:00			4		9		13	
10:15			15		23		38		22:15			6		1		7	
10:30			11		13		24		22:30			4		4		8	
10:45			20	63	23	82	43	145	22:45			2	16	7	21	9	37
11:00			9		29		38		23:00			1		5		6	
11:15			10		22		32		23:15			1		2		3	
11:30			19		32		51		23:30			2		3		5	
11:45			27	65	24	107	51	172	23:45			1	5	0	10	1	15
Totals				421		481	902		Totals				670		741	1411	
Split %				46.7%		53.3%	39.0%		Split %				47.5%		52.5%	61.0%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	1091	1222	2313

AM Peak Hour	07:15	11:00	07:15	PM Peak Hour	16:15	14:45	14:45
AM Peak Hr Volume	124	107	230	PM Peak Hr Volume	100	140	236
AM Pk Hr Factor	0.620	0.836	0.685	PM Pk Hr Factor	0.806	0.761	0.894

Appendix C

Level of Service Worksheets

Existing Conditions (Year 2016)

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

Intersection #1 Palm Canyon & Vista Chino

Cycle (sec):	90	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	0	Average Delay (sec/veh):	17.3
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Palm Canyon						Vista Chino					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			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:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	74	304	20	183	494	29	41	69	13	183	69	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	304	20	183	494	29	41	69	13	183	69	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	84	345	23	208	560	33	46	78	15	208	78	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	345	23	208	560	33	46	78	15	208	78	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	345	23	208	560	33	46	78	15	208	78	284
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.90	0.90	0.90	0.90	0.90	0.80	0.80	0.80	0.67	0.67	0.81
Lanes:	1.00	1.88	0.12	1.00	1.89	0.11	0.33	0.56	0.11	0.73	0.27	1.00
Final Sat.:	501	3196	210	1718	3220	189	508	855	161	923	348	1537
Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.11	0.12	0.17	0.17	0.09	0.09	0.09	0.22	0.22	0.18
Crit Moves:	****			****							****	
Green/Cycle:	0.28	0.28	0.28	0.25	0.53	0.53	0.47	0.47	0.47	0.47	0.47	0.72
Volume/Cap:	0.59	0.38	0.38	0.48	0.33	0.33	0.20	0.20	0.20	0.48	0.48	0.26
Uniform Del:	27.8	26.0	26.0	28.7	11.9	11.9	14.1	14.1	14.1	16.5	16.5	4.4
IncremntDel:	6.6	0.3	0.3	0.8	0.1	0.1	0.1	0.1	0.1	0.6	0.6	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:	34.5	26.2	26.2	29.5	12.0	12.0	14.2	14.2	14.2	17.1	17.1	4.5
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:	34.5	26.2	26.2	29.5	12.0	12.0	14.2	14.2	14.2	17.1	17.1	4.5
LOS by Move:	C	C	C	C	B	B	B	B	B	B	B	A
HCM2kAvgQ:	3	4	4	5	5	5	2	2	2	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 #2 Palm Canyon & Alejo

Cycle (sec):	90	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	0	Average Delay (sec/veh):	17.7
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Palm Canyon						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0	0	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	72	570	45	54	74	32	259	120	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	72	570	45	54	74	32	259	120	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	82	649	51	62	84	36	295	137	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	82	649	51	62	84	36	295	137	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	82	649	51	62	84	36	295	137	301
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	0.88	0.88	0.90	0.91	0.91	0.90	0.95	0.81
Lanes:	0.00	0.00	0.00	0.21	1.66	0.13	1.00	0.70	0.30	1.00	1.00	1.00
Final Sat.:	0	0	0	351	2778	219	1718	1206	521	1718	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.23	0.04	0.07	0.07	0.17	0.08	0.20
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.49	0.49	0.49	0.23	0.15	0.15	0.51	0.43	0.43
Volume/Cap:	0.00	0.00	0.00	0.48	0.48	0.48	0.20	0.48	0.48	0.41	0.18	0.46
Uniform Del:	0.0	0.0	0.0	15.2	15.2	15.2	28.0	35.2	35.2	13.4	15.8	18.2
IncremntDel:	0.0	0.0	0.0	0.2	0.2	0.2	0.3	1.4	1.4	0.4	0.1	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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	15.4	15.4	15.4	28.3	36.6	36.6	13.7	15.9	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.4	15.4	15.4	28.3	36.6	36.6	13.7	15.9	18.7
LOS by Move:	A	A	A	B	B	B	C	D	D	B	B	B
HCM2kAvgQ:	0	0	0	8	8	8	1	4	4	5	2	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 Palm Canyon & Tahquitz Canyon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.324
Loss Time (sec):	0	Average Delay (sec/veh):	16.7
Optimal Cycle:	28	Level Of Service:	B

Street Name:	Palm Canyon						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
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	0	0	1	2	0	1	0	0	1!	0
Volume Module:												
Base Vol:	0	0	0	79	711	72	1	74	28	128	66	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	79	711	72	1	74	28	128	66	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	86	778	79	1	81	31	140	72	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	86	778	79	1	81	31	140	72	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	86	778	79	1	81	31	140	72	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.85	0.81	0.92	0.92	0.92	0.90	0.95	1.00
Lanes:	0.00	0.00	0.00	0.30	2.70	1.00	0.01	0.72	0.27	1.00	1.00	0.00
Final Sat.:	0	0	0	487	4382	1537	17	1251	474	1718	1809	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.05	0.06	0.06	0.06	0.08	0.04	0.00
Crit Moves:					****			****			****	
Green/Cycle:	0.00	0.00	0.00	0.55	0.55	0.55	0.28	0.20	0.20	0.17	0.17	0.00
Volume/Cap:	0.00	0.00	0.00	0.32	0.32	0.09	0.23	0.32	0.32	0.42	0.23	0.00
Uniform Del:	0.0	0.0	0.0	11.2	11.2	9.7	25.0	30.8	30.8	33.6	32.1	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.2	0.5	0.5	0.8	0.4	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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	11.2	11.2	9.7	25.2	31.3	31.3	34.4	32.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.2	11.2	9.7	25.2	31.3	31.3	34.4	32.5	0.0
LOS by Move:	A	A	A	B	B	A	C	C	C	C	C	A
HCM2kAvgQ:	0	0	0	5	5	1	2	3	3	4	2	0

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

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

Intersection #4 Palm Canyon & Ramon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.354
Loss Time (sec):	0	Average Delay (sec/veh):	15.8
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Palm Canyon						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0	0 0	0	1 1	1 0	0 0	1	0 1	1 1	1	0 0
Volume Module:												
Base Vol:	0	0	0	158	604	37	0	101	37	178	140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	158	604	37	0	101	37	178	140	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	195	744	46	0	124	46	219	172	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	744	46	0	124	46	219	172	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	195	744	46	0	124	46	219	172	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.83	0.83	0.83	1.00	0.95	0.81	0.88	0.88	1.00
Lanes:	0.00	0.00	0.00	0.59	2.27	0.14	0.00	1.00	1.00	1.68	1.32	0.00
Final Sat.:	0	0	0	941	3596	220	0	1809	1537	2808	2208	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.21	0.00	0.07	0.03	0.08	0.08	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.58	0.58	0.58	0.00	0.19	0.19	0.22	0.42	0.00
Volume/Cap:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.35	0.15	0.35	0.19	0.00
Uniform Del:	0.0	0.0	0.0	9.8	9.8	9.8	0.0	31.4	30.1	29.6	16.7	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.6	0.2	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:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	9.9	9.9	9.9	0.0	32.0	30.3	29.8	16.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.9	9.9	9.9	0.0	32.0	30.3	29.8	16.7	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	C	B	A
HCM2kAvgQ:	0	0	0	5	5	5	0	3	1	5	2	0

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

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

Intersection #5 Indian Canyon & Vista Chino

Cycle (sec):	90	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	0	Average Delay (sec/veh):	20.4
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Indian Canyon						Vista Chino					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	175	541	210	87	396	72	29	226	23	129	260	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	541	210	87	396	72	29	226	23	129	260	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	194	599	233	96	439	80	32	250	25	143	288	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	599	233	96	439	80	32	250	25	143	288	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:	194	599	233	96	439	80	32	250	25	143	288	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.87	0.87	0.90	0.90	0.81	0.90	0.89	0.89	0.90	0.87	0.87
Lanes:	1.00	1.44	0.56	1.00	2.00	1.00	1.00	1.82	0.18	1.00	1.56	0.44
Final Sat.:	1718	2372	921	1718	3437	1537	1718	3076	313	1718	2587	736
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.25	0.06	0.13	0.05	0.02	0.08	0.08	0.08	0.11	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.65	0.53	0.53	0.46	0.35	0.35	0.05	0.17	0.17	0.18	0.30	0.30
Volume/Cap:	0.26	0.47	0.47	0.23	0.37	0.15	0.37	0.47	0.47	0.47	0.37	0.37
Uniform Del:	6.7	13.1	13.1	13.7	22.0	20.3	41.4	33.6	33.6	33.4	25.0	25.0
IncremntDel:	0.2	0.2	0.2	0.3	0.2	0.1	2.7	0.6	0.6	1.2	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:	6.8	13.3	13.3	13.9	22.2	20.4	44.1	34.2	34.2	34.5	25.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	13.3	13.3	13.9	22.2	20.4	44.1	34.2	34.2	34.5	25.2	25.2
LOS by Move:	A	B	B	B	C	C	D	C	C	C	C	C
HCM2kAvgQ:	2	8	8	2	5	2	1	4	4	4	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 #6 Indian Canyon & Tachevah

Cycle (sec):	90	Critical Vol./Cap.(X):	0.347
Loss Time (sec):	0	Average Delay (sec/veh):	8.8
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Indian Canyon						Tachevah					
Approach:	North Bound			South 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:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	85	705	34	130	352	24	22	65	19	18	95	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	705	34	130	352	24	22	65	19	18	95	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	92	760	37	140	380	26	24	70	20	19	102	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	760	37	140	380	26	24	70	20	19	102	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:	92	760	37	140	380	26	24	70	20	19	102	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.90	0.90	0.29	0.90	0.90	0.89	0.89	0.81	0.56	0.95	0.81
Lanes:	1.00	1.91	0.09	1.00	1.87	0.13	0.25	0.75	1.00	1.00	1.00	1.00
Final Sat.:	881	3256	157	553	3185	217	427	1262	1537	1069	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.25	0.12	0.12	0.06	0.06	0.01	0.02	0.06	0.09
Crit Moves:				****								****
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.14	0.32	0.32	0.35	0.16	0.16	0.21	0.21	0.05	0.07	0.21	0.35
Uniform Del:	3.7	4.3	4.3	4.4	3.7	3.7	25.3	25.3	24.3	24.4	25.4	26.4
IncremntDel:	0.1	0.1	0.1	0.5	0.0	0.0	0.2	0.2	0.0	0.1	0.2	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:	3.8	4.4	4.4	4.9	3.8	3.8	25.6	25.6	24.3	24.5	25.6	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.8	4.4	4.4	4.9	3.8	3.8	25.6	25.6	24.3	24.5	25.6	26.9
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	4	4	2	2	2	2	2	0	0	2	3

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

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

Intersection #7 Indian Canyon & Tamarisk

Cycle (sec):	90	Critical Vol./Cap.(X):	0.280
Loss Time (sec):	0	Average Delay (sec/veh):	4.0
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Indian Canyon						Tamarisk					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	25	769	14	13	382	10	7	15	7	3	33	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	769	14	13	382	10	7	15	7	3	33	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	26	801	15	14	398	10	7	16	7	3	34	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	801	15	14	398	10	7	16	7	3	34	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	801	15	14	398	10	7	16	7	3	34	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.87	0.87	0.87	0.90	0.90	0.90
Lanes:	1.00	1.96	0.04	1.00	1.95	0.05	0.24	0.52	0.24	0.05	0.59	0.36
Final Sat.:	1718	3365	61	1718	3336	87	401	859	401	91	1004	608
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.01	0.12	0.12	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:		****		****							****	
Green/Cycle:	0.88	0.85	0.85	0.81	0.78	0.78	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.03	0.28	0.28	0.03	0.15	0.15	0.15	0.15	0.15	0.28	0.28	0.28
Uniform Del:	0.7	1.3	1.3	1.7	2.5	2.5	35.3	35.3	35.3	35.9	35.9	35.9
IncremntDel:	0.0	0.1	0.1	0.0	0.0	0.0	0.3	0.3	0.3	0.7	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:	0.7	1.4	1.4	1.7	2.5	2.5	35.7	35.7	35.7	36.6	36.6	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.7	1.4	1.4	1.7	2.5	2.5	35.7	35.7	35.7	36.6	36.6	36.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	3	0	2	2	1	1	1	2	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 Indian Canyon & Alejo

Cycle (sec):	90	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	0	Average Delay (sec/veh):	17.1
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Indian Canyon						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0	0 1	1 0	1	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	317	679	45	230	0	190	26	114	0	0	149	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:	317	679	45	230	0	190	26	114	0	0	149	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	349	748	50	253	0	209	29	126	0	0	164	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	748	50	253	0	209	29	126	0	0	164	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	349	748	50	253	0	209	29	126	0	0	164	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	1.00	0.81	0.34	0.95	1.00	1.00	0.84	0.84
Lanes:	1.00	1.88	0.12	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.09	0.91
Final Sat.:	1718	3194	212	1718	0	1537	649	1809	0	0	1748	1455
Capacity Analysis Module:												
Vol/Sat:	0.20	0.23	0.23	0.15	0.00	0.14	0.04	0.07	0.00	0.00	0.09	0.09
Crit Moves:		****		****							****	
Green/Cycle:	0.79	0.49	0.49	0.31	0.00	0.31	0.20	0.20	0.00	0.00	0.20	0.20
Volume/Cap:	0.28	0.48	0.48	0.48	0.00	0.44	0.22	0.35	0.00	0.00	0.48	0.48
Uniform Del:	2.5	15.1	15.1	7.6	0.0	24.8	30.3	31.1	0.0	0.0	32.0	32.0
IncremntDel:	0.1	0.2	0.2	0.7	0.0	0.6	0.9	0.6	0.0	0.0	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	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	2.6	15.3	15.3	8.3	0.0	25.4	31.2	31.7	0.0	0.0	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.6	15.3	15.3	8.3	0.0	25.4	31.2	31.7	0.0	0.0	32.6	32.6
LOS by Move:	A	B	B	A	A	C	C	C	A	A	C	C
HCM2kAvgQ:	3	8	8	6	0	5	1	3	0	0	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 Indian Canyon & Amado

Cycle (sec):	90	Critical Vol./Cap.(X):	0.243
Loss Time (sec):	0	Average Delay (sec/veh):	7.0
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Indian Canyon						Amado					
Approach:	North Bound			South 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 1	2	1 0	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	73	971	86	0	0	0	47	67	0	0	53	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	971	86	0	0	0	47	67	0	0	53	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	82	1087	96	0	0	0	53	75	0	0	59	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1087	96	0	0	0	53	75	0	0	59	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:	82	1087	96	0	0	0	53	75	0	0	59	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	1.00	1.00	1.00	0.59	0.95	1.00	1.00	0.95	0.81
Lanes:	0.26	3.44	0.30	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	416	5539	491	0	0	0	1118	1809	0	0	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.00	0.00	0.00	0.05	0.04	0.00	0.00	0.03	0.05
Crit Moves:		****					****					
Green/Cycle:	0.81	0.81	0.81	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.19	0.19
Volume/Cap:	0.24	0.24	0.24	0.00	0.00	0.00	0.24	0.21	0.00	0.00	0.17	0.24
Uniform Del:	2.1	2.1	2.1	0.0	0.0	0.0	30.7	30.5	0.0	0.0	30.3	30.7
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.3	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	2.1	2.1	2.1	0.0	0.0	0.0	31.3	30.8	0.0	0.0	30.5	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.1	2.1	2.1	0.0	0.0	0.0	31.3	30.8	0.0	0.0	30.5	31.1
LOS by Move:	A	A	A	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	2	2	2	0	0	0	1	2	0	0	1	2

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

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

Intersection #10 Indian Canyon & Tahquitz Canyon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	0	Average Delay (sec/veh):	13.3
Optimal Cycle:	27	Level Of Service:	B

Street Name:	Indian Canyon						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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 1	2	1 0	0 0	0	0 0	1 0	1	0 0	0 0	1	0 2
Volume Module:												
Base Vol:	64	906	113	0	0	0	64	97	0	0	139	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	906	113	0	0	0	64	97	0	0	139	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	68	969	121	0	0	0	68	104	0	0	149	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	969	121	0	0	0	68	104	0	0	149	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	969	121	0	0	0	68	104	0	0	149	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	1.00	1.00	1.00	0.90	0.95	1.00	1.00	0.95	0.71
Lanes:	0.24	3.34	0.42	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	2.00
Final Sat.:	379	5371	670	0	0	0	1718	1809	0	0	1809	2706
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.00	0.00	0.00	0.04	0.06	0.00	0.00	0.08	0.07
Crit Moves:		****					****				****	
Green/Cycle:	0.60	0.60	0.60	0.00	0.00	0.00	0.40	0.40	0.00	0.00	0.27	0.27
Volume/Cap:	0.30	0.30	0.30	0.00	0.00	0.00	0.15	0.14	0.00	0.00	0.30	0.25
Uniform Del:	8.9	8.9	8.9	0.0	0.0	0.0	16.9	17.0	0.0	0.0	26.0	25.6
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	9.0	9.0	9.0	0.0	0.0	0.0	17.0	17.1	0.0	0.0	26.4	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:	9.0	9.0	9.0	0.0	0.0	0.0	17.0	17.1	0.0	0.0	26.4	25.8
LOS by Move:	A	A	A	A	A	A	B	B	A	A	C	C
HCM2kAvgQ:	4	4	4	0	0	0	1	2	0	0	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 #11 Indian Canyon & Arenas

Cycle (sec):	90	Critical Vol./Cap.(X):	0.239
Loss Time (sec):	0	Average Delay (sec/veh):	6.1
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Indian Canyon						Arenas					
Approach:	North Bound			South 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 1	2 1	0	0 0	0 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	47	1001	75	0	0	0	54	30	0	0	41	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	1001	75	0	0	0	54	30	0	0	41	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	51	1077	81	0	0	0	58	32	0	0	44	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1077	81	0	0	0	58	32	0	0	44	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:	51	1077	81	0	0	0	58	32	0	0	44	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	1.00	1.00	1.00	0.76	0.95	1.00	1.00	0.89	0.89
Lanes:	0.17	3.56	0.27	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.49	0.51
Final Sat.:	271	5775	433	0	0	0	1452	1809	0	0	833	853
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.00	0.00	0.00	0.04	0.02	0.00	0.00	0.05	0.05
Crit Moves:		****									****	
Green/Cycle:	0.78	0.78	0.78	0.00	0.00	0.00	0.22	0.22	0.00	0.00	0.22	0.22
Volume/Cap:	0.24	0.24	0.24	0.00	0.00	0.00	0.18	0.08	0.00	0.00	0.24	0.24
Uniform Del:	2.7	2.7	2.7	0.0	0.0	0.0	28.4	27.8	0.0	0.0	28.8	28.8
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	2.7	2.7	2.7	0.0	0.0	0.0	28.7	27.9	0.0	0.0	29.2	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.7	2.7	2.7	0.0	0.0	0.0	28.7	27.9	0.0	0.0	29.2	29.2
LOS by Move:	A	A	A	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	3	3	3	0	0	0	1	1	0	0	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 #12 Indian Canyon & Ramon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.359
Loss Time (sec):	0	Average Delay (sec/veh):	16.2
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Indian Canyon						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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 1	2	1 0	0 0	0	0 0	1 0	1	0 0	0 0	1	1 1
Volume Module:												
Base Vol:	33	795	140	0	0	0	83	198	0	0	276	288
Growth Adj:	1.00	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	795	140	0	0	0	83	198	0	0	276	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	37	898	158	0	0	0	94	224	0	0	312	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	898	158	0	0	0	94	224	0	0	312	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	898	158	0	0	0	94	224	0	0	312	325
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	1.00	1.00	1.00	0.90	0.95	1.00	1.00	0.83	0.83
Lanes:	0.14	3.28	0.58	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.47	1.53
Final Sat.:	218	5262	927	0	0	0	1718	1809	0	0	2328	2430
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.00	0.00	0.00	0.05	0.12	0.00	0.00	0.13	0.13
Crit Moves:		****					****				****	
Green/Cycle:	0.48	0.48	0.48	0.00	0.00	0.00	0.52	0.52	0.00	0.00	0.37	0.37
Volume/Cap:	0.36	0.36	0.36	0.00	0.00	0.00	0.16	0.24	0.00	0.00	0.36	0.36
Uniform Del:	14.9	14.9	14.9	0.0	0.0	0.0	10.9	11.6	0.0	0.0	20.4	20.4
IncremntDel:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	15.0	15.0	15.0	0.0	0.0	0.0	11.1	11.7	0.0	0.0	20.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	15.0	15.0	0.0	0.0	0.0	11.1	11.7	0.0	0.0	20.6	20.6
LOS by Move:	B	B	B	A	A	A	B	B	A	A	C	C
HCM2kAvgQ:	5	5	5	0	0	0	1	3	0	0	5	5

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

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

Intersection #13 Calle Encilia & Alejo

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[16.4]

Street Name:	Calle Encilia						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	45	0	35	0	0	0	0	259	162	74	210	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	35	0	0	0	0	259	162	74	210	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	53	0	41	0	0	0	0	303	190	87	246	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	53	0	41	0	0	0	0	303	190	87	246	0
Critical Gap Module:												
Critical Gp:	6.4	6.6	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	818	818	398	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	493	xxxx	xxxxx
Potent Cap.:	342	307	645	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1055	xxxx	xxxxx
Move Cap.:	319	281	645	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1055	xxxx	xxxxx
Volume/Cap:	0.17	0.00	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	410	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		16.4			xxxxx			xxxxx			xxxxx	
ApproachLOS:		C			*			*			*	

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

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

Intersection #14 Calle Encilia & Amado

Cycle (sec):	100	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	0	Average Delay (sec/veh):	11.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Calle Encilia						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	29	58	18	13	133	74	15	90	37	15	116	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	58	18	13	133	74	15	90	37	15	116	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	36	73	23	16	167	93	19	113	46	19	145	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	73	23	16	167	93	19	113	46	19	145	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	73	23	16	167	93	19	113	46	19	145	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.06	0.60	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	527	570	639	37	374	208	502	541	603	504	543	606
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.04	0.45	0.45	0.45	0.04	0.21	0.08	0.04	0.27	0.03
Crit Moves:		****		****				****			****	
Delay/Veh:	9.6	9.5	8.1	12.8	12.8	12.8	9.7	10.5	8.7	9.7	11.0	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.5	8.1	12.8	12.8	12.8	9.7	10.5	8.7	9.7	11.0	8.4
LOS by Move:	A	A	A	B	B	B	A	B	A	A	B	A
ApproachDel:		9.3			12.8			9.9			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			12.8			9.9			10.6	
LOS by Appr:		A			B			A			B	
AllWayAvgQ:	0.1	0.1	0.0	0.7	0.7	0.7	0.0	0.2	0.1	0.0	0.3	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 #15 Calle Encilia & Tahquitz Canyon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.199
Loss Time (sec):	0	Average Delay (sec/veh):	12.1
Optimal Cycle:	18	Level Of Service:	B

Street Name:	Calle Encilia						Tahquitz Canyon					
Approach:	North Bound			South 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:	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	11	53	41	69	161	17	25	154	24	65	284	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	53	41	69	161	17	25	154	24	65	284	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	12	57	44	75	174	18	27	166	26	70	307	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	57	44	75	174	18	27	166	26	70	307	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	57	44	75	174	18	27	166	26	70	307	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	0.95	0.81	0.66	0.95	0.81	0.46	0.89	0.89	0.56	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.73	0.27	1.00	1.77	0.23
Final Sat.:	1027	1809	1537	1261	1809	1537	875	2914	454	1065	2998	380
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.06	0.10	0.01	0.03	0.06	0.06	0.07	0.10	0.10
Crit Moves:					****						****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.02	0.07	0.06	0.12	0.20	0.02	0.06	0.11	0.11	0.13	0.20	0.20
Uniform Del:	12.1	12.4	12.3	12.7	13.2	12.1	10.9	11.2	11.2	11.3	11.8	11.8
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.1	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:	12.1	12.4	12.3	12.8	13.3	12.1	11.0	11.2	11.2	11.4	11.8	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	12.4	12.3	12.8	13.3	12.1	11.0	11.2	11.2	11.4	11.8	11.8
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	1	1	1	3	0	0	1	1	1	3	3

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

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

Intersection #16 Calle Encilia & Arenas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	0	Average Delay (sec/veh):	12.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Calle Encilia						Arenas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	26	70	13	8	172	47	20	44	41	11	34	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	70	13	8	172	47	20	44	41	11	34	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
PHF Volume:	43	116	22	13	285	78	33	73	68	18	56	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	116	22	13	285	78	33	73	68	18	56	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:	43	116	22	13	285	78	33	73	68	18	56	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.84	0.16	1.00	0.79	0.21	0.19	0.42	0.39	0.24	0.76	1.00
Final Sat.:	544	507	94	573	505	138	107	235	219	126	389	584
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.02	0.56	0.56	0.31	0.31	0.31	0.14	0.14	0.04
Crit Moves:		****			****			****			****	
Delay/Veh:	9.5	10.0	10.0	9.0	14.6	14.6	11.5	11.5	11.5	10.1	10.1	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	10.0	10.0	9.0	14.6	14.6	11.5	11.5	11.5	10.1	10.1	8.5
LOS by Move:	A	B	B	A	B	B	B	B	B	B	B	A
ApproachDel:		9.9			14.4			11.5			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			14.4			11.5			9.8	
LOS by Appr:		A			B			B			A	
AllWayAvgQ:	0.1	0.3	0.3	0.0	1.2	1.2	0.4	0.4	0.4	0.1	0.1	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 #17 Calle Encilia & Ramon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.315
Loss Time (sec):	0	Average Delay (sec/veh):	8.9
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Calle Encilia						Ramon					
Approach:	North Bound			South 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	1! 0	0	1	0	0 1	0	1	0	1	1 0
Volume Module:												
Base Vol:	1	7	12	110	33	70	19	310	4	14	515	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	7	12	110	33	70	19	310	4	14	515	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	1	9	15	135	40	86	23	379	5	17	630	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	9	15	135	40	86	23	379	5	17	630	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:	1	9	15	135	40	86	23	379	5	17	630	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.74	0.85	0.85	0.31	0.90	0.90	0.47	0.89	0.89
Lanes:	0.05	0.35	0.60	1.00	0.32	0.68	1.00	1.97	0.03	1.00	1.71	0.29
Final Sat.:	83	578	991	1402	520	1104	582	3386	44	895	2883	481
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.10	0.08	0.08	0.04	0.11	0.11	0.02	0.22	0.22
Crit Moves:				****							****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.69	0.69	0.69	0.69	0.69	0.69
Volume/Cap:	0.05	0.05	0.05	0.31	0.25	0.25	0.06	0.16	0.16	0.03	0.31	0.31
Uniform Del:	22.0	22.0	22.0	24.0	23.6	23.6	4.4	4.7	4.7	4.3	5.4	5.4
IncremntDel:	0.0	0.0	0.0	0.4	0.3	0.3	0.1	0.0	0.0	0.0	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:	22.1	22.1	22.1	24.5	23.8	23.8	4.4	4.8	4.8	4.3	5.4	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	22.1	22.1	24.5	23.8	23.8	4.4	4.8	4.8	4.3	5.4	5.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	3	3	0	2	2	0	4	4

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

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

Intersection #18 Calle El Segundo & Alejo

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[13.5]

Street Name:	Calle El Segundo						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	31	0	24	0	0	0	0	246	40	39	255	0
Growth Adj:	1.00	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	0	24	0	0	0	0	246	40	39	255	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	36	0	28	0	0	0	0	288	47	46	298	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	0	28	0	0	0	0	288	47	46	298	0
Critical Gap Module:												
Critical Gp:	6.4	6.6	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	700	700	311	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	334	xxxx	xxxxx
Potent Cap.:	401	360	722	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1208	xxxx	xxxxx
Move Cap.:	389	346	722	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1208	xxxx	xxxxx
Volume/Cap:	0.09	0.00	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	487	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		13.5			xxxxx			xxxxx			xxxxx	
ApproachLOS:		B			*			*			*	

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

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

Intersection #19 Calle El Segundo & Amado

Cycle (sec):	100	Critical Vol./Cap.(X):	0.247
Loss Time (sec):	0	Average Delay (sec/veh):	9.2
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Calle El Segundo						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	19	51	12	3	64	15	13	92	13	14	117	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	51	12	3	64	15	13	92	13	14	117	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	24	63	15	4	79	19	16	114	16	17	145	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	63	15	4	79	19	16	114	16	17	145	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	63	15	4	79	19	16	114	16	17	145	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.73	1.00	0.04	0.96	1.00	0.12	0.88	1.00	0.11	0.89	1.00
Final Sat.:	165	443	706	28	592	705	81	570	752	70	586	757
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.02	0.13	0.13	0.03	0.20	0.20	0.02	0.25	0.25	0.01
Crit Moves:	****				****		****				****	
Delay/Veh:	9.2	9.2	7.6	9.0	9.0	7.6	9.3	9.3	7.4	9.7	9.7	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	7.6	9.0	9.0	7.6	9.3	9.3	7.4	9.7	9.7	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.0			8.8			9.1			9.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.0			8.8			9.1			9.6		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.0	0.1	0.1	0.0	0.2	0.2	0.0	0.3	0.3	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 #20 Calle El Segundo & Tahquitz Canyon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.172
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Calle El Segundo						Tahquitz Canyon					
Approach:	North Bound			South 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 1	0	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	7	44	29	36	52	18	13	267	11	37	343	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	44	29	36	52	18	13	267	11	37	343	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	8	52	34	42	61	21	15	314	13	44	403	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	52	34	42	61	21	15	314	13	44	403	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	52	34	42	61	21	15	314	13	44	403	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.76	0.76	0.76	0.45	0.90	0.90	0.51	0.89	0.89
Lanes:	0.17	1.10	0.73	0.68	0.98	0.34	1.00	1.92	0.08	1.00	1.85	0.15
Final Sat.:	267	1675	1104	981	1417	490	852	3281	135	960	3142	257
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.04	0.04	0.04	0.02	0.10	0.10	0.05	0.13	0.13
Crit Moves:					****						****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.75	0.75	0.75	0.75	0.75	0.75
Volume/Cap:	0.12	0.12	0.12	0.17	0.17	0.17	0.02	0.13	0.13	0.06	0.17	0.17
Uniform Del:	26.0	26.0	26.0	26.3	26.3	26.3	2.9	3.2	3.2	3.0	3.3	3.3
IncremntDel:	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	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:	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:	26.1	26.1	26.1	26.5	26.5	26.5	2.9	3.2	3.2	3.0	3.3	3.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	26.1	26.1	26.5	26.5	26.5	2.9	3.2	3.2	3.0	3.3	3.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	0	1	1	0	2	2

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

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

Intersection #21 Calle El Segundo & Ramon

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: C[24.1]

Street Name:	Calle El Segundo						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	56	0	47	21	414	0	0	601	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	56	0	47	21	414	0	0	601	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	66	0	55	25	486	0	0	705	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	66	0	55	25	486	0	0	705	69
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.9	6.6	7.0	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.6	4.1	3.3	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1032	1275	387	775	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	223	162	603	818	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	218	157	603	818	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.30	0.00	0.09	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	308	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	24.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			24.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

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

Intersection #22 Avenida Caballeros & Alejo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	0	Average Delay (sec/veh):	12.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Avenida Caballeros						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	39	122	18	26	139	31	18	209	48	17	174	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	122	18	26	139	31	18	209	48	17	174	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	44	137	20	29	156	35	20	234	54	19	195	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	137	20	29	156	35	20	234	54	19	195	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	137	20	29	156	35	20	234	54	19	195	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.87	0.13	1.00	0.82	0.18	0.08	0.92	1.00	0.09	0.91	1.00
Final Sat.:	484	460	68	487	438	98	44	510	619	48	494	606
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.30	0.06	0.36	0.36	0.46	0.46	0.09	0.39	0.39	0.05
Crit Moves:		****			****			****			****	
Delay/Veh:	10.4	11.6	11.6	10.1	12.2	12.2	13.8	13.8	8.7	12.8	12.8	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	11.6	11.6	10.1	12.2	12.2	13.8	13.8	8.7	12.8	12.8	8.6
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:		11.3			11.9			12.9			12.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.3			11.9			12.9			12.3	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.1	0.4	0.4	0.1	0.5	0.5	0.7	0.7	0.1	0.6	0.6	0.0

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

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

Intersection #23 Avenida Caballeros & Amado

Cycle (sec):	100	Critical Vol./Cap.(X):	0.347
Loss Time (sec):	0	Average Delay (sec/veh):	10.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Avenida Caballeros						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	28	141	11	22	177	14	22	75	17	7	99	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	141	11	22	177	14	22	75	17	7	99	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	32	162	13	25	203	16	25	86	20	8	114	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	162	13	25	203	16	25	86	20	8	114	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	162	13	25	203	16	25	86	20	8	114	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.39	1.31	0.30	0.12	1.68	0.20
Final Sat.:	530	574	642	538	585	655	211	745	174	66	954	118
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.02	0.05	0.35	0.02	0.12	0.12	0.11	0.12	0.12	0.12
Crit Moves:		****			****		****			****		
Delay/Veh:	9.6	10.9	8.1	9.4	11.5	8.0	9.7	9.4	9.2	9.5	9.4	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	10.9	8.1	9.4	11.5	8.0	9.7	9.4	9.2	9.5	9.4	9.3
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	A
ApproachDel:		10.5			11.1			9.4			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.5			11.1			9.4			9.4	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.1	0.4	0.0	0.0	0.5	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

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

Intersection #24 Avenida Caballeros & Tahquitz Canyon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.266
Loss Time (sec):	0	Average Delay (sec/veh):	14.1
Optimal Cycle:	20	Level Of Service:	B

Street Name:	Avenida Caballeros						Tahquitz Canyon					
Approach:	North Bound			South 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:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	23	94	35	43	142	22	31	305	19	33	394	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	94	35	43	142	22	31	305	19	33	394	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	28	115	43	53	174	27	38	374	23	40	483	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	115	43	53	174	27	38	374	23	40	483	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	115	43	53	174	27	38	374	23	40	483	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.49	0.95	0.81	0.59	0.93	0.93	0.38	0.90	0.90	0.44	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	0.87	0.13	1.00	1.88	0.12	1.00	1.86	0.14
Final Sat.:	939	1809	1537	1116	1535	238	714	3206	200	843	3169	233
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.03	0.05	0.11	0.11	0.05	0.12	0.12	0.05	0.15	0.15
Crit Moves:					****						****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.07	0.15	0.07	0.11	0.27	0.27	0.09	0.20	0.20	0.08	0.27	0.27
Uniform Del:	18.6	19.3	18.6	19.0	20.4	20.4	10.6	11.3	11.3	10.5	11.8	11.8
IncremntDel:	0.1	0.1	0.0	0.1	0.2	0.2	0.1	0.1	0.1	0.1	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:	18.7	19.4	18.6	19.1	20.6	20.6	10.7	11.4	11.4	10.6	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	19.4	18.6	19.1	20.6	20.6	10.7	11.4	11.4	10.6	11.9	11.9
LOS by Move:	B	B	B	B	C	C	B	B	B	B	B	B
HCM2kAvgQ:	1	2	1	1	4	4	1	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 #25 Avenida Caballeros & Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.333
Loss Time (sec):	0	Average Delay (sec/veh):	11.0
Optimal Cycle:	22	Level Of Service:	B

Street Name:	Avenida Caballeros						Ramon					
Approach:	North Bound			South 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	0 0	0	1	0 0	0 1	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	139	0	141	44	509	0	0	536	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	139	0	141	44	509	0	0	536	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	150	0	152	47	549	0	0	578	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	152	47	549	0	0	578	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	150	0	152	47	549	0	0	578	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.75	1.00	0.81	0.30	0.90	1.00	1.00	0.87	0.87
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.54	0.46
Final Sat.:	0	0	0	1418	0	1537	564	3437	0	0	2547	770
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.10	0.08	0.16	0.00	0.00	0.23	0.23
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.32	0.00	0.32	0.68	0.68	0.00	0.00	0.68	0.68
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.31	0.12	0.23	0.00	0.00	0.33	0.33
Uniform Del:	0.0	0.0	0.0	28.6	0.0	28.4	6.1	6.6	0.0	0.0	7.2	7.2
IncremntDel:	0.0	0.0	0.0	0.4	0.0	0.4	0.1	0.1	0.0	0.0	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	29.1	0.0	28.8	6.2	6.7	0.0	0.0	7.3	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.1	0.0	28.8	6.2	6.7	0.0	0.0	7.3	7.3
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	1	4	0	0	5	5

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

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

Intersection #26 Hermosa & Amado

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[15.2]

Street Name:	Hermosa						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 0 1!	0 0		0 1 0	0 1		0 1 0	0 1	
Volume Module:												
Base Vol:	3	8	10	10	13	8	6	155	4	3	81	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	8	10	10	13	8	6	155	4	3	81	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
PHF Volume:	7	20	25	25	32	20	15	381	10	7	199	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	20	25	25	32	20	15	381	10	7	199	47
Critical Gap Module:												
Critical Gp:	7.2	6.6	6.3	7.2	6.6	6.3	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	673	671	381	651	634	199	246	xxxx	xxxxx	391	xxxx	xxxxx
Potent Cap.:	365	374	660	378	393	834	1303	xxxx	xxxxx	1152	xxxx	xxxxx
Move Cap.:	329	367	660	344	386	834	1303	xxxx	xxxxx	1152	xxxx	xxxxx
Volume/Cap:	0.02	0.05	0.04	0.07	0.08	0.02	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	456	xxxxx	xxxx	428	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	0.6	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.9	xxxxx	xxxxx	15.2	xxxxx	7.8	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	*	B	*	*	C	*	A	*	*	A	*	*
ApproachDel:		13.9			15.2		xxxxxx			xxxxxx		
ApproachLOS:		B			C		*			*		

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

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

Intersection #27 Hermosa & Tahquitz Canyon

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C[15.4]

Street Name:	Hermosa						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	3	3	21	10	1	17	17	372	2	26	396	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	3	21	10	1	17	17	372	2	26	396	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	4	4	27	13	1	22	22	479	3	33	510	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	4	27	13	1	22	22	479	3	33	510	5
Critical Gap Module:												
Critical Gp:	7.6	6.6	7.0	7.6	6.6	7.0	4.2	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.6	4.1	3.3	3.6	4.1	3.3	2.3	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	847	1107	241	865	1105	258	515	xxxx	xxxxx	482	xxxx	xxxxx
Potent Cap.:	250	204	751	243	205	732	1026	xxxx	xxxxx	1056	xxxx	xxxxx
Move Cap.:	232	194	751	221	194	732	1026	xxxx	xxxxx	1056	xxxx	xxxxx
Volume/Cap:	0.02	0.02	0.04	0.06	0.01	0.03	0.02	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	479	xxxxx	xxxx	381	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.1	xxxxx	xxxxx	15.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	C	*	*	*	*	*	*	*
ApproachDel:		13.1			15.4		xxxxxx			xxxxxx		
ApproachLOS:		B			C		*			*		

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

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

Intersection #28 Sunrise & Alejo

Cycle (sec):	110	Critical Vol./Cap.(X):	0.432
Loss Time (sec):	0	Average Delay (sec/veh):	16.3
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Sunrise						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	86	649	33	37	693	55	47	102	122	26	129	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	649	33	37	693	55	47	102	122	26	129	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	101	760	39	43	812	64	55	119	143	30	151	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	760	39	43	812	64	55	119	143	30	151	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:	101	760	39	43	812	64	55	119	143	30	151	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.89	0.89	0.90	0.95	0.81	0.90	0.95	0.81
Lanes:	1.00	1.90	0.10	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1718	3248	165	1718	3149	250	1718	1809	1537	1718	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.03	0.26	0.26	0.03	0.07	0.09	0.02	0.08	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.73	0.66	0.66	0.67	0.60	0.60	0.27	0.22	0.22	0.24	0.19	0.19
Volume/Cap:	0.20	0.35	0.35	0.09	0.43	0.43	0.20	0.29	0.41	0.11	0.43	0.20
Uniform Del:	5.5	8.2	8.2	6.3	12.1	12.1	30.8	35.4	36.4	32.7	39.0	37.2
IncremntDel:	0.2	0.1	0.1	0.1	0.1	0.1	0.4	0.4	0.8	0.2	0.9	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:	5.7	8.3	8.3	6.4	12.2	12.2	31.2	35.8	37.3	32.9	39.9	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	8.3	8.3	6.4	12.2	12.2	31.2	35.8	37.3	32.9	39.9	37.5
LOS by Move:	A	A	A	A	B	B	C	D	D	C	D	D
HCM2kAvgQ:	1	6	6	1	8	8	2	3	4	1	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 #29 Sunrise & Amado

Cycle (sec):	110	Critical Vol./Cap.(X):	0.338
Loss Time (sec):	0	Average Delay (sec/veh):	6.8
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Sunrise						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	70	748	22	12	785	33	22	30	51	22	30	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	748	22	12	785	33	22	30	51	22	30	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	75	807	24	13	846	36	24	32	55	24	32	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	807	24	13	846	36	24	32	55	24	32	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	807	24	13	846	36	24	32	55	24	32	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.52	0.95	0.81	0.60	0.90	0.90
Lanes:	1.00	1.94	0.06	1.00	1.92	0.08	1.00	1.00	1.00	1.00	0.62	0.38
Final Sat.:	1718	3325	98	1718	3278	138	982	1809	1537	1136	1067	640
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.01	0.26	0.26	0.02	0.02	0.04	0.02	0.03	0.03
Crit Moves:	****				****				****			
Green/Cycle:	0.89	0.87	0.87	0.79	0.76	0.76	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.12	0.28	0.28	0.03	0.34	0.34	0.23	0.17	0.34	0.20	0.29	0.29
Uniform Del:	1.1	1.3	1.3	2.4	4.1	4.1	45.1	44.8	45.6	44.9	45.3	45.3
IncremntDel:	0.1	0.1	0.1	0.0	0.1	0.1	1.1	0.4	1.2	0.8	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:	1.2	1.3	1.3	2.4	4.2	4.2	46.2	45.2	46.8	45.7	46.2	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:	1.2	1.3	1.3	2.4	4.2	4.2	46.2	45.2	46.8	45.7	46.2	46.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	3	0	5	5	1	1	2	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 #30 Sunrise & Tahquitz Canyon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	0	Average Delay (sec/veh):	25.0
Optimal Cycle:	42	Level Of Service:	C

Street Name:	Sunrise						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
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	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	69	617	95	131	628	70	102	220	69	122	320	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:	69	617	95	131	628	70	102	220	69	122	320	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	76	684	105	145	696	78	113	244	76	135	355	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	684	105	145	696	78	113	244	76	135	355	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	684	105	145	696	78	113	244	76	135	355	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.89	0.89	0.88	0.89	0.89	0.90	0.87	0.87	0.90	0.90	0.81
Lanes:	2.00	1.73	0.27	2.00	1.80	0.20	1.00	1.52	0.48	1.00	2.00	1.00
Final Sat.:	3334	2919	449	3334	3046	339	1718	2522	791	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.04	0.23	0.23	0.07	0.10	0.10	0.08	0.10	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.52	0.52	0.10	0.56	0.56	0.36	0.21	0.21	0.39	0.24	0.24
Volume/Cap:	0.41	0.45	0.45	0.45	0.41	0.41	0.28	0.45	0.45	0.31	0.44	0.39
Uniform Del:	50.2	16.8	16.8	47.0	14.0	14.0	24.1	37.7	37.7	22.9	35.8	35.3
IncremntDel:	1.5	0.2	0.2	1.0	0.1	0.1	0.4	0.5	0.5	0.4	0.4	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:	51.6	16.9	16.9	48.0	14.1	14.1	24.5	38.1	38.1	23.3	36.1	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	16.9	16.9	48.0	14.1	14.1	24.5	38.1	38.1	23.3	36.1	36.0
LOS by Move:	D	B	B	D	B	B	C	D	D	C	D	D
HCM2kAvgQ:	2	9	9	3	8	8	3	5	5	3	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 #31 Sunrise & Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.550
Loss Time (sec):	0	Average Delay (sec/veh):	28.9
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Sunrise						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	166	406	113	228	501	89	111	438	128	142	513	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	406	113	228	501	89	111	438	128	142	513	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	182	444	124	249	548	97	121	479	140	155	561	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	444	124	249	548	97	121	479	140	155	561	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:	182	444	124	249	548	97	121	479	140	155	561	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.87	0.87	0.90	0.90	0.81	0.90	0.90	0.81	0.90	0.90	0.81
Lanes:	1.00	1.56	0.44	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1718	2600	724	1718	3437	1537	1718	3437	1537	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.15	0.16	0.06	0.07	0.14	0.09	0.09	0.16	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.54	0.31	0.31	0.58	0.35	0.35	0.38	0.26	0.26	0.42	0.29	0.29
Volume/Cap:	0.32	0.55	0.55	0.42	0.46	0.18	0.36	0.55	0.36	0.39	0.56	0.47
Uniform Del:	13.4	31.3	31.3	12.9	27.8	24.9	23.2	35.4	33.5	21.3	32.8	31.8
IncremntDel:	0.3	0.6	0.6	0.5	0.3	0.2	0.6	0.7	0.6	0.6	0.7	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:	13.7	31.9	31.9	13.4	28.1	25.1	23.8	36.2	34.1	21.9	33.5	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	31.9	31.9	13.4	28.1	25.1	23.8	36.2	34.1	21.9	33.5	32.6
LOS by Move:	B	C	C	B	C	C	C	D	C	C	C	C
HCM2kAvgQ:	4	9	9	5	8	2	3	8	4	4	9	6

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

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

Intersection #32 Sunrise & Mesquite

Cycle (sec):	110	Critical Vol./Cap.(X):	0.344
Loss Time (sec):	0	Average Delay (sec/veh):	12.2
Optimal Cycle:	28	Level Of Service:	B

Street Name:	Sunrise						Mesquite					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	22	580	14	58	615	78	79	80	18	9	51	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:	22	580	14	58	615	78	79	80	18	9	51	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	26	696	17	70	738	94	95	96	22	11	61	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	696	17	70	738	94	95	96	22	11	61	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:	26	696	17	70	738	94	95	96	22	11	61	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.89	0.89	0.61	0.93	0.93	0.50	0.95	0.81
Lanes:	1.00	1.95	0.05	1.00	1.77	0.23	1.00	0.82	0.18	1.00	1.00	1.00
Final Sat.:	1718	3342	81	1718	2998	380	1154	1435	323	951	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.04	0.25	0.25	0.08	0.07	0.07	0.01	0.03	0.05
Crit Moves:	****				****		****					
Green/Cycle:	0.68	0.64	0.64	0.76	0.72	0.72	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.06	0.33	0.33	0.12	0.34	0.34	0.34	0.28	0.28	0.05	0.14	0.22
Uniform Del:	5.7	9.1	9.1	3.8	5.9	5.9	34.7	34.1	34.1	32.2	33.0	33.6
IncremntDel:	0.1	0.1	0.1	0.1	0.1	0.1	0.7	0.4	0.4	0.1	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:	5.7	9.2	9.2	3.9	6.0	6.0	35.4	34.5	34.5	32.3	33.1	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	9.2	9.2	3.9	6.0	6.0	35.4	34.5	34.5	32.3	33.1	33.9
LOS by Move:	A	A	A	A	A	A	D	C	C	C	C	C
HCM2kAvgQ:	0	6	6	1	6	6	3	3	3	0	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 #33 Sunrise & Palm Canyon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	0	Average Delay (sec/veh):	29.1
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Sunrise						Palm Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1	1 0	2 0	1	1 0	2 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	84	206	231	381	218	76	68	620	63	217	597	297
Growth Adj:	1.00	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	206	231	381	218	76	68	620	63	217	597	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	95	234	262	432	247	86	77	703	71	246	677	337
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	234	262	432	247	86	77	703	71	246	677	337
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	234	262	432	247	86	77	703	71	246	677	337
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.83	0.83	0.88	0.87	0.87	0.88	0.90	0.81	0.88	0.90	0.81
Lanes:	2.00	1.00	1.00	2.00	1.48	0.52	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3334	1583	1583	3334	2449	854	3334	3437	1537	3334	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.17	0.13	0.10	0.10	0.02	0.20	0.05	0.07	0.20	0.22
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.29	0.29	0.23	0.40	0.40	0.05	0.36	0.36	0.13	0.43	0.66
Volume/Cap:	0.25	0.51	0.57	0.57	0.25	0.25	0.45	0.57	0.13	0.57	0.45	0.33
Uniform Del:	44.5	32.7	33.4	37.9	21.9	21.9	50.7	28.6	23.9	45.1	21.9	8.1
IncremntDel:	0.4	0.5	0.9	1.1	0.1	0.1	1.9	0.7	0.1	1.9	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:	44.8	33.1	34.3	38.9	22.0	22.0	52.6	29.3	24.0	47.0	22.1	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	33.1	34.3	38.9	22.0	22.0	52.6	29.3	24.0	47.0	22.1	8.3
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	A
HCM2kAvgQ:	2	7	8	7	4	4	2	10	2	5	8	5

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

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

Intersection #34 Farrell & Tahquitz Canyon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	0	Average Delay (sec/veh):	26.0
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Farrell						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	41	317	218	75	330	45	194	414	34	174	392	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	317	218	75	330	45	194	414	34	174	392	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	43	331	228	78	345	47	203	433	36	182	410	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	331	228	78	345	47	203	433	36	182	410	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	331	228	78	345	47	203	433	36	182	410	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.85	0.85	0.90	0.89	0.89	0.90	0.89	0.89	0.90	0.89	0.89
Lanes:	1.00	1.19	0.81	1.00	1.76	0.24	1.00	1.85	0.15	1.00	1.74	0.26
Final Sat.:	1718	1912	1315	1718	2970	405	1718	3141	258	1718	2937	435
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.05	0.12	0.12	0.12	0.14	0.14	0.11	0.14	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.44	0.36	0.36	0.46	0.38	0.38	0.54	0.31	0.31	0.53	0.29	0.29
Volume/Cap:	0.10	0.48	0.48	0.22	0.31	0.31	0.35	0.45	0.45	0.32	0.48	0.48
Uniform Del:	17.6	26.9	26.9	17.8	24.1	24.1	14.1	30.8	30.8	14.4	32.0	32.0
IncremntDel:	0.1	0.3	0.3	0.3	0.1	0.1	0.4	0.3	0.3	0.3	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:	17.7	27.2	27.2	18.1	24.2	24.2	14.4	31.1	31.1	14.7	32.3	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:	17.7	27.2	27.2	18.1	24.2	24.2	14.4	31.1	31.1	14.7	32.3	32.3
LOS by Move:	B	C	C	B	C	C	B	C	C	B	C	C
HCM2kAvgQ:	1	8	8	2	5	5	4	7	7	4	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 #35 Farrell & Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	0	Average Delay (sec/veh):	22.2
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Farrell						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	31	226	90	201	251	55	24	769	37	83	842	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:	31	226	90	201	251	55	24	769	37	83	842	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	35	259	103	230	287	63	27	880	42	95	963	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	259	103	230	287	63	27	880	42	95	963	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	259	103	230	287	63	27	880	42	95	963	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.87	0.87	0.90	0.88	0.88	0.90	0.90	0.81	0.90	0.90	0.81
Lanes:	1.00	1.43	0.57	1.00	1.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1718	2352	937	1718	2743	601	1718	3437	1537	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.13	0.10	0.10	0.02	0.26	0.03	0.06	0.28	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.27	0.20	0.20	0.44	0.37	0.37	0.49	0.46	0.46	0.56	0.53	0.53
Volume/Cap:	0.11	0.55	0.55	0.45	0.29	0.29	0.11	0.55	0.06	0.29	0.53	0.21
Uniform Del:	29.9	39.7	39.7	20.6	24.6	24.6	15.2	21.5	16.4	13.5	16.8	13.6
IncremntDel:	0.2	1.1	1.1	0.6	0.1	0.1	0.2	0.4	0.0	0.5	0.3	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	40.8	40.8	21.2	24.8	24.8	15.4	21.9	16.5	14.0	17.1	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	40.8	40.8	21.2	24.8	24.8	15.4	21.9	16.5	14.0	17.1	13.8
LOS by Move:	C	D	D	C	C	C	B	C	B	B	B	B
HCM2kAvgQ:	1	6	6	6	4	4	1	11	1	2	11	3

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

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

Intersection #36 El Cielo & Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	0	Average Delay (sec/veh):	21.3
Optimal Cycle:	51	Level Of Service:	C

Street Name:	El Cielo						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	1 0	1 1	1	0 1	1	0 2	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	99	168	37	342	163	54	33	950	85	31	930	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	168	37	342	163	54	33	950	85	31	930	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	119	201	44	409	195	65	40	1137	102	37	1113	457
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	201	44	409	195	65	40	1137	102	37	1113	457
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	201	44	409	195	65	40	1137	102	37	1113	457
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.87	0.87	0.81	0.90	0.90	0.81	0.90	0.83	0.83
Lanes:	1.00	1.64	0.36	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.13	0.87
Final Sat.:	1660	2721	599	3323	1662	1537	1718	3437	1537	1718	3346	1374
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.12	0.12	0.04	0.02	0.33	0.07	0.02	0.33	0.33
Crit Moves:			****	****			****				****	
Green/Cycle:	0.13	0.13	0.13	0.22	0.22	0.22	0.04	0.60	0.60	0.04	0.60	0.60
Volume/Cap:	0.53	0.55	0.55	0.55	0.53	0.19	0.55	0.55	0.11	0.55	0.55	0.55
Uniform Del:	44.5	44.6	44.6	37.9	37.6	34.7	51.7	12.9	9.2	51.9	13.1	13.1
IncremntDel:	0.8	1.0	1.0	0.6	0.5	0.3	9.1	0.3	0.1	9.1	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:	45.3	45.6	45.6	38.5	38.1	34.9	60.8	13.2	9.3	61.0	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	45.6	45.6	38.5	38.1	34.9	60.8	13.2	9.3	61.0	13.3	13.3
LOS by Move:	D	D	D	D	D	C	E	B	A	E	B	B
HCM2kAvgQ:	5	5	5	7	7	2	2	12	1	2	12	12

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

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

Intersection #37 Gene Autry / SR 111& Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	0	Average Delay (sec/veh):	29.9
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Gene Autry / SR 111						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	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	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	361	424	206	175	243	178	364	1067	347	152	891	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	361	424	206	175	243	178	364	1067	347	152	891	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	375	441	214	182	253	185	378	1109	361	158	926	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	375	441	214	182	253	185	378	1109	361	158	926	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	375	441	214	182	253	185	378	1109	361	158	926	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.87	0.81	0.88	0.87	0.81	0.88	0.87	0.81	0.88	0.87	0.81
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3334	4938	1537	3334	4938	1537	3334	4938	1537	3334	4938	1537
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.14	0.05	0.05	0.12	0.11	0.22	0.23	0.05	0.19	0.10
Crit Moves:	****					****	****				****	
Green/Cycle:	0.21	0.31	0.31	0.12	0.23	0.23	0.21	0.47	0.47	0.09	0.35	0.35
Volume/Cap:	0.53	0.28	0.44	0.44	0.23	0.53	0.53	0.48	0.50	0.50	0.53	0.29
Uniform Del:	38.6	28.5	30.1	44.8	34.8	37.5	38.5	20.0	20.3	47.3	28.5	25.8
IncremntDel:	0.8	0.1	0.7	0.8	0.1	1.6	0.8	0.2	0.5	1.2	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:	39.4	28.6	30.8	45.5	34.9	39.1	39.3	20.2	20.8	48.6	28.8	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:	39.4	28.6	30.8	45.5	34.9	39.1	39.3	20.2	20.8	48.6	28.8	26.1
LOS by Move:	D	C	C	D	C	D	D	C	C	D	C	C
HCM2kAvgQ:	6	4	6	3	3	6	6	9	9	3	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 #1 Palm Canyon & Vista Chino

Cycle (sec):	90	Critical Vol./Cap.(X):	0.430
Loss Time (sec):	0	Average Delay (sec/veh):	16.1
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Palm Canyon						Vista Chino					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			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:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	21	372	105	130	451	22	28	61	13	166	36	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	372	105	130	451	22	28	61	13	166	36	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	24	421	119	147	510	25	32	69	15	188	41	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	421	119	147	510	25	32	69	15	188	41	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	421	119	147	510	25	32	69	15	188	41	284
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.87	0.87	0.90	0.90	0.90	0.84	0.84	0.84	0.66	0.66	0.81
Lanes:	1.00	1.56	0.44	1.00	1.91	0.09	0.27	0.60	0.13	0.82	0.18	1.00
Final Sat.:	646	2592	732	1718	3254	159	439	956	204	1035	224	1537
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.09	0.16	0.16	0.07	0.07	0.07	0.18	0.18	0.18
Crit Moves:		****		****							****	
Green/Cycle:	0.38	0.38	0.38	0.20	0.58	0.58	0.42	0.42	0.42	0.42	0.42	0.62
Volume/Cap:	0.10	0.43	0.43	0.43	0.27	0.27	0.17	0.17	0.17	0.43	0.43	0.30
Uniform Del:	18.0	20.7	20.7	31.5	9.4	9.4	16.3	16.3	16.3	18.5	18.5	8.0
IncremntDel:	0.2	0.2	0.2	0.9	0.1	0.1	0.1	0.1	0.1	0.6	0.6	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:	18.1	20.9	20.9	32.3	9.5	9.5	16.4	16.4	16.4	19.1	19.1	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.1	20.9	20.9	32.3	9.5	9.5	16.4	16.4	16.4	19.1	19.1	8.1
LOS by Move:	B	C	C	C	A	A	B	B	B	B	B	A
HCM2kAvgQ:	0	6	6	4	4	4	2	2	2	5	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 #2 Palm Canyon & Alejo

Cycle (sec):	90	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	0	Average Delay (sec/veh):	17.2
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Palm Canyon						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0	0 0	0	1 0	1 0	1	0	0 1 0	1	0	1 0 1
Volume Module:												
Base Vol:	0	0	0	69	446	30	64	109	30	177	99	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	69	446	30	64	109	30	177	99	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	73	475	32	68	116	32	189	105	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	73	475	32	68	116	32	189	105	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	73	475	32	68	116	32	189	105	295
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	0.88	0.88	0.90	0.92	0.92	0.90	0.95	0.81
Lanes:	0.00	0.00	0.00	0.25	1.64	0.11	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	0	0	0	423	2737	184	1718	1373	378	1718	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.17	0.04	0.08	0.08	0.11	0.06	0.19
Crit Moves:					****		****					****
Green/Cycle:	0.00	0.00	0.00	0.43	0.43	0.43	0.35	0.25	0.25	0.57	0.47	0.47
Volume/Cap:	0.00	0.00	0.00	0.41	0.41	0.41	0.14	0.34	0.34	0.24	0.12	0.41
Uniform Del:	0.0	0.0	0.0	17.8	17.8	17.8	20.0	27.7	27.7	9.5	13.2	15.4
IncremntDel:	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.5	0.5	0.2	0.1	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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	18.0	18.0	18.0	20.1	28.2	28.2	9.7	13.3	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:	0.0	0.0	0.0	18.0	18.0	18.0	20.1	28.2	28.2	9.7	13.3	15.8
LOS by Move:	A	A	A	B	B	B	C	C	C	A	B	B
HCM2kAvgQ:	0	0	0	6	6	6	1	4	4	3	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 #3 Palm Canyon & Tahquitz Canyon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.319
Loss Time (sec):	0	Average Delay (sec/veh):	13.2
Optimal Cycle:	27	Level Of Service:	B

Street Name:	Palm Canyon						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
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	0	0	1	2	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	88	554	43	0	72	28	79	67	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	88	554	43	0	72	28	79	67	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	0	0	119	749	58	0	97	38	107	91	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	119	749	58	0	97	38	107	91	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	119	749	58	0	97	38	107	91	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.85	0.81	1.00	0.92	0.92	0.90	0.95	1.00
Lanes:	0.00	0.00	0.00	0.41	2.59	1.00	0.00	0.72	0.28	1.00	1.00	0.00
Final Sat.:	0	0	0	664	4180	1537	0	1253	487	1718	1809	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.04	0.00	0.08	0.08	0.06	0.05	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.56	0.56	0.56	0.00	0.24	0.24	0.44	0.44	0.00
Volume/Cap:	0.00	0.00	0.00	0.32	0.32	0.07	0.00	0.32	0.32	0.15	0.11	0.00
Uniform Del:	0.0	0.0	0.0	10.5	10.5	9.0	0.0	27.9	27.9	15.6	14.9	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.4	0.4	0.1	0.1	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	10.6	10.6	9.0	0.0	28.4	28.4	15.7	15.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.6	10.6	9.0	0.0	28.4	28.4	15.7	15.0	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	B	B	A
HCM2kAvgQ:	0	0	0	5	5	1	0	3	3	2	1	0

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

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

Intersection #4 Palm Canyon & Ramon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.322
Loss Time (sec):	0	Average Delay (sec/veh):	18.1
Optimal Cycle:	27	Level Of Service:	B

Street Name:	Palm Canyon						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0	0 0	0	1 1	1 0	0 0	1	0 1	1 1	1	0 0
Volume Module:												
Base Vol:	0	0	0	125	430	22	0	139	31	163	153	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	125	430	22	0	139	31	163	153	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	154	530	27	0	171	38	201	188	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	154	530	27	0	171	38	201	188	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	154	530	27	0	171	38	201	188	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.83	0.83	0.83	1.00	0.95	0.81	0.88	0.88	1.00
Lanes:	0.00	0.00	0.00	0.65	2.24	0.11	0.00	1.00	1.00	1.55	1.45	0.00
Final Sat.:	0	0	0	1028	3537	181	0	1809	1537	2593	2434	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.09	0.02	0.08	0.08	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.47	0.47	0.47	0.00	0.29	0.29	0.24	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.32	0.32	0.32	0.00	0.32	0.08	0.32	0.14	0.00
Uniform Del:	0.0	0.0	0.0	15.1	15.1	15.1	0.0	24.8	23.0	28.1	10.6	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.4	0.1	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:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	15.2	15.2	15.2	0.0	25.1	23.1	28.3	10.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.2	15.2	15.2	0.0	25.1	23.1	28.3	10.6	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	C	B	A
HCM2kAvgQ:	0	0	0	5	5	5	0	4	1	5	1	0

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

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

Intersection #5 Indian Canyon & Vista Chino

Cycle (sec):	90	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	0	Average Delay (sec/veh):	20.1
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Indian Canyon						Vista Chino					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	157	658	227	75	333	58	56	230	14	89	252	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	658	227	75	333	58	56	230	14	89	252	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	185	776	268	88	393	68	66	271	17	105	297	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	776	268	88	393	68	66	271	17	105	297	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	776	268	88	393	68	66	271	17	105	297	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.87	0.87	0.90	0.90	0.81	0.90	0.90	0.90	0.90	0.86	0.86
Lanes:	1.00	1.49	0.51	1.00	2.00	1.00	1.00	1.89	0.11	1.00	1.40	0.60
Final Sat.:	1718	2458	848	1718	3437	1537	1718	3210	195	1718	2291	991
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.32	0.05	0.11	0.04	0.04	0.08	0.08	0.06	0.13	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.69	0.59	0.59	0.45	0.35	0.35	0.07	0.18	0.18	0.13	0.24	0.24
Volume/Cap:	0.22	0.54	0.54	0.26	0.32	0.13	0.54	0.46	0.46	0.46	0.54	0.54
Uniform Del:	5.4	11.1	11.1	14.4	21.3	19.7	40.3	32.9	32.9	36.1	29.7	29.7
IncremntDel:	0.1	0.3	0.3	0.4	0.2	0.1	4.5	0.5	0.5	1.5	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:	5.5	11.4	11.4	14.8	21.4	19.8	44.9	33.4	33.4	37.6	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	11.4	11.4	14.8	21.4	19.8	44.9	33.4	33.4	37.6	30.4	30.4
LOS by Move:	A	B	B	B	C	B	D	C	C	D	C	C
HCM2kAvgQ:	2	9	9	2	4	1	3	4	4	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 #6 Indian Canyon & Tachevah

Cycle (sec):	90	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	0	Average Delay (sec/veh):	8.2
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Indian Canyon						Tachevah					
Approach:	North Bound			South 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:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	48	636	35	111	351	23	17	47	12	8	89	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	636	35	111	351	23	17	47	12	8	89	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	63	840	46	147	464	30	22	62	16	11	118	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	840	46	147	464	30	22	62	16	11	118	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	840	46	147	464	30	22	62	16	11	118	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.90	0.90	0.27	0.90	0.90	0.88	0.88	0.81	0.56	0.95	0.81
Lanes:	1.00	1.90	0.10	1.00	1.88	0.12	0.27	0.73	1.00	1.00	1.00	1.00
Final Sat.:	799	3231	178	512	3196	209	445	1231	1537	1073	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.29	0.15	0.15	0.05	0.05	0.01	0.01	0.07	0.09
Crit Moves:				****								****
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.11	0.34	0.34	0.38	0.19	0.19	0.21	0.21	0.04	0.04	0.27	0.38
Uniform Del:	2.9	3.6	3.6	3.8	3.2	3.2	27.0	27.0	25.9	25.9	27.5	28.3
IncremntDel:	0.1	0.1	0.1	0.6	0.0	0.0	0.3	0.3	0.0	0.1	0.3	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:	3.0	3.7	3.7	4.4	3.2	3.2	27.3	27.3	26.0	26.0	27.8	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.0	3.7	3.7	4.4	3.2	3.2	27.3	27.3	26.0	26.0	27.8	28.9
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	4	4	2	2	2	2	2	0	0	3	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 Indian Canyon & Tamarisk

Cycle (sec):	90	Critical Vol./Cap.(X):	0.257
Loss Time (sec):	0	Average Delay (sec/veh):	3.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Indian Canyon						Tamarisk					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	23	743	11	11	326	12	8	8	6	2	22	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	743	11	11	326	12	8	8	6	2	22	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	24	772	11	11	339	12	8	8	6	2	23	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	772	11	11	339	12	8	8	6	2	23	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	772	11	11	339	12	8	8	6	2	23	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.86	0.86	0.86	0.90	0.90	0.90
Lanes:	1.00	1.97	0.03	1.00	1.93	0.07	0.37	0.36	0.27	0.06	0.61	0.33
Final Sat.:	1718	3380	50	1718	3298	121	593	593	445	95	1041	568
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.01	0.10	0.10	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:		****		****							****	
Green/Cycle:	0.91	0.89	0.89	0.83	0.81	0.81	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.03	0.26	0.26	0.02	0.13	0.13	0.16	0.16	0.16	0.26	0.26	0.26
Uniform Del:	0.4	0.7	0.7	1.3	1.9	1.9	38.2	38.2	38.2	38.5	38.5	38.5
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.9	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:	0.4	0.8	0.8	1.3	1.9	1.9	38.7	38.7	38.7	39.4	39.4	39.4
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:	0.4	0.8	0.8	1.3	1.9	1.9	38.7	38.7	38.7	39.4	39.4	39.4
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	2	2	0	1	1	1	1	1	1	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 Indian Canyon & Alejo

Cycle (sec):	90	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	0	Average Delay (sec/veh):	17.7
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Indian Canyon						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0	0 1	1 0	1	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	270	604	46	204	0	123	36	151	0	0	146	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	604	46	204	0	123	36	151	0	0	146	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	309	691	53	233	0	141	41	173	0	0	167	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	691	53	233	0	141	41	173	0	0	167	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:	309	691	53	233	0	141	41	173	0	0	167	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.89	0.90	1.00	0.81	0.35	0.95	1.00	1.00	0.84	0.84
Lanes:	1.00	1.86	0.14	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1718	3158	241	1718	0	1537	657	1809	0	0	1589	1589
Capacity Analysis Module:												
Vol/Sat:	0.18	0.22	0.22	0.14	0.00	0.09	0.06	0.10	0.00	0.00	0.11	0.11
Crit Moves:		****		****							****	
Green/Cycle:	0.81	0.48	0.48	0.30	0.00	0.30	0.23	0.23	0.00	0.00	0.23	0.23
Volume/Cap:	0.24	0.46	0.46	0.46	0.00	0.31	0.27	0.42	0.00	0.00	0.46	0.46
Uniform Del:	2.1	15.8	15.8	8.7	0.0	24.6	28.6	29.6	0.0	0.0	29.9	29.9
IncremntDel:	0.1	0.2	0.2	0.7	0.0	0.4	1.0	0.7	0.0	0.0	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	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	2.1	16.0	16.0	9.4	0.0	25.0	29.6	30.3	0.0	0.0	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.1	16.0	16.0	9.4	0.0	25.0	29.6	30.3	0.0	0.0	30.4	30.4
LOS by Move:	A	B	B	A	A	C	C	C	A	A	C	C
HCM2kAvgQ:	2	7	7	6	0	3	1	4	0	0	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 Indian Canyon & Amado

Cycle (sec):	90	Critical Vol./Cap.(X):	0.224
Loss Time (sec):	0	Average Delay (sec/veh):	6.8
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Indian Canyon						Amado					
Approach:	North Bound			South 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 1	2	1 0	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	59	844	63	0	0	0	34	70	0	0	37	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	844	63	0	0	0	34	70	0	0	37	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	70	1006	75	0	0	0	41	83	0	0	44	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1006	75	0	0	0	41	83	0	0	44	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:	70	1006	75	0	0	0	41	83	0	0	44	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	1.00	1.00	1.00	0.63	0.95	1.00	1.00	0.95	0.81
Lanes:	0.24	3.50	0.26	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	395	5644	421	0	0	0	1196	1809	0	0	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.00	0.00	0.00	0.03	0.05	0.00	0.00	0.02	0.04
Crit Moves:		****						****				
Green/Cycle:	0.79	0.79	0.79	0.00	0.00	0.00	0.21	0.21	0.00	0.00	0.21	0.21
Volume/Cap:	0.22	0.22	0.22	0.00	0.00	0.00	0.16	0.22	0.00	0.00	0.12	0.18
Uniform Del:	2.3	2.3	2.3	0.0	0.0	0.0	29.4	29.8	0.0	0.0	29.1	29.5
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	2.3	2.3	2.3	0.0	0.0	0.0	29.7	30.1	0.0	0.0	29.3	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:	2.3	2.3	2.3	0.0	0.0	0.0	29.7	30.1	0.0	0.0	29.3	29.8
LOS by Move:	A	A	A	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	2	2	2	0	0	0	1	2	0	0	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 Indian Canyon & Tahquitz Canyon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.286
Loss Time (sec):	0	Average Delay (sec/veh):	16.1
Optimal Cycle:	27	Level Of Service:	B

Street Name:	Indian Canyon						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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	1 2	1 0	0	0 0	0 0	1	0 1	0 0	0	1 0	0 2
Volume Module:												
Base Vol:	30	829	81	0	0	0	58	109	0	1	121	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:	30	829	81	0	0	0	58	109	0	1	121	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	35	961	94	0	0	0	67	126	0	1	140	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	961	94	0	0	0	67	126	0	1	140	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:	35	961	94	0	0	0	67	126	0	1	140	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	1.00	1.00	1.00	0.90	0.95	1.00	0.95	0.95	0.71
Lanes:	0.13	3.53	0.34	0.00	0.00	0.00	1.00	1.00	0.00	0.01	0.99	2.00
Final Sat.:	206	5702	557	0	0	0	1718	1809	0	15	1794	2706
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.00	0.00	0.00	0.04	0.07	0.00	0.08	0.08	0.06
Crit Moves:		****					****				****	
Green/Cycle:	0.53	0.53	0.53	0.00	0.00	0.00	0.22	0.22	0.00	0.25	0.31	0.31
Volume/Cap:	0.32	0.32	0.32	0.00	0.00	0.00	0.19	0.32	0.00	0.32	0.25	0.19
Uniform Del:	11.8	11.8	11.8	0.0	0.0	0.0	28.6	29.4	0.0	27.7	23.1	22.6
IncremntDel:	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.5	0.0	0.4	0.2	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	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	11.9	11.9	11.9	0.0	0.0	0.0	28.9	29.8	0.0	28.1	23.4	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	11.9	0.0	0.0	0.0	28.9	29.8	0.0	28.1	23.4	22.7
LOS by Move:	B	B	B	A	A	A	C	C	A	C	C	C
HCM2kAvgQ:	5	5	5	0	0	0	2	3	0	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 #11 Indian Canyon & Arenas

Cycle (sec):	90	Critical Vol./Cap.(X):	0.239
Loss Time (sec):	0	Average Delay (sec/veh):	7.4
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Indian Canyon						Arenas					
Approach:	North Bound			South 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 1	2	1 0	0 0	0	0 0	1 0	1	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	37	908	85	0	0	0	42	53	0	0	48	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:	37	908	85	0	0	0	42	53	0	0	48	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	40	994	93	0	0	0	46	58	0	0	53	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	994	93	0	0	0	46	58	0	0	53	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:	40	994	93	0	0	0	46	58	0	0	53	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	1.00	1.00	1.00	0.75	0.95	1.00	1.00	0.89	0.89
Lanes:	0.14	3.53	0.33	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.48	0.52
Final Sat.:	233	5706	534	0	0	0	1416	1809	0	0	807	875
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.00	0.00	0.00	0.03	0.03	0.00	0.00	0.07	0.07
Crit Moves:		****									****	
Green/Cycle:	0.73	0.73	0.73	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.27	0.27
Volume/Cap:	0.24	0.24	0.24	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.24	0.24
Uniform Del:	4.0	4.0	4.0	0.0	0.0	0.0	24.7	24.6	0.0	0.0	25.5	25.5
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	4.1	4.1	4.1	0.0	0.0	0.0	24.8	24.7	0.0	0.0	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:	4.1	4.1	4.1	0.0	0.0	0.0	24.8	24.7	0.0	0.0	25.8	25.8
LOS by Move:	A	A	A	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	3	3	3	0	0	0	1	1	0	0	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 #12 Indian Canyon & Ramon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.340
Loss Time (sec):	0	Average Delay (sec/veh):	15.2
Optimal Cycle:	28	Level Of Service:	B

Street Name:	Indian Canyon						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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 1	2	1 0	0 0	0	0 0	1 0	1	0 0	0 0	1	1 1
Volume Module:												
Base Vol:	28	661	142	0	0	0	54	205	0	0	421	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	661	142	0	0	0	54	205	0	0	421	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	30	707	152	0	0	0	58	219	0	0	450	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	707	152	0	0	0	58	219	0	0	450	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:	30	707	152	0	0	0	58	219	0	0	450	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	1.00	1.00	1.00	0.90	0.95	1.00	1.00	0.84	0.84
Lanes:	0.13	3.19	0.68	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.68	1.32
Final Sat.:	215	5075	1090	0	0	0	1718	1809	0	0	2692	2123
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.00	0.00	0.00	0.03	0.12	0.00	0.00	0.17	0.17
Crit Moves:		****					****				****	
Green/Cycle:	0.41	0.41	0.41	0.00	0.00	0.00	0.59	0.59	0.00	0.00	0.49	0.49
Volume/Cap:	0.34	0.34	0.34	0.00	0.00	0.00	0.11	0.21	0.00	0.00	0.34	0.34
Uniform Del:	18.2	18.2	18.2	0.0	0.0	0.0	8.1	8.6	0.0	0.0	14.0	14.0
IncremntDel:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	18.3	18.3	18.3	0.0	0.0	0.0	8.1	8.7	0.0	0.0	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.3	18.3	18.3	0.0	0.0	0.0	8.1	8.7	0.0	0.0	14.0	14.0
LOS by Move:	B	B	B	A	A	A	A	A	A	A	B	B
HCM2kAvgQ:	5	5	5	0	0	0	1	3	0	0	5	5

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

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

Intersection #13 Calle Encilia & Alejo

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[16.4]

Street Name:	Calle Encilia						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0 1	0		0 1 0	0	0
Volume Module:												
Base Vol:	67	0	53	0	0	0	0	298	129	65	215	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	0	53	0	0	0	0	298	129	65	215	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	72	0	57	0	0	0	0	318	138	69	229	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	72	0	57	0	0	0	0	318	138	69	229	0
Critical Gap Module:												
Critical Gp:	6.4	6.6	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	755	755	387	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	456	xxxx	xxxxx
Potent Cap.:	372	334	655	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1089	xxxx	xxxxx
Move Cap.:	353	312	655	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1089	xxxx	xxxxx
Volume/Cap:	0.20	0.00	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	443	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		16.4			xxxxx			xxxxx			xxxxx	
ApproachLOS:		C			*			*			*	

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

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

Intersection #14 Calle Encilia & Amado

Cycle (sec):	100	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	0	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Calle Encilia						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	41	77	15	15	142	63	21	75	28	13	110	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	77	15	15	142	63	21	75	28	13	110	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	49	92	18	18	170	75	25	90	34	16	132	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	92	18	18	170	75	25	90	34	16	132	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	92	18	18	170	75	25	90	34	16	132	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.07	0.64	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	545	590	665	43	405	180	502	541	604	507	546	609
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.03	0.42	0.42	0.42	0.05	0.17	0.06	0.03	0.24	0.02
Crit Moves:		****			****			****			****	
Delay/Veh:	9.6	9.5	7.9	12.3	12.3	12.3	9.8	10.1	8.5	9.6	10.7	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.5	7.9	12.3	12.3	12.3	9.8	10.1	8.5	9.6	10.7	8.3
LOS by Move:	A	A	A	B	B	B	A	B	A	A	B	A
ApproachDel:		9.4			12.3			9.7			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			12.3			9.7			10.4	
LOS by Appr:		A			B			A			B	
AllWayAvgQ:	0.1	0.2	0.0	0.7	0.7	0.7	0.0	0.2	0.1	0.0	0.3	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 #15 Calle Encilia & Tahquitz Canyon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.274
Loss Time (sec):	0	Average Delay (sec/veh):	13.1
Optimal Cycle:	20	Level Of Service:	B

Street Name:	Calle Encilia						Tahquitz Canyon					
Approach:	North Bound			South 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:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	6	74	40	62	183	9	13	166	17	48	233	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	74	40	62	183	9	13	166	17	48	233	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	9	109	59	91	270	13	19	244	25	71	343	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	109	59	91	270	13	19	244	25	71	343	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	109	59	91	270	13	19	244	25	71	343	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.95	0.81	0.61	0.95	0.81	0.40	0.89	0.89	0.50	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.81	0.19	1.00	1.65	0.35
Final Sat.:	904	1809	1537	1168	1809	1537	763	3074	315	941	2753	591
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.04	0.08	0.15	0.01	0.03	0.08	0.08	0.08	0.12	0.12
Crit Moves:					****						****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.02	0.11	0.07	0.14	0.27	0.02	0.06	0.17	0.17	0.17	0.27	0.27
Uniform Del:	9.4	9.9	9.7	10.1	11.0	9.4	13.7	14.5	14.5	14.4	15.2	15.2
IncremntDel:	0.0	0.1	0.0	0.1	0.2	0.0	0.1	0.1	0.1	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:	9.4	10.0	9.7	10.2	11.1	9.4	13.8	14.5	14.5	14.6	15.3	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	10.0	9.7	10.2	11.1	9.4	13.8	14.5	14.5	14.6	15.3	15.3
LOS by Move:	A	A	A	B	B	A	B	B	B	B	B	B
HCM2kAvgQ:	0	1	1	1	4	0	0	2	2	1	4	4

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

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

Intersection #16 Calle Encilia & Arenas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	0	Average Delay (sec/veh):	14.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Calle Encilia						Arenas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	36	83	10	11	333	80	28	30	54	15	50	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	83	10	11	333	80	28	30	54	15	50	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	40	92	11	12	367	88	31	33	60	17	55	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	92	11	12	367	88	31	33	60	17	55	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	92	11	12	367	88	31	33	60	17	55	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.81	0.19	0.25	0.27	0.48	0.23	0.77	1.00
Final Sat.:	558	547	66	600	545	131	138	147	265	118	395	579
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.02	0.67	0.67	0.22	0.22	0.22	0.14	0.14	0.02
Crit Moves:		****			****			****			****	
Delay/Veh:	9.4	9.4	9.4	8.7	17.7	17.7	10.6	10.6	10.6	10.1	10.1	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.4	8.7	17.7	17.7	10.6	10.6	10.6	10.1	10.1	8.5
LOS by Move:	A	A	A	A	C	C	B	B	B	B	B	A
ApproachDel:		9.4			17.5			10.6			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			17.5			10.6			9.8	
LOS by Appr:		A			C			B			A	
AllWayAvgQ:	0.1	0.2	0.2	0.0	1.8	1.8	0.2	0.2	0.2	0.1	0.1	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 #17 Calle Encilia & Ramon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	0	Average Delay (sec/veh):	11.6
Optimal Cycle:	23	Level Of Service:	B

Street Name:	Calle Encilia						Ramon					
Approach:	North Bound			South 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	1! 0	0	1	0	0 1	0	1	0	1	1 0
Volume Module:												
Base Vol:	2	10	12	146	48	160	15	309	6	17	551	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	10	12	146	48	160	15	309	6	17	551	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	2	11	13	162	53	178	17	343	7	19	612	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	11	13	162	53	178	17	343	7	19	612	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:	2	11	13	162	53	178	17	343	7	19	612	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.73	0.84	0.84	0.29	0.90	0.90	0.48	0.88	0.88
Lanes:	0.08	0.42	0.50	1.00	0.23	0.77	1.00	1.96	0.04	1.00	1.67	0.33
Final Sat.:	139	694	833	1386	369	1231	544	3361	65	903	2809	545
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.12	0.14	0.14	0.03	0.10	0.10	0.02	0.22	0.22
Crit Moves:					****						****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.04	0.04	0.04	0.29	0.36	0.36	0.05	0.17	0.17	0.03	0.36	0.36
Uniform Del:	16.5	16.5	16.5	18.4	19.0	19.0	7.4	8.0	8.0	7.3	9.1	9.1
IncremntDel:	0.0	0.0	0.0	0.3	0.4	0.4	0.1	0.0	0.0	0.0	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:	16.6	16.6	16.6	18.7	19.4	19.4	7.4	8.0	8.0	7.3	9.2	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	16.6	16.6	18.7	19.4	19.4	7.4	8.0	8.0	7.3	9.2	9.2
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	5	5	0	2	2	0	5	5

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

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

Intersection #18 Calle El Segundo & Alejo

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[14.0]

Street Name:	Calle El Segundo						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	41	0	63	0	0	0	0	330	26	46	241	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	0	63	0	0	0	0	330	26	46	241	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	44	0	68	0	0	0	0	355	28	49	259	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	44	0	68	0	0	0	0	355	28	49	259	0
Critical Gap Module:												
Critical Gp:	6.4	6.6	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	727	727	369	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	383	xxxx	xxxxx
Potent Cap.:	386	347	670	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1159	xxxx	xxxxx
Move Cap.:	373	332	670	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1159	xxxx	xxxxx
Volume/Cap:	0.12	0.00	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	510	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		14.0			xxxxx			xxxxx			xxxxx	
ApproachLOS:		B			*			*			*	

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

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

Intersection #19 Calle El Segundo & Amado

Cycle (sec):	100	Critical Vol./Cap.(X):	0.220
Loss Time (sec):	0	Average Delay (sec/veh):	9.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Calle El Segundo						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	28	75	14	8	63	17	15	80	15	10	102	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	75	14	8	63	17	15	80	15	10	102	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	35	94	17	10	79	21	19	100	19	12	127	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	94	17	10	79	21	19	100	19	12	127	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	94	17	10	79	21	19	100	19	12	127	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.73	1.00	0.11	0.89	1.00	0.16	0.84	1.00	0.09	0.91	1.00
Final Sat.:	168	450	718	70	549	710	99	530	726	57	579	729
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.02	0.14	0.14	0.03	0.19	0.19	0.03	0.22	0.22	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	9.7	9.7	7.6	9.1	9.1	7.6	9.4	9.4	7.5	9.6	9.6	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	7.6	9.1	9.1	7.6	9.4	9.4	7.5	9.6	9.6	7.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.4			8.8			9.2			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.4			8.8			9.2			9.5		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.0	0.2	0.2	0.0	0.2	0.2	0.0	0.3	0.3	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 #20 Calle El Segundo & Tahquitz Canyon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.189
Loss Time (sec):	0	Average Delay (sec/veh):	8.7
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Calle El Segundo						Tahquitz Canyon					
Approach:	North Bound			South 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	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	13	55	26	33	72	1	10	238	24	43	317	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	55	26	33	72	1	10	238	24	43	317	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	18	75	35	45	98	1	14	323	33	58	431	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	75	35	45	98	1	14	323	33	58	431	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	75	35	45	98	1	14	323	33	58	431	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.78	0.78	0.78	0.43	0.89	0.89	0.49	0.89	0.89
Lanes:	0.28	1.17	0.55	0.62	1.36	0.02	1.00	1.82	0.18	1.00	1.81	0.19
Final Sat.:	418	1768	836	918	2003	28	812	3078	310	932	3069	319
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.05	0.05	0.05	0.02	0.11	0.11	0.06	0.14	0.14
Crit Moves:					****						****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.16	0.16	0.16	0.19	0.19	0.19	0.02	0.14	0.14	0.08	0.19	0.19
Uniform Del:	25.9	25.9	25.9	26.0	26.0	26.0	3.0	3.4	3.4	3.2	3.5	3.5
IncremntDel:	0.1	0.1	0.1	0.1	0.1	0.1	0.0	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:	26.0	26.0	26.0	26.2	26.2	26.2	3.1	3.4	3.4	3.3	3.5	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	26.0	26.0	26.2	26.2	26.2	3.1	3.4	3.4	3.3	3.5	3.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	2	0	2	2	0	2	2

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

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

Intersection #21 Calle El Segundo & Ramon

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: E[35.5]

Street Name:	Calle El Segundo						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	84	0	50	20	471	0	0	647	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	84	0	50	20	471	0	0	647	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	95	0	57	23	535	0	0	735	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	95	0	57	23	535	0	0	735	85
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.9	6.6	7.0	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.6	4.1	3.3	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1091	1359	410	821	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	205	144	582	785	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	200	140	582	785	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.48	0.00	0.10	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	265	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	3.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	35.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			35.5			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

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

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

Intersection #22 Avenida Caballeros & Alejo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	0	Average Delay (sec/veh):	15.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Avenida Caballeros						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	37	121	21	19	152	30	34	289	47	11	174	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	121	21	19	152	30	34	289	47	11	174	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	43	141	25	22	178	35	40	338	55	13	203	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	141	25	22	178	35	40	338	55	13	203	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	141	25	22	178	35	40	338	55	13	203	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	1.00	0.84	0.16	0.11	0.89	1.00	0.06	0.94	1.00
Final Sat.:	449	415	72	455	415	82	57	487	606	30	478	562
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.34	0.05	0.43	0.43	0.69	0.69	0.09	0.43	0.43	0.04
Crit Moves:		****				****		****			****	
Delay/Veh:	10.9	12.8	12.8	10.5	14.1	14.1	21.6	21.6	8.9	13.9	13.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	12.8	12.8	10.5	14.1	14.1	21.6	21.6	8.9	13.9	13.9	8.9
LOS by Move:	B	B	B	B	B	B	C	C	A	B	B	A
ApproachDel:		12.4			13.7			20.0			13.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.4			13.7			20.0			13.5	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.1	0.4	0.4	0.0	0.6	0.6	1.9	1.9	0.1	0.6	0.6	0.0

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

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

Intersection #23 Avenida Caballeros & Amado

Cycle (sec):	100	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	0	Average Delay (sec/veh):	10.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Avenida Caballeros						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	21	140	14	14	198	10	19	86	21	9	80	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	140	14	14	198	10	19	86	21	9	80	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	26	172	17	17	243	12	23	106	26	11	98	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	172	17	17	243	12	23	106	26	11	98	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	172	17	17	243	12	23	106	26	11	98	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.30	1.37	0.33	0.19	1.65	0.16
Final Sat.:	520	564	628	533	581	648	163	762	192	100	904	92
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.03	0.03	0.42	0.02	0.14	0.14	0.13	0.11	0.11	0.11
Crit Moves:		****			****		****			****		
Delay/Veh:	9.6	11.3	8.2	9.4	12.7	8.1	9.9	9.7	9.4	9.7	9.5	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	11.3	8.2	9.4	12.7	8.1	9.9	9.7	9.4	9.7	9.5	9.4
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	A
ApproachDel:		10.9			12.3			9.7			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.9			12.3			9.7			9.5	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.0	0.4	0.0	0.0	0.6	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

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

Intersection #24 Avenida Caballeros & Tahquitz Canyon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.256
Loss Time (sec):	0	Average Delay (sec/veh):	14.6
Optimal Cycle:	19	Level Of Service:	B

Street Name:	Avenida Caballeros						Tahquitz Canyon					
Approach:	North Bound			South 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:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	28	84	26	58	146	29	31	290	14	36	358	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	84	26	58	146	29	31	290	14	36	358	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	33	98	30	68	171	34	36	340	16	42	419	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	98	30	68	171	34	36	340	16	42	419	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:	33	98	30	68	171	34	36	340	16	42	419	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.50	0.95	0.81	0.61	0.93	0.93	0.39	0.90	0.90	0.46	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	1.00	1.91	0.09	1.00	1.77	0.23
Final Sat.:	951	1809	1537	1163	1471	292	749	3256	157	877	2994	385
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.02	0.06	0.12	0.12	0.05	0.10	0.10	0.05	0.14	0.14
Crit Moves:					****						****	
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.08	0.12	0.04	0.13	0.26	0.26	0.09	0.19	0.19	0.09	0.26	0.26
Uniform Del:	17.0	17.4	16.8	17.4	18.6	18.6	11.9	12.6	12.6	11.9	13.2	13.2
IncremntDel:	0.1	0.1	0.0	0.1	0.2	0.2	0.1	0.1	0.1	0.1	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:	17.1	17.4	16.8	17.6	18.8	18.8	12.0	12.7	12.7	12.0	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	17.4	16.8	17.6	18.8	18.8	12.0	12.7	12.7	12.0	13.2	13.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	2	1	1	4	4	1	3	3	1	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 #25 Avenida Caballeros & Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.312
Loss Time (sec):	0	Average Delay (sec/veh):	9.5
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Avenida Caballeros						Ramon					
Approach:	North Bound			South 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	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	105	0	128	43	499	0	0	591	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	105	0	128	43	499	0	0	591	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	111	0	135	45	526	0	0	623	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	111	0	135	45	526	0	0	623	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	111	0	135	45	526	0	0	623	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.75	1.00	0.81	0.30	0.90	1.00	1.00	0.88	0.88
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.66	0.34
Final Sat.:	0	0	0	1434	0	1537	579	3437	0	0	2775	573
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.09	0.08	0.15	0.00	0.00	0.22	0.22
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.28	0.72	0.72	0.00	0.00	0.72	0.72
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.31	0.11	0.21	0.00	0.00	0.31	0.31
Uniform Del:	0.0	0.0	0.0	30.8	0.0	31.2	4.7	5.1	0.0	0.0	5.6	5.6
IncremntDel:	0.0	0.0	0.0	0.4	0.0	0.4	0.1	0.0	0.0	0.0	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	31.2	0.0	31.6	4.8	5.2	0.0	0.0	5.7	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.2	0.0	31.6	4.8	5.2	0.0	0.0	5.7	5.7
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	4	1	3	0	0	5	5

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

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

Intersection #26 Hermosa & Amado

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[11.8]

Street Name:	Hermosa						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 1!	0 0		0 1 0	0 1		0 1 0	0 1	
Volume Module:												
Base Vol:	6	18	0	10	8	4	3	161	4	3	83	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	18	0	10	8	4	3	161	4	3	83	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	8	24	0	14	11	5	4	218	5	4	112	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	24	0	14	11	5	4	218	5	4	112	15
Critical Gap Module:												
Critical Gp:	7.2	6.6	xxxxx	7.2	6.6	6.3	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	362	361	xxxxx	361	352	112	127	xxxx	xxxxx	223	xxxx	xxxxx
Potent Cap.:	589	561	xxxxx	589	568	933	1441	xxxx	xxxxx	1328	xxxx	xxxxx
Move Cap.:	574	558	xxxxx	567	565	933	1441	xxxx	xxxxx	1328	xxxx	xxxxx
Volume/Cap:	0.01	0.04	xxxx	0.02	0.02	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	562	xxxx	xxxxx	xxxx	610	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	11.8	xxxx	xxxxx	xxxxx	11.2	xxxxx	7.5	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	B	*	*	*	B	*	A	*	*	A	*	*
ApproachDel:	11.8			11.2			xxxxx			xxxxx		
ApproachLOS:	B			B			*			*		

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

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

Intersection #27 Hermosa & Tahquitz Canyon

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[14.5]

Street Name:	Hermosa						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	7	4	21	3	3	7	17	339	3	24	360	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	4	21	3	3	7	17	339	3	24	360	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	9	5	26	4	4	9	21	414	4	29	440	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	5	26	4	4	9	21	414	4	29	440	11
Critical Gap Module:												
Critical Gp:	7.6	6.6	7.0	7.6	6.6	7.0	4.2	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.6	4.1	3.3	3.6	4.1	3.3	2.3	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	737	966	209	755	963	225	451	xxxx	xxxxx	418	xxxx	xxxxx
Potent Cap.:	301	248	788	292	249	769	1085	xxxx	xxxxx	1117	xxxx	xxxxx
Move Cap.:	284	237	788	269	238	769	1085	xxxx	xxxxx	1117	xxxx	xxxxx
Volume/Cap:	0.03	0.02	0.03	0.01	0.02	0.01	0.02	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	469	xxxxx	xxxx	395	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.4	xxxxx	xxxxx	14.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	13.4			14.5			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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

Intersection #28 Sunrise & Alejo

Cycle (sec):	110	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	0	Average Delay (sec/veh):	16.6
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Sunrise						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	84	805	26	46	716	44	61	147	133	26	116	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	805	26	46	716	44	61	147	133	26	116	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	94	905	29	52	805	49	69	165	150	29	130	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	905	29	52	805	49	69	165	150	29	130	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:	94	905	29	52	805	49	69	165	150	29	130	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.81	0.90	0.95	0.81
Lanes:	1.00	1.94	0.06	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1718	3313	107	1718	3209	197	1718	1809	1537	1718	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.03	0.25	0.25	0.04	0.09	0.10	0.02	0.07	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.73	0.65	0.65	0.67	0.60	0.60	0.27	0.23	0.23	0.22	0.18	0.18
Volume/Cap:	0.19	0.42	0.42	0.12	0.42	0.42	0.23	0.39	0.42	0.12	0.41	0.21
Uniform Del:	5.5	9.0	9.0	6.6	12.0	12.0	30.5	35.6	35.9	34.3	40.2	38.7
IncremntDel:	0.2	0.1	0.1	0.1	0.1	0.1	0.4	0.6	0.8	0.2	0.9	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:	5.7	9.2	9.2	6.7	12.1	12.1	30.8	36.2	36.6	34.5	41.1	39.1
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:	5.7	9.2	9.2	6.7	12.1	12.1	30.8	36.2	36.6	34.5	41.1	39.1
LOS by Move:	A	A	A	A	B	B	C	D	D	C	D	D
HCM2kAvgQ:	1	8	8	1	8	8	2	5	5	1	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 #29 Sunrise & Amado

Cycle (sec):	110	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	0	Average Delay (sec/veh):	7.7
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Sunrise						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	42	836	17	9	822	28	51	55	70	14	29	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	836	17	9	822	28	51	55	70	14	29	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	52	1044	21	11	1026	35	64	69	87	17	36	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1044	21	11	1026	35	64	69	87	17	36	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1044	21	11	1026	35	64	69	87	17	36	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.58	0.95	0.81	0.52	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	1.93	0.07	1.00	1.00	1.00	1.00	0.76	0.24
Final Sat.:	1718	3358	68	1718	3307	113	1111	1809	1537	984	1331	413
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.01	0.31	0.31	0.06	0.04	0.06	0.02	0.03	0.03
Crit Moves:	****				****		****					
Green/Cycle:	0.86	0.84	0.84	0.80	0.78	0.78	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	0.11	0.37	0.37	0.03	0.40	0.40	0.40	0.26	0.39	0.12	0.19	0.19
Uniform Del:	1.8	2.1	2.1	2.3	3.9	3.9	42.8	41.9	42.7	41.0	41.4	41.4
IncremntDel:	0.1	0.1	0.1	0.0	0.1	0.1	1.6	0.5	1.2	0.4	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:	1.9	2.2	2.2	2.3	4.0	4.0	44.4	42.4	43.9	41.4	41.8	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.9	2.2	2.2	2.3	4.0	4.0	44.4	42.4	43.9	41.4	41.8	41.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	5	5	0	6	6	2	2	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 #30 Sunrise & Tahquitz Canyon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	0	Average Delay (sec/veh):	25.2
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Sunrise						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
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	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	55	633	77	125	609	77	92	270	68	122	339	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:	55	633	77	125	609	77	92	270	68	122	339	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	65	748	91	148	720	91	109	319	80	144	401	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	748	91	148	720	91	109	319	80	144	401	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	748	91	148	720	91	109	319	80	144	401	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.89	0.89	0.88	0.89	0.89	0.90	0.88	0.88	0.90	0.90	0.81
Lanes:	2.00	1.78	0.22	2.00	1.78	0.22	1.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	3334	3015	367	3334	2999	379	1718	2663	671	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.04	0.24	0.24	0.06	0.12	0.12	0.08	0.12	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.50	0.50	0.09	0.55	0.55	0.39	0.24	0.24	0.41	0.27	0.27
Volume/Cap:	0.44	0.50	0.50	0.50	0.44	0.44	0.27	0.50	0.50	0.34	0.44	0.36
Uniform Del:	51.2	18.3	18.3	47.7	15.0	15.0	22.5	35.9	35.9	21.5	33.5	32.7
IncremntDel:	2.1	0.2	0.2	1.3	0.2	0.2	0.4	0.5	0.5	0.5	0.3	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:	53.3	18.5	18.5	49.0	15.1	15.1	22.8	36.4	36.4	22.0	33.9	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	18.5	18.5	49.0	15.1	15.1	22.8	36.4	36.4	22.0	33.9	33.3
LOS by Move:	D	B	B	D	B	B	C	D	D	C	C	C
HCM2kAvgQ:	2	10	10	3	9	9	3	6	6	4	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 #31 Sunrise & Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	0	Average Delay (sec/veh):	28.6
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Sunrise						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	162	426	116	227	447	77	90	440	136	107	492	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	426	116	227	447	77	90	440	136	107	492	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	184	484	132	258	508	88	102	500	155	122	559	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	484	132	258	508	88	102	500	155	122	559	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	484	132	258	508	88	102	500	155	122	559	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.90	0.81	0.90	0.90	0.81	0.90	0.90	0.81
Lanes:	1.00	1.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1718	2615	712	1718	3437	1537	1718	3437	1537	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.15	0.15	0.06	0.06	0.15	0.10	0.07	0.16	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.59	0.34	0.34	0.61	0.35	0.35	0.37	0.26	0.26	0.39	0.29	0.29
Volume/Cap:	0.29	0.55	0.55	0.42	0.42	0.16	0.34	0.55	0.38	0.36	0.57	0.45
Uniform Del:	10.9	29.8	29.8	11.7	27.1	24.5	24.1	34.9	33.1	22.9	33.4	32.1
IncremntDel:	0.3	0.6	0.6	0.5	0.2	0.1	0.7	0.7	0.6	0.7	0.8	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:	11.2	30.4	30.4	12.2	27.3	24.6	24.8	35.6	33.7	23.6	34.2	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:	11.2	30.4	30.4	12.2	27.3	24.6	24.8	35.6	33.7	23.6	34.2	32.8
LOS by Move:	B	C	C	B	C	C	C	D	C	C	C	C
HCM2kAvgQ:	3	9	9	5	7	2	3	8	4	3	9	6

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

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

Intersection #32 Sunrise & Mesquite

Cycle (sec):	110	Critical Vol./Cap.(X):	0.264
Loss Time (sec):	0	Average Delay (sec/veh):	10.1
Optimal Cycle:	25	Level Of Service:	B

Street Name:	Sunrise						Mesquite					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	17	519	17	61	581	52	40	46	13	6	50	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	519	17	61	581	52	40	46	13	6	50	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	19	575	19	68	644	58	44	51	14	7	55	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	575	19	68	644	58	44	51	14	7	55	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:	19	575	19	68	644	58	44	51	14	7	55	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.89	0.89	0.59	0.92	0.92	0.56	0.95	0.81
Lanes:	1.00	1.94	0.06	1.00	1.84	0.16	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1718	3311	108	1718	3117	279	1114	1364	385	1065	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.04	0.21	0.21	0.04	0.04	0.04	0.01	0.03	0.05
Crit Moves:	****				****							****
Green/Cycle:	0.71	0.67	0.67	0.83	0.78	0.78	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.04	0.26	0.26	0.09	0.26	0.26	0.23	0.21	0.21	0.04	0.18	0.26
Uniform Del:	4.5	7.1	7.1	2.0	3.2	3.2	39.0	38.9	38.9	37.7	38.6	39.2
IncremntDel:	0.0	0.1	0.1	0.1	0.1	0.1	0.6	0.4	0.4	0.1	0.3	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:	4.6	7.2	7.2	2.1	3.3	3.3	39.6	39.2	39.2	37.8	38.9	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:	4.6	7.2	7.2	2.1	3.3	3.3	39.6	39.2	39.2	37.8	38.9	39.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	4	4	0	3	3	1	2	2	0	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 #33 Sunrise & Palm Canyon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	0	Average Delay (sec/veh):	27.5
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Sunrise						Palm Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1	1 0	2 0	1	1 0	2 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	76	186	200	297	205	67	58	537	40	199	612	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	186	200	297	205	67	58	537	40	199	612	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	86	211	226	336	232	76	66	608	45	225	693	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	211	226	336	232	76	66	608	45	225	693	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	211	226	336	232	76	66	608	45	225	693	335
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.83	0.83	0.88	0.87	0.87	0.88	0.90	0.81	0.88	0.90	0.81
Lanes:	2.00	1.00	1.00	2.00	1.51	0.49	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3334	1584	1584	3334	2494	815	3334	3437	1537	3334	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.14	0.10	0.09	0.09	0.02	0.18	0.03	0.07	0.20	0.22
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.29	0.29	0.21	0.39	0.39	0.04	0.36	0.36	0.14	0.46	0.66
Volume/Cap:	0.24	0.45	0.49	0.49	0.24	0.24	0.44	0.49	0.08	0.49	0.44	0.33
Uniform Del:	44.9	31.7	32.1	38.5	22.5	22.5	51.2	27.2	23.0	43.8	20.4	8.0
IncremntDel:	0.3	0.3	0.4	0.5	0.1	0.1	2.1	0.3	0.1	0.8	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:	45.2	32.1	32.5	39.1	22.6	22.6	53.3	27.5	23.1	44.6	20.6	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	32.1	32.5	39.1	22.6	22.6	53.3	27.5	23.1	44.6	20.6	8.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	A
HCM2kAvgQ:	2	6	7	6	4	4	2	9	1	4	8	5

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

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

Intersection #34 Farrell & Tahquitz Canyon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	0	Average Delay (sec/veh):	26.8
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Farrell						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	40	300	200	86	353	62	175	429	37	204	380	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	300	200	86	353	62	175	429	37	204	380	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	46	345	230	99	406	71	201	493	43	234	437	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	345	230	99	406	71	201	493	43	234	437	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	345	230	99	406	71	201	493	43	234	437	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.85	0.85	0.90	0.88	0.88	0.90	0.89	0.89	0.90	0.88	0.88
Lanes:	1.00	1.20	0.80	1.00	1.70	0.30	1.00	1.84	0.16	1.00	1.71	0.29
Final Sat.:	1718	1938	1292	1718	2859	502	1718	3126	270	1718	2877	484
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.06	0.14	0.14	0.12	0.16	0.16	0.14	0.15	0.15
Crit Moves:		****		****				****		****		
Green/Cycle:	0.41	0.34	0.34	0.44	0.37	0.37	0.54	0.30	0.30	0.56	0.31	0.31
Volume/Cap:	0.13	0.53	0.53	0.29	0.38	0.38	0.35	0.53	0.53	0.40	0.48	0.48
Uniform Del:	20.1	29.5	29.5	19.1	25.1	25.1	14.0	32.2	32.2	13.9	30.5	30.5
IncremntDel:	0.2	0.5	0.5	0.5	0.2	0.2	0.4	0.5	0.5	0.5	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:	20.3	30.0	30.0	19.6	25.3	25.3	14.4	32.7	32.7	14.4	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	30.0	30.0	19.6	25.3	25.3	14.4	32.7	32.7	14.4	30.9	30.9
LOS by Move:	C	C	C	B	C	C	B	C	C	B	C	C
HCM2kAvgQ:	1	9	9	2	6	6	4	8	8	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 #35 Farrell & Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	0	Average Delay (sec/veh):	23.2
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Farrell						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	30	281	75	223	256	34	34	737	36	80	848	130
Growth Adj:	1.00	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	281	75	223	256	34	34	737	36	80	848	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	32	299	80	237	272	36	36	783	38	85	901	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	299	80	237	272	36	36	783	38	85	901	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	299	80	237	272	36	36	783	38	85	901	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	0.90	0.90	0.81	0.90	0.90	0.81
Lanes:	1.00	1.58	0.42	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1718	2626	701	1718	2979	396	1718	3437	1537	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.14	0.09	0.09	0.02	0.23	0.02	0.05	0.26	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.30	0.21	0.21	0.48	0.40	0.40	0.47	0.43	0.43	0.52	0.49	0.49
Volume/Cap:	0.09	0.53	0.53	0.42	0.23	0.23	0.15	0.53	0.06	0.26	0.54	0.19
Uniform Del:	27.8	38.2	38.2	18.2	22.1	22.1	16.8	23.1	18.3	14.9	19.7	16.0
IncremntDel:	0.1	0.8	0.8	0.5	0.1	0.1	0.3	0.4	0.0	0.4	0.4	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:	27.9	39.0	39.0	18.8	22.2	22.2	17.1	23.4	18.3	15.3	20.1	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:	27.9	39.0	39.0	18.8	22.2	22.2	17.1	23.4	18.3	15.3	20.1	16.1
LOS by Move:	C	D	D	B	C	C	B	C	B	B	C	B
HCM2kAvgQ:	1	6	6	5	4	4	1	10	1	2	11	3

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

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

Intersection #36 El Cielo & Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	0	Average Delay (sec/veh):	21.3
Optimal Cycle:	51	Level Of Service:	C

Street Name:	El Cielo						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	1 0	1 1	1	0 1	1	0 2	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	96	156	51	344	211	32	24	982	103	35	941	405
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	156	51	344	211	32	24	982	103	35	941	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	112	182	59	400	246	37	28	1143	120	41	1095	471
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	182	59	400	246	37	28	1143	120	41	1095	471
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	182	59	400	246	37	28	1143	120	41	1095	471
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.88	0.88	0.81	0.90	0.90	0.81	0.90	0.83	0.83
Lanes:	1.00	1.51	0.49	1.86	1.14	1.00	1.00	2.00	1.00	1.00	2.10	0.90
Final Sat.:	1649	2485	812	3099	1901	1537	1718	3437	1537	1718	3297	1419
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.13	0.13	0.02	0.02	0.33	0.08	0.02	0.33	0.33
Crit Moves:			****	****			****				****	
Green/Cycle:	0.13	0.13	0.13	0.23	0.23	0.23	0.03	0.59	0.59	0.04	0.60	0.60
Volume/Cap:	0.51	0.55	0.55	0.55	0.55	0.10	0.55	0.56	0.13	0.56	0.55	0.55
Uniform Del:	44.4	44.6	44.6	37.0	37.0	33.0	52.7	13.8	10.0	51.7	13.0	13.0
IncremntDel:	0.6	1.0	1.0	0.6	0.6	0.1	12.3	0.4	0.1	9.8	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:	45.0	45.7	45.7	37.6	37.6	33.1	65.0	14.2	10.1	61.5	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	45.7	45.7	37.6	37.6	33.1	65.0	14.2	10.1	61.5	13.2	13.2
LOS by Move:	D	D	D	D	D	C	E	B	B	E	B	B
HCM2kAvgQ:	4	5	5	7	7	1	2	13	2	2	12	12

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

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

Intersection #37 Gene Autry / SR 111& Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	0	Average Delay (sec/veh):	29.0
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Gene Autry / SR 111						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	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	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	339	540	198	142	348	194	327	1234	420	176	904	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	540	198	142	348	194	327	1234	420	176	904	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	348	554	203	146	357	199	336	1267	431	181	928	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	554	203	146	357	199	336	1267	431	181	928	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	348	554	203	146	357	199	336	1267	431	181	928	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.87	0.81	0.88	0.87	0.81	0.88	0.87	0.81	0.88	0.87	0.81
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3334	4938	1537	3334	4938	1537	3334	4938	1537	3334	4938	1537
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.13	0.04	0.07	0.13	0.10	0.26	0.28	0.05	0.19	0.08
Crit Moves:	****					****			****	****		
Green/Cycle:	0.18	0.31	0.31	0.10	0.23	0.23	0.21	0.49	0.49	0.10	0.38	0.38
Volume/Cap:	0.57	0.36	0.43	0.43	0.32	0.57	0.49	0.52	0.57	0.57	0.49	0.22
Uniform Del:	40.9	29.6	30.2	46.4	35.4	37.7	38.6	19.0	19.6	47.6	25.8	22.9
IncremntDel:	1.3	0.1	0.6	0.9	0.2	2.2	0.6	0.2	1.0	2.4	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:	42.2	29.7	30.9	47.2	35.5	39.9	39.2	19.2	20.7	50.0	26.0	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:	42.2	29.7	30.9	47.2	35.5	39.9	39.2	19.2	20.7	50.0	26.0	23.1
LOS by Move:	D	C	C	D	D	D	D	B	C	D	C	C
HCM2kAvgQ:	6	5	6	3	4	7	6	11	11	4	9	3

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

Existing with Project Conditions (Year 2016)

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

Intersection #1 Palm Canyon & Vista Chino

Cycle (sec):	90	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	0	Average Delay (sec/veh):	17.4
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Palm Canyon						Vista Chino					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			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:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	74	313	20	183	540	29	41	69	13	202	69	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	313	20	183	540	29	41	69	13	202	69	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	84	355	23	208	612	33	46	78	15	229	78	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	355	23	208	612	33	46	78	15	229	78	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	355	23	208	612	33	46	78	15	229	78	321
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	0.90	0.90	0.90	0.90	0.90	0.80	0.80	0.80	0.66	0.66	0.81
Lanes:	1.00	1.88	0.12	1.00	1.90	0.10	0.33	0.56	0.11	0.75	0.25	1.00
Final Sat.:	450	3201	205	1718	3235	174	505	850	160	933	319	1537
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.11	0.12	0.19	0.19	0.09	0.09	0.09	0.25	0.25	0.21
Crit Moves:	****			****							****	
Green/Cycle:	0.29	0.29	0.29	0.23	0.53	0.53	0.47	0.47	0.47	0.47	0.47	0.71
Volume/Cap:	0.64	0.38	0.38	0.52	0.36	0.36	0.19	0.19	0.19	0.52	0.52	0.29
Uniform Del:	27.8	25.4	25.4	30.0	12.5	12.5	13.7	13.7	13.7	16.5	16.5	4.8
IncremntDel:	10.2	0.2	0.2	1.2	0.1	0.1	0.1	0.1	0.1	0.8	0.8	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:	37.9	25.7	25.7	31.2	12.6	12.6	13.8	13.8	13.8	17.3	17.3	5.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	25.7	25.7	31.2	12.6	12.6	13.8	13.8	13.8	17.3	17.3	5.0
LOS by Move:	D	C	C	C	B	B	B	B	B	B	B	A
HCM2kAvgQ:	3	5	5	6	6	6	2	2	2	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 #2 Palm Canyon & Alejo

Cycle (sec):	90	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	0	Average Delay (sec/veh):	18.0
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Palm Canyon						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0	0 0	0 1	0	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	0	0	0	84	631	45	54	74	37	280	124	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	84	631	45	54	74	37	280	124	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	96	719	51	62	84	42	319	141	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	96	719	51	62	84	42	319	141	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	96	719	51	62	84	42	319	141	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	0.88	0.88	0.90	0.90	0.90	0.90	0.95	0.81
Lanes:	0.00	0.00	0.00	0.22	1.66	0.12	1.00	0.67	0.33	1.00	1.00	1.00
Final Sat.:	0	0	0	370	2780	198	1718	1146	573	1718	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.26	0.04	0.07	0.07	0.19	0.08	0.20
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.50	0.50	0.50	0.22	0.14	0.14	0.50	0.43	0.43
Volume/Cap:	0.00	0.00	0.00	0.52	0.52	0.52	0.21	0.52	0.52	0.45	0.18	0.48
Uniform Del:	0.0	0.0	0.0	15.2	15.2	15.2	28.6	35.7	35.7	14.0	16.1	18.6
IncremntDel:	0.0	0.0	0.0	0.3	0.3	0.3	0.3	1.9	1.9	0.5	0.1	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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	15.5	15.5	15.5	28.9	37.7	37.7	14.5	16.2	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:	0.0	0.0	0.0	15.5	15.5	15.5	28.9	37.7	37.7	14.5	16.2	19.2
LOS by Move:	A	A	A	B	B	B	C	D	D	B	B	B
HCM2kAvgQ:	0	0	0	9	9	9	2	4	4	6	2	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 Palm Canyon & Tahquitz Canyon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.350
Loss Time (sec):	0	Average Delay (sec/veh):	17.7
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Palm Canyon						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
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	0	0	1	2	0	1	0	0	1!	0
Volume Module:												
Base Vol:	0	0	0	91	737	74	1	76	28	153	66	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	91	737	74	1	76	28	153	66	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	100	806	81	1	83	31	167	72	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	100	806	81	1	83	31	167	72	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	100	806	81	1	83	31	167	72	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.85	0.81	0.92	0.92	0.92	0.90	0.95	1.00
Lanes:	0.00	0.00	0.00	0.33	2.67	1.00	0.01	0.72	0.27	1.00	1.00	0.00
Final Sat.:	0	0	0	535	4329	1537	17	1262	465	1718	1809	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.05	0.07	0.07	0.07	0.10	0.04	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.53	0.53	0.53	0.29	0.19	0.19	0.18	0.18	0.00
Volume/Cap:	0.00	0.00	0.00	0.35	0.35	0.10	0.23	0.35	0.35	0.47	0.23	0.00
Uniform Del:	0.0	0.0	0.0	12.1	12.1	10.4	24.2	31.7	31.7	33.8	31.8	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.6	0.6	1.0	0.4	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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	12.2	12.2	10.4	24.5	32.4	32.4	34.8	32.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.2	12.2	10.4	24.5	32.4	32.4	34.8	32.2	0.0
LOS by Move:	A	A	A	B	B	B	C	C	C	C	C	A
HCM2kAvgQ:	0	0	0	5	5	1	2	3	3	5	2	0

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

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

Intersection #4 Palm Canyon & Ramon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	0	Average Delay (sec/veh):	15.5
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Palm Canyon						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0	0 0	0	1 1	1 0	0 0	1	0 1	1 1	1	0 0
Volume Module:												
Base Vol:	0	0	0	193	620	37	0	101	37	178	140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	193	620	37	0	101	37	178	140	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	238	764	46	0	124	46	219	172	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	238	764	46	0	124	46	219	172	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	238	764	46	0	124	46	219	172	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.83	0.83	0.83	1.00	0.95	0.81	0.88	0.88	1.00
Lanes:	0.00	0.00	0.00	0.68	2.19	0.13	0.00	1.00	1.00	1.68	1.32	0.00
Final Sat.:	0	0	0	1076	3455	206	0	1809	1537	2808	2208	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.22	0.00	0.07	0.03	0.08	0.08	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.60	0.60	0.60	0.00	0.19	0.19	0.21	0.40	0.00
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.37	0.16	0.37	0.20	0.00
Uniform Del:	0.0	0.0	0.0	9.2	9.2	9.2	0.0	31.9	30.7	30.3	17.6	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.7	0.3	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:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	9.3	9.3	9.3	0.0	32.6	30.9	30.5	17.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.3	9.3	9.3	0.0	32.6	30.9	30.5	17.7	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	C	B	A
HCM2kAvgQ:	0	0	0	5	5	5	0	3	1	6	2	0

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

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

Intersection #5 Indian Canyon & Vista Chino

Cycle (sec):	90	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	0	Average Delay (sec/veh):	20.4
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Indian Canyon						Vista Chino					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	208	570	229	87	430	72	29	226	23	129	279	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	570	229	87	430	72	29	226	23	129	279	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	230	632	254	96	476	80	32	250	25	143	309	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	632	254	96	476	80	32	250	25	143	309	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:	230	632	254	96	476	80	32	250	25	143	309	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.87	0.87	0.90	0.90	0.81	0.90	0.89	0.89	0.90	0.88	0.88
Lanes:	1.00	1.43	0.57	1.00	2.00	1.00	1.00	1.82	0.18	1.00	1.58	0.42
Final Sat.:	1718	2346	943	1718	3437	1537	1718	3076	313	1718	2632	698
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.27	0.06	0.14	0.05	0.02	0.08	0.08	0.08	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.66	0.55	0.55	0.45	0.34	0.34	0.05	0.17	0.17	0.17	0.29	0.29
Volume/Cap:	0.30	0.49	0.49	0.25	0.41	0.15	0.41	0.49	0.49	0.49	0.41	0.41
Uniform Del:	6.6	12.5	12.5	14.3	22.9	20.8	41.7	34.1	34.1	33.8	25.7	25.7
IncremntDel:	0.2	0.2	0.2	0.3	0.2	0.1	3.4	0.7	0.7	1.3	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:	6.8	12.7	12.7	14.6	23.2	21.0	45.1	34.7	34.7	35.1	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	12.7	12.7	14.6	23.2	21.0	45.1	34.7	34.7	35.1	26.0	26.0
LOS by Move:	A	B	B	B	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	8	8	2	6	2	1	4	4	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 #6 Indian Canyon & Tachevah

Cycle (sec):	90	Critical Vol./Cap.(X):	0.369
Loss Time (sec):	0	Average Delay (sec/veh):	8.4
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Indian Canyon						Tachevah					
Approach:	North Bound			South 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:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	85	785	34	130	386	24	22	65	19	18	95	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	785	34	130	386	24	22	65	19	18	95	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	92	846	37	140	416	26	24	70	20	19	102	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	846	37	140	416	26	24	70	20	19	102	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:	92	846	37	140	416	26	24	70	20	19	102	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.90	0.90	0.27	0.90	0.90	0.89	0.89	0.81	0.55	0.95	0.81
Lanes:	1.00	1.92	0.08	1.00	1.88	0.12	0.25	0.75	1.00	1.00	1.00	1.00
Final Sat.:	847	3274	142	510	3206	199	427	1261	1537	1053	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.26	0.27	0.13	0.13	0.06	0.06	0.01	0.02	0.06	0.09
Crit Moves:				****								****
Green/Cycle:	0.75	0.75	0.75	0.75	0.75	0.75	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.15	0.35	0.35	0.37	0.17	0.17	0.22	0.22	0.05	0.07	0.22	0.37
Uniform Del:	3.3	3.9	3.9	4.0	3.4	3.4	26.5	26.5	25.3	25.5	26.5	27.6
IncremntDel:	0.1	0.1	0.1	0.6	0.0	0.0	0.3	0.3	0.1	0.1	0.2	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:	3.4	4.0	4.0	4.6	3.4	3.4	26.7	26.7	25.4	25.6	26.7	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.4	4.0	4.0	4.6	3.4	3.4	26.7	26.7	25.4	25.6	26.7	28.2
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	5	5	2	2	2	2	2	0	0	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 #7 Indian Canyon & Tamarisk

Cycle (sec):	90	Critical Vol./Cap.(X):	0.304
Loss Time (sec):	0	Average Delay (sec/veh):	3.8
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Indian Canyon						Tamarisk					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	30	849	14	13	416	10	7	15	7	3	33	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	849	14	13	416	10	7	15	7	3	33	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	31	884	15	14	433	10	7	16	7	3	34	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	884	15	14	433	10	7	16	7	3	34	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	884	15	14	433	10	7	16	7	3	34	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.88	0.88	0.88	0.90	0.90	0.90
Lanes:	1.00	1.97	0.03	1.00	1.95	0.05	0.24	0.52	0.24	0.05	0.59	0.36
Final Sat.:	1718	3374	56	1718	3346	80	403	864	403	91	1003	608
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.01	0.13	0.13	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:		****		****							****	
Green/Cycle:	0.89	0.86	0.86	0.80	0.78	0.78	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.04	0.30	0.30	0.03	0.17	0.17	0.16	0.16	0.16	0.30	0.30	0.30
Uniform Del:	0.6	1.2	1.2	1.7	2.5	2.5	36.1	36.1	36.1	36.7	36.7	36.7
IncremntDel:	0.0	0.1	0.1	0.0	0.0	0.0	0.4	0.4	0.4	0.9	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:	0.7	1.2	1.2	1.8	2.6	2.6	36.5	36.5	36.5	37.6	37.6	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.7	1.2	1.2	1.8	2.6	2.6	36.5	36.5	36.5	37.6	37.6	37.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	3	0	2	2	1	1	1	2	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 Indian Canyon & Alejo

Cycle (sec):	90	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	0	Average Delay (sec/veh):	17.7
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Indian Canyon						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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 0	0 1	1	0 1	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	321	756	53	251	0	203	26	126	0	0	167	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:	321	756	53	251	0	203	26	126	0	0	167	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	353	832	58	276	0	224	29	139	0	0	184	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	832	58	276	0	224	29	139	0	0	184	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:	353	832	58	276	0	224	29	139	0	0	184	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	1.00	0.81	0.31	0.95	1.00	1.00	0.84	0.84
Lanes:	1.00	1.87	0.13	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.11	0.89
Final Sat.:	1718	3179	223	1718	0	1537	590	1809	0	0	1787	1423
Capacity Analysis Module:												
Vol/Sat:	0.21	0.26	0.26	0.16	0.00	0.15	0.05	0.08	0.00	0.00	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.78	0.50	0.50	0.31	0.00	0.31	0.20	0.20	0.00	0.00	0.20	0.20
Volume/Cap:	0.29	0.53	0.53	0.53	0.00	0.48	0.25	0.39	0.00	0.00	0.53	0.53
Uniform Del:	2.8	15.4	15.4	8.1	0.0	25.4	30.6	31.5	0.0	0.0	32.4	32.4
IncremntDel:	0.1	0.3	0.3	1.0	0.0	0.8	1.1	0.7	0.0	0.0	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	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	2.9	15.7	15.7	9.1	0.0	26.1	31.7	32.2	0.0	0.0	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:	2.9	15.7	15.7	9.1	0.0	26.1	31.7	32.2	0.0	0.0	33.3	33.3
LOS by Move:	A	B	B	A	A	C	C	C	A	A	C	C
HCM2kAvgQ:	3	9	9	7	0	5	1	4	0	0	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 Indian Canyon & Amado

Cycle (sec):	90	Critical Vol./Cap.(X):	0.279
Loss Time (sec):	0	Average Delay (sec/veh):	7.9
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Indian Canyon						Amado					
Approach:	North Bound			South 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 1	2	1 0	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	73	1027	105	0	0	0	47	95	0	0	39	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1027	105	0	0	0	47	95	0	0	39	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	82	1150	118	0	0	0	53	106	0	0	44	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1150	118	0	0	0	53	106	0	0	44	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:	82	1150	118	0	0	0	53	106	0	0	44	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	1.00	1.00	1.00	0.64	0.95	1.00	1.00	0.95	0.81
Lanes:	0.24	3.41	0.35	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	390	5489	561	0	0	0	1223	1809	0	0	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.00	0.00	0.00	0.04	0.06	0.00	0.00	0.02	0.07
Crit Moves:		****										****
Green/Cycle:	0.75	0.75	0.75	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.25	0.25
Volume/Cap:	0.28	0.28	0.28	0.00	0.00	0.00	0.17	0.24	0.00	0.00	0.10	0.28
Uniform Del:	3.5	3.5	3.5	0.0	0.0	0.0	26.6	27.0	0.0	0.0	26.1	27.3
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.1	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	3.5	3.5	3.5	0.0	0.0	0.0	26.8	27.3	0.0	0.0	26.2	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:	3.5	3.5	3.5	0.0	0.0	0.0	26.8	27.3	0.0	0.0	26.2	27.7
LOS by Move:	A	A	A	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	3	3	3	0	0	0	1	2	0	0	1	3

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

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

Intersection #10 Indian Canyon & Tahquitz Canyon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.326
Loss Time (sec):	0	Average Delay (sec/veh):	14.0
Optimal Cycle:	28	Level Of Service:	B

Street Name:	Indian Canyon						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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 1	2	1 0	0 0	0	0 0	1 0	1	0 0	0 0	1	0 2
Volume Module:												
Base Vol:	64	924	138	0	0	0	66	109	0	0	164	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	924	138	0	0	0	66	109	0	0	164	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	68	988	148	0	0	0	71	117	0	0	175	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	988	148	0	0	0	71	117	0	0	175	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	988	148	0	0	0	71	117	0	0	175	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	1.00	1.00	1.00	0.90	0.95	1.00	1.00	0.95	0.71
Lanes:	0.23	3.28	0.49	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	2.00
Final Sat.:	364	5258	785	0	0	0	1718	1809	0	0	1809	2706
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.00	0.00	0.00	0.04	0.06	0.00	0.00	0.10	0.09
Crit Moves:		****					****				****	
Green/Cycle:	0.58	0.58	0.58	0.00	0.00	0.00	0.42	0.42	0.00	0.00	0.30	0.30
Volume/Cap:	0.33	0.33	0.33	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.33	0.29
Uniform Del:	9.9	9.9	9.9	0.0	0.0	0.0	15.9	16.0	0.0	0.0	24.6	24.3
IncremntDel:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.4	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	10.0	10.0	10.0	0.0	0.0	0.0	16.0	16.1	0.0	0.0	25.0	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	10.0	0.0	0.0	0.0	16.0	16.1	0.0	0.0	25.0	24.5
LOS by Move:	A	A	A	A	A	A	B	B	A	A	C	C
HCM2kAvgQ:	5	5	5	0	0	0	1	2	0	0	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 #11 Indian Canyon & Arenas

Cycle (sec):	90	Critical Vol./Cap.(X):	0.247
Loss Time (sec):	0	Average Delay (sec/veh):	5.9
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Indian Canyon						Arenas					
Approach:	North Bound			South 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 1	2	1 0	0 0	0	0 0	1 0	1	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	47	1044	75	0	0	0	54	30	0	0	41	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	1044	75	0	0	0	54	30	0	0	41	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	51	1123	81	0	0	0	58	32	0	0	44	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1123	81	0	0	0	58	32	0	0	44	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:	51	1123	81	0	0	0	58	32	0	0	44	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	1.00	1.00	1.00	0.77	0.95	1.00	1.00	0.89	0.89
Lanes:	0.16	3.58	0.26	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.49	0.51
Final Sat.:	261	5801	417	0	0	0	1462	1809	0	0	833	853
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.00	0.00	0.00	0.04	0.02	0.00	0.00	0.05	0.05
Crit Moves:		****									****	
Green/Cycle:	0.79	0.79	0.79	0.00	0.00	0.00	0.21	0.21	0.00	0.00	0.21	0.21
Volume/Cap:	0.25	0.25	0.25	0.00	0.00	0.00	0.19	0.08	0.00	0.00	0.25	0.25
Uniform Del:	2.6	2.6	2.6	0.0	0.0	0.0	28.9	28.2	0.0	0.0	29.3	29.3
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	2.6	2.6	2.6	0.0	0.0	0.0	29.2	28.3	0.0	0.0	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:	2.6	2.6	2.6	0.0	0.0	0.0	29.2	28.3	0.0	0.0	29.7	29.7
LOS by Move:	A	A	A	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	3	3	3	0	0	0	1	1	0	0	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 #12 Indian Canyon & Ramon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	0	Average Delay (sec/veh):	16.2
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Indian Canyon						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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 1	2	1 0	0 0	0	0 0	1 0	1	0 0	0 0	1	1 1
Volume Module:												
Base Vol:	33	813	140	0	0	0	83	233	0	0	276	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	813	140	0	0	0	83	233	0	0	276	313
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	37	918	158	0	0	0	94	263	0	0	312	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	918	158	0	0	0	94	263	0	0	312	353
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	918	158	0	0	0	94	263	0	0	312	353
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	1.00	1.00	1.00	0.90	0.95	1.00	1.00	0.83	0.83
Lanes:	0.13	3.30	0.57	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.41	1.59
Final Sat.:	215	5288	911	0	0	0	1718	1809	0	0	2222	2520
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.00	0.00	0.00	0.05	0.15	0.00	0.00	0.14	0.14
Crit Moves:		****					****				****	
Green/Cycle:	0.47	0.47	0.47	0.00	0.00	0.00	0.53	0.53	0.00	0.00	0.38	0.38
Volume/Cap:	0.37	0.37	0.37	0.00	0.00	0.00	0.16	0.28	0.00	0.00	0.37	0.37
Uniform Del:	15.2	15.2	15.2	0.0	0.0	0.0	10.7	11.7	0.0	0.0	20.1	20.1
IncremntDel:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.2	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	15.3	15.3	15.3	0.0	0.0	0.0	10.9	11.9	0.0	0.0	20.2	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	15.3	15.3	0.0	0.0	0.0	10.9	11.9	0.0	0.0	20.2	20.2
LOS by Move:	B	B	B	A	A	A	B	B	A	A	C	C
HCM2kAvgQ:	5	5	5	0	0	0	1	4	0	0	5	5

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

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

Intersection #13 Calle Encilia & Alejo

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: C[18.8]

Street Name:	Calle Encilia						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0 1	0		0 1 0	0	0
Volume Module:												
Base Vol:	54	0	40	0	0	0	0	278	183	81	228	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	0	40	0	0	0	0	278	183	81	228	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	63	0	47	0	0	0	0	326	214	95	267	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	63	0	47	0	0	0	0	326	214	95	267	0
Critical Gap Module:												
Critical Gp:	6.4	6.6	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	890	890	433	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	540	xxxx	xxxxx
Potent Cap.:	310	279	617	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1014	xxxx	xxxxx
Move Cap.:	286	251	617	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1014	xxxx	xxxxx
Volume/Cap:	0.22	0.00	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	371	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	18.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		18.8		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C		*			*			*		

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

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

Intersection #14 Calle Encilia & Amado

Cycle (sec):	90	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	0	Average Delay (sec/veh):	12.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Calle Encilia						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	151	0	69	10	209	0	0	227	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	0	0	151	0	69	10	209	0	0	227	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	0	0	0	189	0	87	13	262	0	0	285	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	0	87	13	262	0	0	285	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	189	0	87	13	262	0	0	285	166
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.69	0.00	0.31	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	422	0	193	545	592	0	0	615	696
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.45	xxxx	0.45	0.02	0.44	xxxx	xxxx	0.46	0.24
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	12.7	0.0	12.7	9.2	12.9	0.0	0.0	13.0	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.7	0.0	12.7	9.2	12.9	0.0	0.0	13.0	9.2
LOS by Move:	*	*	*	B	*	B	A	B	*	*	B	A
ApproachDel:	xxxxxx			12.7			12.8			11.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.7			12.8			11.6		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	0.0	0.7	0.0	0.0	0.8	0.3

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

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

Intersection #15 Calle Encilia & Tahquitz Canyon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.217
Loss Time (sec):	0	Average Delay (sec/veh):	11.6
Optimal Cycle:	18	Level Of Service:	B

Street Name:	Calle Encilia						Tahquitz Canyon					
Approach:	North Bound			South 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:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	11	53	41	60	161	17	25	191	24	65	353	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	53	41	60	161	17	25	191	24	65	353	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	12	57	44	65	174	18	27	206	26	70	381	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	57	44	65	174	18	27	206	26	70	381	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	57	44	65	174	18	27	206	26	70	381	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.95	0.81	0.66	0.95	0.81	0.43	0.89	0.89	0.54	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.78	0.22	1.00	1.86	0.14
Final Sat.:	1004	1809	1537	1252	1809	1537	821	3001	377	1022	3169	233
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.05	0.10	0.01	0.03	0.07	0.07	0.07	0.12	0.12
Crit Moves:					****						****	
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.03	0.07	0.06	0.12	0.22	0.03	0.06	0.12	0.12	0.12	0.22	0.22
Uniform Del:	14.1	14.4	14.3	14.7	15.4	14.1	9.2	9.5	9.5	9.5	10.1	10.1
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.1	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:	14.1	14.4	14.4	14.8	15.5	14.1	9.2	9.6	9.6	9.6	10.1	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	14.4	14.4	14.8	15.5	14.1	9.2	9.6	9.6	9.6	10.1	10.1
LOS by Move:	B	B	B	B	B	B	A	A	A	A	B	B
HCM2kAvgQ:	0	1	1	1	3	0	0	2	2	1	3	3

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

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

Intersection #16 Calle Encilia & Arenas

Cycle (sec):	90	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	0	Average Delay (sec/veh):	12.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Calle Encilia						Arenas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	26	70	13	8	172	47	20	44	41	11	34	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	70	13	8	172	47	20	44	41	11	34	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
PHF Volume:	43	116	22	13	285	78	33	73	68	18	56	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	116	22	13	285	78	33	73	68	18	56	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:	43	116	22	13	285	78	33	73	68	18	56	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.84	0.16	1.00	0.79	0.21	0.19	0.42	0.39	0.24	0.76	1.00
Final Sat.:	544	507	94	573	505	138	107	235	219	126	389	584
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.02	0.56	0.56	0.31	0.31	0.31	0.14	0.14	0.04
Crit Moves:		****			****			****			****	
Delay/Veh:	9.5	10.0	10.0	9.0	14.6	14.6	11.5	11.5	11.5	10.1	10.1	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	10.0	10.0	9.0	14.6	14.6	11.5	11.5	11.5	10.1	10.1	8.5
LOS by Move:	A	B	B	A	B	B	B	B	B	B	B	A
ApproachDel:		9.9			14.4			11.5			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			14.4			11.5			9.8	
LOS by Appr:		A			B			B			A	
AllWayAvgQ:	0.1	0.3	0.3	0.0	1.2	1.2	0.4	0.4	0.4	0.1	0.1	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 #17 Calle Encilia & Ramon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.324
Loss Time (sec):	0	Average Delay (sec/veh):	8.6
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Calle Encilia						Ramon					
Approach:	North Bound			South 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	1! 0	0	1	0	0 1	0	1	0	1	1 0
Volume Module:												
Base Vol:	1	7	12	110	33	70	19	345	4	14	540	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	7	12	110	33	70	19	345	4	14	540	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	1	9	15	135	40	86	23	422	5	17	661	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	9	15	135	40	86	23	422	5	17	661	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:	1	9	15	135	40	86	23	422	5	17	661	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.74	0.85	0.85	0.30	0.90	0.90	0.45	0.89	0.89
Lanes:	0.05	0.35	0.60	1.00	0.32	0.68	1.00	1.98	0.02	1.00	1.73	0.27
Final Sat.:	83	578	990	1402	520	1104	564	3391	39	850	2902	462
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.10	0.08	0.08	0.04	0.12	0.12	0.02	0.23	0.23
Crit Moves:				****							****	
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.05	0.05	0.05	0.32	0.26	0.26	0.06	0.18	0.18	0.03	0.32	0.32
Uniform Del:	22.6	22.6	22.6	24.6	24.1	24.1	4.1	4.5	4.5	4.0	5.1	5.1
IncremntDel:	0.0	0.0	0.0	0.5	0.3	0.3	0.1	0.0	0.0	0.0	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:	22.6	22.6	22.6	25.1	24.4	24.4	4.2	4.6	4.6	4.1	5.2	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	22.6	22.6	25.1	24.4	24.4	4.2	4.6	4.6	4.1	5.2	5.2
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	3	3	0	2	2	0	4	4

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

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

Intersection #18 Calle El Segundo & Alejo

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[14.6]

Street Name:	Calle El Segundo						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	40	0	21	0	0	0	0	258	52	36	270	0
Growth Adj:	1.00	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	0	21	0	0	0	0	258	52	36	270	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	47	0	25	0	0	0	0	302	61	42	316	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	47	0	25	0	0	0	0	302	61	42	316	0
Critical Gap Module:												
Critical Gp:	6.4	6.6	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	732	732	332	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	362	xxxx	xxxxx
Potent Cap.:	384	345	703	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1180	xxxx	xxxxx
Move Cap.:	373	332	703	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1180	xxxx	xxxxx
Volume/Cap:	0.13	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	445	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		14.6		xxxxx			xxxxx			xxxxx		
ApproachLOS:		B		*			*			*		

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

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

Intersection #19 Calle El Segundo & Amado

Cycle (sec):	90	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	0	Average Delay (sec/veh):	17.0
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Calle El Segundo						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	209	60	21	3	76	12	10	183	201	26	193	6
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	209	60	21	3	76	12	10	183	201	26	193	6
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.81 0.81	0.81		0.81 0.81	0.81		0.81 0.81	0.81		0.81 0.81	0.81	
PHF Volume:	259	74	26	4	94	15	12	226	249	32	239	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	74	26	4	94	15	12	226	249	32	239	7
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	259	74	26	4	94	15	12	226	249	32	239	7
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.78 0.22	1.00		0.04 0.96	1.00		0.05 0.95	1.00		0.12 0.88	1.00	
Final Sat.:	373	107	554	17	426	483	27	489	575	59	435	543
Capacity Analysis Module:												
Vol/Sat:	0.69 0.69	0.05		0.22 0.22	0.03		0.46 0.46	0.43		0.55 0.55	0.01	
Crit Moves:	****			****			****			****		
Delay/Veh:	23.9 23.9	9.2		12.1 12.1	9.7		14.9 14.9	13.0		17.4 17.4	9.1	
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	23.9 23.9	9.2		12.1 12.1	9.7		14.9 14.9	13.0		17.4 17.4	9.1	
LOS by Move:	C	C	A	B	B	A	B	B	B	C	C	A
ApproachDel:	22.8			11.8			13.9			17.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.8			11.8			13.9			17.1		
LOS by Appr:	C			B			B			C		
AllWayAvgQ:	1.9	1.9	0.0	0.2	0.2	0.0	0.8	0.8	0.7	1.0	1.0	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 #20 Calle El Segundo & Tahquitz Canyon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.232
Loss Time (sec):	0	Average Delay (sec/veh):	9.9
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Calle El Segundo						Tahquitz Canyon					
Approach:	North Bound			South 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 1	0	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	7	74	29	67	66	43	38	269	11	37	377	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:	7	74	29	67	66	43	38	269	11	37	377	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	8	87	34	79	78	51	45	316	13	44	443	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	87	34	79	78	51	45	316	13	44	443	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	87	34	79	78	51	45	316	13	44	443	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.72	0.72	0.72	0.39	0.90	0.90	0.50	0.88	0.88
Lanes:	0.13	1.34	0.53	0.76	0.75	0.49	1.00	1.92	0.08	1.00	1.69	0.31
Final Sat.:	197	2086	818	1036	1020	665	749	3282	134	942	2845	513
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.08	0.08	0.06	0.10	0.10	0.05	0.16	0.16
Crit Moves:					****						****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.13	0.13	0.13	0.23	0.23	0.23	0.09	0.14	0.14	0.07	0.23	0.23
Uniform Del:	21.2	21.2	21.2	22.0	22.0	22.0	5.1	5.4	5.4	5.1	5.7	5.7
IncremntDel:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	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:	21.3	21.3	21.3	22.1	22.1	22.1	5.2	5.4	5.4	5.1	5.8	5.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	21.3	21.3	22.1	22.1	22.1	5.2	5.4	5.4	5.1	5.8	5.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	2	0	2	2	0	3	3

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

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

Intersection #21 Calle El Segundo & Ramon

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: D[29.4]

Street Name:	Calle El Segundo								Ramon							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	2	0 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		64	0	47		21	449	0		0	626	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:	0	0	0		64	0	47		21	449	0		0	626	82	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
PHF Volume:	0	0	0		75	0	55		25	527	0		0	735	96	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		75	0	55		25	527	0		0	735	96	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.9	6.6	7.0		4.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		3.6	4.1	3.3		2.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1096	1359	416		831	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		203	144	578		778	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		198	139	578		778	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.38	0.00	0.10		0.03	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	275	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	2.4	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	29.4	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	D	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				29.4				xxxxxx				xxxxxx			
ApproachLOS:	*				D				*				*			

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

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

Intersection #22 Avenida Caballeros & Alejo

Cycle (sec):	90	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	0	Average Delay (sec/veh):	12.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Avenida Caballeros						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	39	131	18	26	151	31	18	209	48	17	174	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	131	18	26	151	31	18	209	48	17	174	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	44	147	20	29	169	35	20	234	54	19	195	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	147	20	29	169	35	20	234	54	19	195	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	147	20	29	169	35	20	234	54	19	195	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.88	0.12	1.00	0.83	0.17	0.08	0.92	1.00	0.09	0.91	1.00
Final Sat.:	480	461	63	485	442	91	43	503	610	48	486	595
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.32	0.06	0.38	0.38	0.47	0.47	0.09	0.40	0.40	0.05
Crit Moves:		****				****	****				****	
Delay/Veh:	10.4	11.9	11.9	10.1	12.7	12.7	14.1	14.1	8.8	13.1	13.1	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	11.9	11.9	10.1	12.7	12.7	14.1	14.1	8.8	13.1	13.1	8.7
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:		11.6			12.4			13.2			12.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			12.4			13.2			12.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.1	0.4	0.4	0.1	0.5	0.5	0.8	0.8	0.1	0.6	0.6	0.0

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

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

Intersection #23 Avenida Caballeros & Amado

Cycle (sec):	90	Critical Vol./Cap.(X):	0.390
Loss Time (sec):	0	Average Delay (sec/veh):	11.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Avenida Caballeros						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	46	141	11	22	177	26	31	121	63	7	157	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	141	11	22	177	26	31	121	63	7	157	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	53	162	13	25	203	30	36	139	72	8	180	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	162	13	25	203	30	36	139	72	8	180	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	162	13	25	203	30	36	139	72	8	180	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.29	1.12	0.59	0.08	1.78	0.14
Final Sat.:	477	513	566	483	521	576	152	614	337	42	952	74
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.02	0.05	0.39	0.05	0.23	0.23	0.22	0.19	0.19	0.19
Crit Moves:		****			****		****			****		
Delay/Veh:	10.7	12.2	8.8	10.2	13.1	8.9	11.0	10.7	10.1	10.6	10.5	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	12.2	8.8	10.2	13.1	8.9	11.0	10.7	10.1	10.6	10.5	10.4
LOS by Move:	B	B	A	B	B	A	B	B	B	B	B	B
ApproachDel:		11.6			12.3			10.6			10.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			12.3			10.6			10.5	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.1	0.4	0.0	0.0	0.6	0.0	0.3	0.2	0.2	0.2	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 #24 Avenida Caballeros & Tahquitz Canyon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.301
Loss Time (sec):	0	Average Delay (sec/veh):	13.9
Optimal Cycle:	21	Level Of Service:	B

Street Name:	Avenida Caballeros						Tahquitz Canyon					
Approach:	North Bound			South 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:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	23	103	35	81	149	22	31	338	19	33	468	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	103	35	81	149	22	31	338	19	33	468	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	28	126	43	99	183	27	38	415	23	40	574	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	126	43	99	183	27	38	415	23	40	574	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:	28	126	43	99	183	27	38	415	23	40	574	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	0.95	0.81	0.56	0.93	0.93	0.34	0.90	0.90	0.43	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	0.87	0.13	1.00	1.89	0.11	1.00	1.85	0.15
Final Sat.:	892	1809	1537	1073	1546	228	637	3228	181	810	3144	255
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.03	0.09	0.12	0.12	0.06	0.13	0.13	0.05	0.18	0.18
Crit Moves:					****						****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.08	0.18	0.07	0.24	0.30	0.30	0.10	0.21	0.21	0.08	0.30	0.30
Uniform Del:	20.9	21.8	20.8	22.3	23.0	23.0	9.0	9.7	9.7	8.9	10.4	10.4
IncremntDel:	0.1	0.1	0.1	0.3	0.2	0.2	0.1	0.1	0.1	0.1	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:	21.0	21.9	20.9	22.6	23.2	23.2	9.1	9.8	9.8	9.0	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	21.9	20.9	22.6	23.2	23.2	9.1	9.8	9.8	9.0	10.5	10.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	B	B
HCM2kAvgQ:	1	3	1	2	5	5	1	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 #25 Avenida Caballeros & Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.353
Loss Time (sec):	0	Average Delay (sec/veh):	10.9
Optimal Cycle:	22	Level Of Service:	B

Street Name:	Avenida Caballeros						Ramon					
Approach:	North Bound			South 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	0 0	0	1	0 0	0 1	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	146	0	141	44	545	0	0	575	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	146	0	141	44	545	0	0	575	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	157	0	152	47	588	0	0	620	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	157	0	152	47	588	0	0	620	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	157	0	152	47	588	0	0	620	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.75	1.00	0.81	0.28	0.90	1.00	1.00	0.87	0.87
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.54	0.46
Final Sat.:	0	0	0	1416	0	1537	534	3437	0	0	2559	761
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.10	0.09	0.17	0.00	0.00	0.24	0.24
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.31	0.69	0.69	0.00	0.00	0.69	0.69
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.31	0.13	0.25	0.00	0.00	0.35	0.35
Uniform Del:	0.0	0.0	0.0	29.1	0.0	28.7	6.0	6.6	0.0	0.0	7.2	7.2
IncremntDel:	0.0	0.0	0.0	0.5	0.0	0.4	0.2	0.1	0.0	0.0	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	29.6	0.0	29.1	6.1	6.6	0.0	0.0	7.3	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.6	0.0	29.1	6.1	6.6	0.0	0.0	7.3	7.3
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	1	4	0	0	6	6

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

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

Intersection #26 Hermosa & Amado

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[21.1]

Street Name:	Hermosa						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 1 0	0	1	0 1 0	0	1
Volume Module:												
Base Vol:	3	8	10	10	13	8	6	201	4	3	139	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	8	10	10	13	8	6	201	4	3	139	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
PHF Volume:	7	20	25	25	32	20	15	494	10	7	341	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	20	25	25	32	20	15	494	10	7	341	47
Critical Gap Module:												
Critical Gp:	7.2	6.6	6.3	7.2	6.6	6.3	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	929	926	494	907	889	341	388	xxxx	xxxxx	504	xxxx	xxxxx
Potent Cap.:	245	266	569	254	279	694	1154	xxxx	xxxxx	1046	xxxx	xxxxx
Move Cap.:	214	260	569	225	274	694	1154	xxxx	xxxxx	1046	xxxx	xxxxx
Volume/Cap:	0.03	0.08	0.04	0.11	0.12	0.03	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	337	xxxxx	xxxx	300	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	1.0	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	17.6	xxxxx	xxxxx	21.1	xxxxx	8.2	xxxx	xxxxx	8.5	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	A	*	*	A	*	*
ApproachDel:		17.6			21.1		xxxxxx			xxxxxx		
ApproachLOS:		C			C		*			*		

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

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

Intersection #27 Hermosa & Tahquitz Canyon

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C[18.3]

Street Name:	Hermosa						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	3	3	21	10	1	17	17	444	2	26	479	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	3	21	10	1	17	17	444	2	26	479	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	4	4	27	13	1	22	22	572	3	33	617	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	4	27	13	1	22	22	572	3	33	617	5
Critical Gap Module:												
Critical Gp:	7.6	6.6	7.0	7.6	6.6	7.0	4.2	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.6	4.1	3.3	3.6	4.1	3.3	2.3	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	993	1306	287	1018	1305	311	622	xxxx	xxxxx	575	xxxx	xxxxx
Potent Cap.:	195	155	700	187	155	676	934	xxxx	xxxxx	974	xxxx	xxxxx
Move Cap.:	180	146	700	169	146	676	934	xxxx	xxxxx	974	xxxx	xxxxx
Volume/Cap:	0.02	0.03	0.04	0.08	0.01	0.03	0.02	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	401	xxxxx	xxxx	307	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.8	xxxxx	xxxxx	18.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	C	*	*	*	*	*	*	*
ApproachDel:		14.8			18.3		xxxxxx			xxxxxx		
ApproachLOS:		B			C		*			*		

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

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

Intersection #28 Sunrise & Alejo

Cycle (sec):	110	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	0	Average Delay (sec/veh):	16.1
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Sunrise						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	86	664	33	37	712	55	47	102	122	26	129	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	664	33	37	712	55	47	102	122	26	129	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	101	778	39	43	834	64	55	119	143	30	151	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	778	39	43	834	64	55	119	143	30	151	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:	101	778	39	43	834	64	55	119	143	30	151	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.89	0.89	0.90	0.95	0.81	0.90	0.95	0.81
Lanes:	1.00	1.91	0.09	1.00	1.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1718	3251	162	1718	3155	244	1718	1809	1537	1718	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.03	0.26	0.26	0.03	0.07	0.09	0.02	0.08	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.74	0.67	0.67	0.67	0.60	0.60	0.26	0.22	0.22	0.23	0.19	0.19
Volume/Cap:	0.20	0.36	0.36	0.09	0.44	0.44	0.21	0.30	0.42	0.11	0.44	0.20
Uniform Del:	5.4	8.1	8.1	6.1	11.8	11.8	31.1	35.7	36.8	33.0	39.3	37.5
IncremntDel:	0.2	0.1	0.1	0.1	0.2	0.2	0.4	0.4	0.8	0.2	0.9	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:	5.6	8.2	8.2	6.2	11.9	11.9	31.5	36.1	37.6	33.2	40.2	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:	5.6	8.2	8.2	6.2	11.9	11.9	31.5	36.1	37.6	33.2	40.2	37.8
LOS by Move:	A	A	A	A	B	B	C	D	D	C	D	D
HCM2kAvgQ:	1	6	6	1	9	9	2	3	4	1	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 #29 Sunrise & Amado

Cycle (sec):	110	Critical Vol./Cap.(X):	0.369
Loss Time (sec):	0	Average Delay (sec/veh):	8.5
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Sunrise						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	91	748	22	12	785	52	37	37	67	22	39	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	748	22	12	785	52	37	37	67	22	39	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	98	807	24	13	846	56	40	40	72	24	42	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	807	24	13	846	56	40	40	72	24	42	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	807	24	13	846	56	40	40	72	24	42	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.52	0.95	0.81	0.59	0.91	0.91
Lanes:	1.00	1.94	0.06	1.00	1.88	0.12	1.00	1.00	1.00	1.00	0.68	0.32
Final Sat.:	1718	3325	98	1718	3194	212	988	1809	1537	1123	1179	544
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.01	0.27	0.27	0.04	0.02	0.05	0.02	0.04	0.04
Crit Moves:	****				****				****			
Green/Cycle:	0.87	0.85	0.85	0.74	0.72	0.72	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	0.16	0.29	0.29	0.03	0.37	0.37	0.32	0.17	0.37	0.17	0.28	0.28
Uniform Del:	1.6	1.7	1.7	3.6	6.0	6.0	43.7	42.8	44.0	42.8	43.4	43.4
IncremntDel:	0.1	0.1	0.1	0.0	0.1	0.1	1.5	0.4	1.2	0.5	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:	1.7	1.8	1.8	3.6	6.0	6.0	45.1	43.2	45.1	43.3	44.1	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.7	1.8	1.8	3.6	6.0	6.0	45.1	43.2	45.1	43.3	44.1	44.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	3	3	0	6	6	2	1	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 #30 Sunrise & Tahquitz Canyon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.483
Loss Time (sec):	0	Average Delay (sec/veh):	25.6
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Sunrise						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
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	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	69	631	95	136	639	70	102	292	69	122	403	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:	69	631	95	136	639	70	102	292	69	122	403	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	76	699	105	151	708	78	113	324	76	135	447	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	699	105	151	708	78	113	324	76	135	447	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:	76	699	105	151	708	78	113	324	76	135	447	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.89	0.89	0.88	0.89	0.89	0.90	0.88	0.88	0.90	0.90	0.81
Lanes:	2.00	1.74	0.26	2.00	1.80	0.20	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	3334	2927	441	3334	3051	334	1718	2699	638	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.05	0.23	0.23	0.07	0.12	0.12	0.08	0.13	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.49	0.49	0.09	0.54	0.54	0.39	0.25	0.25	0.41	0.27	0.27
Volume/Cap:	0.43	0.48	0.48	0.48	0.43	0.43	0.30	0.48	0.48	0.32	0.48	0.36
Uniform Del:	50.5	18.4	18.4	47.3	15.4	15.4	22.6	35.3	35.3	21.3	33.4	32.2
IncremntDel:	1.7	0.2	0.2	1.2	0.2	0.2	0.4	0.4	0.4	0.5	0.4	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:	52.2	18.7	18.7	48.5	15.6	15.6	23.0	35.7	35.7	21.8	33.8	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	18.7	18.7	48.5	15.6	15.6	23.0	35.7	35.7	21.8	33.8	32.7
LOS by Move:	D	B	B	D	B	B	C	D	D	C	C	C
HCM2kAvgQ:	2	10	10	3	8	8	3	6	6	3	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 #31 Sunrise & Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	0	Average Delay (sec/veh):	28.9
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Sunrise						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	166	415	113	232	508	89	111	481	128	142	562	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	415	113	232	508	89	111	481	128	142	562	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	182	454	124	254	556	97	121	526	140	155	615	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	454	124	254	556	97	121	526	140	155	615	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	454	124	254	556	97	121	526	140	155	615	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.90	0.81	0.90	0.90	0.81	0.90	0.90	0.81
Lanes:	1.00	1.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1718	2615	712	1718	3437	1537	1718	3437	1537	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.15	0.16	0.06	0.07	0.15	0.09	0.09	0.18	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.53	0.30	0.30	0.56	0.34	0.34	0.40	0.27	0.27	0.44	0.31	0.31
Volume/Cap:	0.33	0.57	0.57	0.44	0.48	0.19	0.36	0.56	0.33	0.39	0.57	0.45
Uniform Del:	14.4	32.2	32.2	14.0	28.5	25.5	22.2	34.2	31.8	20.3	31.6	30.2
IncremntDel:	0.4	0.8	0.8	0.6	0.3	0.2	0.7	0.7	0.5	0.6	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:	14.7	33.0	33.0	14.5	28.9	25.7	22.9	34.9	32.3	21.0	32.3	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	33.0	33.0	14.5	28.9	25.7	22.9	34.9	32.3	21.0	32.3	30.9
LOS by Move:	B	C	C	B	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	9	9	5	8	2	3	8	4	4	10	6

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

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

Intersection #32 Sunrise & Mesquite

Cycle (sec):	110	Critical Vol./Cap.(X):	0.346
Loss Time (sec):	0	Average Delay (sec/veh):	12.1
Optimal Cycle:	28	Level Of Service:	B

Street Name:	Sunrise						Mesquite					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	22	589	14	58	622	78	79	80	18	9	51	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:	22	589	14	58	622	78	79	80	18	9	51	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	26	707	17	70	746	94	95	96	22	11	61	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	707	17	70	746	94	95	96	22	11	61	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:	26	707	17	70	746	94	95	96	22	11	61	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.89	0.89	0.61	0.93	0.93	0.50	0.95	0.81
Lanes:	1.00	1.95	0.05	1.00	1.78	0.22	1.00	0.82	0.18	1.00	1.00	1.00
Final Sat.:	1718	3347	80	1718	3002	376	1154	1435	323	948	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.04	0.25	0.25	0.08	0.07	0.07	0.01	0.03	0.05
Crit Moves:	****				****		****					
Green/Cycle:	0.68	0.64	0.64	0.76	0.72	0.72	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.06	0.33	0.33	0.12	0.35	0.35	0.35	0.28	0.28	0.05	0.14	0.22
Uniform Del:	5.6	9.0	9.0	3.8	5.8	5.8	34.9	34.3	34.3	32.4	33.1	33.8
IncremntDel:	0.1	0.1	0.1	0.1	0.1	0.1	0.8	0.4	0.4	0.1	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:	5.6	9.1	9.1	3.9	5.9	5.9	35.6	34.7	34.7	32.5	33.3	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:	5.6	9.1	9.1	3.9	5.9	5.9	35.6	34.7	34.7	32.5	33.3	34.1
LOS by Move:	A	A	A	A	A	A	D	C	C	C	C	C
HCM2kAvgQ:	0	6	6	1	6	6	3	3	3	0	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 #33 Sunrise & Palm Canyon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	0	Average Delay (sec/veh):	29.0
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Sunrise						Palm Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1	1 0	2 0	1	1 0	2 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	84	206	231	388	218	76	68	636	63	217	614	306
Growth Adj:	1.00	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	206	231	388	218	76	68	636	63	217	614	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	95	234	262	440	247	86	77	721	71	246	696	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	234	262	440	247	86	77	721	71	246	696	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	234	262	440	247	86	77	721	71	246	696	347
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.83	0.83	0.88	0.87	0.87	0.88	0.90	0.81	0.88	0.90	0.81
Lanes:	2.00	1.00	1.00	2.00	1.48	0.52	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3334	1583	1583	3334	2449	854	3334	3437	1537	3334	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.17	0.13	0.10	0.10	0.02	0.21	0.05	0.07	0.20	0.23
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.28	0.28	0.23	0.40	0.40	0.05	0.36	0.36	0.13	0.44	0.67
Volume/Cap:	0.25	0.52	0.58	0.58	0.25	0.25	0.46	0.58	0.13	0.58	0.46	0.34
Uniform Del:	44.6	33.0	33.7	37.9	22.1	22.1	50.8	28.4	23.5	45.3	21.8	8.0
IncremntDel:	0.4	0.5	1.0	1.1	0.1	0.1	2.0	0.7	0.1	2.0	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:	44.9	33.5	34.7	39.0	22.2	22.2	52.8	29.1	23.7	47.3	22.0	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	33.5	34.7	39.0	22.2	22.2	52.8	29.1	23.7	47.3	22.0	8.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	A
HCM2kAvgQ:	2	7	9	7	4	4	2	11	2	5	9	5

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

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

Intersection #34 Farrell & Tahquitz Canyon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	0	Average Delay (sec/veh):	25.9
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Farrell						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	41	322	218	75	334	45	194	491	34	174	482	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	322	218	75	334	45	194	491	34	174	482	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	43	337	228	78	349	47	203	513	36	182	504	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	337	228	78	349	47	203	513	36	182	504	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	337	228	78	349	47	203	513	36	182	504	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.85	0.85	0.90	0.89	0.89	0.90	0.90	0.90	0.90	0.89	0.89
Lanes:	1.00	1.19	0.81	1.00	1.76	0.24	1.00	1.87	0.13	1.00	1.79	0.21
Final Sat.:	1718	1924	1303	1718	2974	401	1718	3182	220	1718	3019	363
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.05	0.12	0.12	0.12	0.16	0.16	0.11	0.17	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.42	0.35	0.35	0.44	0.36	0.36	0.56	0.34	0.34	0.55	0.33	0.33
Volume/Cap:	0.11	0.51	0.51	0.24	0.33	0.33	0.36	0.47	0.47	0.33	0.51	0.51
Uniform Del:	19.1	28.5	28.5	19.3	25.5	25.5	13.2	28.5	28.5	13.2	29.6	29.6
IncremntDel:	0.1	0.4	0.4	0.4	0.2	0.2	0.4	0.3	0.3	0.3	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:	19.2	28.9	28.9	19.7	25.7	25.7	13.6	28.8	28.8	13.6	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	28.9	28.9	19.7	25.7	25.7	13.6	28.8	28.8	13.6	30.0	30.0
LOS by Move:	B	C	C	B	C	C	B	C	C	B	C	C
HCM2kAvgQ:	1	8	8	2	5	5	4	8	8	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 #35 Farrell & Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	0	Average Delay (sec/veh):	22.0
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Farrell						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	31	226	90	205	251	55	24	816	37	83	895	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	226	90	205	251	55	24	816	37	83	895	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	35	259	103	234	287	63	27	933	42	95	1024	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	259	103	234	287	63	27	933	42	95	1024	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:	35	259	103	234	287	63	27	933	42	95	1024	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.87	0.87	0.90	0.88	0.88	0.90	0.90	0.81	0.90	0.90	0.81
Lanes:	1.00	1.43	0.57	1.00	1.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1718	2352	937	1718	2743	601	1718	3437	1537	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.14	0.10	0.10	0.02	0.27	0.03	0.06	0.30	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.26	0.19	0.19	0.43	0.36	0.36	0.50	0.47	0.47	0.57	0.54	0.54
Volume/Cap:	0.11	0.57	0.57	0.47	0.29	0.29	0.12	0.57	0.06	0.30	0.55	0.21
Uniform Del:	30.5	40.4	40.4	21.4	25.2	25.2	14.8	20.9	15.7	13.3	16.5	13.1
IncremntDel:	0.2	1.3	1.3	0.7	0.1	0.1	0.2	0.5	0.0	0.5	0.4	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:	30.7	41.7	41.7	22.1	25.4	25.4	15.0	21.4	15.7	13.9	16.8	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	41.7	41.7	22.1	25.4	25.4	15.0	21.4	15.7	13.9	16.8	13.2
LOS by Move:	C	D	D	C	C	C	B	C	B	B	B	B
HCM2kAvgQ:	1	7	7	6	4	4	1	12	1	2	12	3

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

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

Intersection #36 El Cielo & Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	0	Average Delay (sec/veh):	21.1
Optimal Cycle:	53	Level Of Service:	C

Street Name:	El Cielo						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0 1	0	1	1	1 0 1			1	0 2	0 1
Volume Module:												
Base Vol:	99	168	37	351	163	54	33	1001	85	31	988	394
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	168	37	351	163	54	33	1001	85	31	988	394
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	119	201	44	420	195	65	40	1198	102	37	1183	472
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	201	44	420	195	65	40	1198	102	37	1183	472
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	201	44	420	195	65	40	1198	102	37	1183	472
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.87	0.87	0.81	0.90	0.90	0.81	0.90	0.83	0.83
Lanes:	1.00	1.64	0.36	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.14	0.86
Final Sat.:	1660	2721	599	3323	1662	1537	1718	3437	1537	1718	3378	1347
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.13	0.12	0.04	0.02	0.35	0.07	0.02	0.35	0.35
Crit Moves:			****	****			****				****	
Green/Cycle:	0.13	0.13	0.13	0.22	0.22	0.22	0.04	0.61	0.61	0.04	0.61	0.61
Volume/Cap:	0.55	0.57	0.57	0.57	0.53	0.19	0.57	0.57	0.11	0.57	0.57	0.57
Uniform Del:	44.9	45.1	45.1	38.3	37.9	34.9	51.9	12.7	8.8	52.0	12.8	12.8
IncremntDel:	1.0	1.3	1.3	0.8	0.5	0.3	11.2	0.4	0.1	11.4	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:	46.0	46.3	46.3	39.0	38.3	35.2	63.1	13.0	8.9	63.4	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	46.3	46.3	39.0	38.3	35.2	63.1	13.0	8.9	63.4	13.1	13.1
LOS by Move:	D	D	D	D	D	D	E	B	A	E	B	B
HCM2kAvgQ:	5	5	5	7	7	2	2	13	1	2	12	12

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

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

Intersection #37 Gene Autry / SR 111& Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	0	Average Delay (sec/veh):	29.7
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Gene Autry / SR 111						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	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	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	370	424	206	175	243	178	364	1120	354	152	951	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	424	206	175	243	178	364	1120	354	152	951	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	384	441	214	182	253	185	378	1164	368	158	988	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	441	214	182	253	185	378	1164	368	158	988	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	384	441	214	182	253	185	378	1164	368	158	988	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.87	0.81	0.88	0.87	0.81	0.88	0.87	0.81	0.88	0.87	0.81
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3334	4938	1537	3334	4938	1537	3334	4938	1537	3334	4938	1537
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.14	0.05	0.05	0.12	0.11	0.24	0.24	0.05	0.20	0.10
Crit Moves:	****					****	****				****	
Green/Cycle:	0.21	0.31	0.31	0.12	0.22	0.22	0.21	0.48	0.48	0.09	0.36	0.36
Volume/Cap:	0.55	0.29	0.45	0.45	0.23	0.55	0.55	0.49	0.50	0.50	0.55	0.28
Uniform Del:	38.8	28.9	30.6	45.0	35.4	38.1	39.1	19.7	19.8	47.4	27.8	24.8
IncremntDel:	0.9	0.1	0.7	0.8	0.1	1.9	0.9	0.2	0.6	1.3	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:	39.7	29.0	31.3	45.8	35.5	40.1	40.0	19.9	20.4	48.6	28.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	29.0	31.3	45.8	35.5	40.1	40.0	19.9	20.4	48.6	28.1	25.1
LOS by Move:	D	C	C	D	D	D	D	B	C	D	C	C
HCM2kAvgQ:	7	4	6	3	3	6	6	10	9	3	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 #1 Palm Canyon & Vista Chino

Cycle (sec):	90	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	0	Average Delay (sec/veh):	16.5
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Palm Canyon						Vista Chino					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			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:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	21	381	105	130	498	22	28	61	13	185	36	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	381	105	130	498	22	28	61	13	185	36	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	24	431	119	147	564	25	32	69	15	209	41	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	431	119	147	564	25	32	69	15	209	41	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	431	119	147	564	25	32	69	15	209	41	324
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	0.88	0.88	0.90	0.90	0.90	0.84	0.84	0.84	0.66	0.66	0.81
Lanes:	1.00	1.57	0.43	1.00	1.92	0.08	0.27	0.60	0.13	0.84	0.16	1.00
Final Sat.:	566	2608	719	1718	3272	145	437	953	203	1043	203	1537
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.09	0.17	0.17	0.07	0.07	0.07	0.20	0.20	0.21
Crit Moves:		****		****								****
Green/Cycle:	0.36	0.36	0.36	0.19	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.64
Volume/Cap:	0.12	0.46	0.46	0.46	0.32	0.32	0.16	0.16	0.16	0.44	0.44	0.33
Uniform Del:	19.3	22.2	22.2	32.6	11.3	11.3	14.3	14.3	14.3	16.6	16.6	7.3
IncremntDel:	0.3	0.3	0.3	1.1	0.1	0.1	0.1	0.1	0.1	0.5	0.5	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:	19.6	22.5	22.5	33.7	11.4	11.4	14.4	14.4	14.4	17.2	17.2	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	22.5	22.5	33.7	11.4	11.4	14.4	14.4	14.4	17.2	17.2	7.5
LOS by Move:	B	C	C	C	B	B	B	B	B	B	B	A
HCM2kAvgQ:	1	6	6	4	5	5	2	2	2	5	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 #2 Palm Canyon & Alejo

Cycle (sec):	90	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	0	Average Delay (sec/veh):	17.5
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Palm Canyon						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0	0	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	81	507	30	64	109	35	197	103	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	81	507	30	64	109	35	197	103	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	86	540	32	68	116	37	210	110	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	86	540	32	68	116	37	210	110	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	86	540	32	68	116	37	210	110	305
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	0.88	0.88	0.90	0.92	0.92	0.90	0.95	0.81
Lanes:	0.00	0.00	0.00	0.26	1.64	0.10	1.00	0.76	0.24	1.00	1.00	1.00
Final Sat.:	0	0	0	438	2744	162	1718	1320	424	1718	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.20	0.04	0.09	0.09	0.12	0.06	0.20
Crit Moves:					****		****					****
Green/Cycle:	0.00	0.00	0.00	0.45	0.45	0.45	0.32	0.23	0.23	0.55	0.46	0.46
Volume/Cap:	0.00	0.00	0.00	0.43	0.43	0.43	0.16	0.38	0.38	0.29	0.13	0.43
Uniform Del:	0.0	0.0	0.0	16.8	16.8	16.8	21.6	29.3	29.3	10.8	14.2	16.6
IncremntDel:	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.6	0.6	0.2	0.1	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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	17.0	17.0	17.0	21.8	29.9	29.9	11.0	14.3	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.0	17.0	17.0	21.8	29.9	29.9	11.0	14.3	17.0
LOS by Move:	A	A	A	B	B	B	C	C	C	B	B	B
HCM2kAvgQ:	0	0	0	7	7	7	1	4	4	3	2	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 Palm Canyon & Tahquitz Canyon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.353
Loss Time (sec):	0	Average Delay (sec/veh):	14.0
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Palm Canyon						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
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	0	0	1	2	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	101	584	45	0	74	28	104	67	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	101	584	45	0	74	28	104	67	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	0	0	137	790	61	0	100	38	141	91	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	137	790	61	0	100	38	141	91	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	137	790	61	0	100	38	141	91	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.85	0.81	1.00	0.92	0.92	0.90	0.95	1.00
Lanes:	0.00	0.00	0.00	0.44	2.56	1.00	0.00	0.73	0.27	1.00	1.00	0.00
Final Sat.:	0	0	0	713	4122	1537	0	1264	478	1718	1809	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.04	0.00	0.08	0.08	0.08	0.05	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.54	0.54	0.54	0.00	0.22	0.22	0.46	0.46	0.00
Volume/Cap:	0.00	0.00	0.00	0.35	0.35	0.07	0.00	0.35	0.35	0.19	0.11	0.00
Uniform Del:	0.0	0.0	0.0	11.6	11.6	9.8	0.0	29.4	29.4	15.0	14.0	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.6	0.6	0.1	0.1	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	11.7	11.7	9.8	0.0	29.9	29.9	15.1	14.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.7	11.7	9.8	0.0	29.9	29.9	15.1	14.0	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	B	B	A
HCM2kAvgQ:	0	0	0	5	5	1	0	3	3	2	1	0

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

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

Intersection #4 Palm Canyon & Ramon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.336
Loss Time (sec):	0	Average Delay (sec/veh):	17.7
Optimal Cycle:	28	Level Of Service:	B

Street Name:	Palm Canyon						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0	0	1	1	1	0	0	0	1	0	1	1	1	0	0
Volume Module:												
Base Vol:	0	0	0	163	447	22	0	138	31	163	153	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	163	447	22	0	138	31	163	153	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	201	551	27	0	170	38	201	188	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	201	551	27	0	170	38	201	188	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	201	551	27	0	170	38	201	188	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.83	0.83	0.83	1.00	0.95	0.81	0.88	0.88	1.00
Lanes:	0.00	0.00	0.00	0.77	2.13	0.10	0.00	1.00	1.00	1.55	1.45	0.00
Final Sat.:	0	0	0	1218	3340	164	0	1809	1537	2593	2434	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.16	0.00	0.09	0.02	0.08	0.08	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.49	0.49	0.49	0.00	0.28	0.28	0.23	0.51	0.00
Volume/Cap:	0.00	0.00	0.00	0.34	0.34	0.34	0.00	0.34	0.09	0.34	0.15	0.00
Uniform Del:	0.0	0.0	0.0	14.0	14.0	14.0	0.0	25.8	24.0	28.9	11.7	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.4	0.1	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:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	14.1	14.1	14.1	0.0	26.2	24.1	29.1	11.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.1	14.1	14.1	0.0	26.2	24.1	29.1	11.8	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	C	B	A
HCM2kAvgQ:	0	0	0	5	5	5	0	4	1	5	1	0

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

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

Intersection #5 Indian Canyon & Vista Chino

Cycle (sec):	90	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	0	Average Delay (sec/veh):	20.2
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Indian Canyon						Vista Chino					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	192	688	247	75	367	58	56	230	14	89	271	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	688	247	75	367	58	56	230	14	89	271	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	226	811	291	88	433	68	66	271	17	105	319	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	811	291	88	433	68	66	271	17	105	319	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	811	291	88	433	68	66	271	17	105	319	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.87	0.87	0.90	0.90	0.81	0.90	0.90	0.90	0.90	0.87	0.87
Lanes:	1.00	1.47	0.53	1.00	2.00	1.00	1.00	1.89	0.11	1.00	1.43	0.57
Final Sat.:	1718	2428	872	1718	3437	1537	1718	3210	195	1718	2346	943
Capacity Analysis Module:												
Vol/Sat:	0.13	0.33	0.33	0.05	0.13	0.04	0.04	0.08	0.08	0.06	0.14	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.69	0.60	0.60	0.43	0.34	0.34	0.07	0.18	0.18	0.13	0.24	0.24
Volume/Cap:	0.28	0.56	0.56	0.28	0.37	0.13	0.56	0.47	0.47	0.47	0.56	0.56
Uniform Del:	5.6	11.0	11.0	15.5	22.7	20.7	40.6	33.0	33.0	36.2	29.8	29.8
IncremntDel:	0.2	0.4	0.4	0.5	0.2	0.1	6.0	0.6	0.6	1.5	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:	5.8	11.4	11.4	16.0	22.9	20.9	46.6	33.5	33.5	37.7	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.8	11.4	11.4	16.0	22.9	20.9	46.6	33.5	33.5	37.7	30.7	30.7
LOS by Move:	A	B	B	B	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	10	10	2	5	1	3	4	4	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 #6 Indian Canyon & Tachevah

Cycle (sec):	90	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	0	Average Delay (sec/veh):	7.8
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Indian Canyon						Tachevah					
Approach:	North Bound			South 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:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	48	721	35	111	385	23	17	47	12	8	89	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	721	35	111	385	23	17	47	12	8	89	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	63	953	46	147	509	30	22	62	16	11	118	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	953	46	147	509	30	22	62	16	11	118	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	953	46	147	509	30	22	62	16	11	118	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.90	0.90	0.24	0.90	0.90	0.88	0.88	0.81	0.55	0.95	0.81
Lanes:	1.00	1.91	0.09	1.00	1.89	0.11	0.27	0.73	1.00	1.00	1.00	1.00
Final Sat.:	765	3255	158	458	3217	192	445	1230	1537	1051	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.29	0.32	0.16	0.16	0.05	0.05	0.01	0.01	0.07	0.09
Crit Moves:				****								****
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.11	0.38	0.38	0.41	0.20	0.20	0.22	0.22	0.05	0.04	0.29	0.41
Uniform Del:	2.5	3.2	3.2	3.3	2.7	2.7	28.5	28.5	27.3	27.3	28.9	29.8
IncremntDel:	0.1	0.1	0.1	0.8	0.0	0.0	0.3	0.3	0.1	0.1	0.4	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:	2.6	3.3	3.3	4.1	2.7	2.7	28.8	28.8	27.4	27.4	29.3	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.6	3.3	3.3	4.1	2.7	2.7	28.8	28.8	27.4	27.4	29.3	30.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	5	5	2	2	2	2	2	0	0	3	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 Indian Canyon & Tamarisk

Cycle (sec):	90	Critical Vol./Cap.(X):	0.283
Loss Time (sec):	0	Average Delay (sec/veh):	2.8
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Indian Canyon						Tamarisk					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	28	828	11	11	360	12	8	8	6	2	22	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	828	11	11	360	12	8	8	6	2	22	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	29	860	11	11	374	12	8	8	6	2	23	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	860	11	11	374	12	8	8	6	2	23	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	860	11	11	374	12	8	8	6	2	23	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.86	0.86	0.86	0.90	0.90	0.90
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	0.37	0.36	0.27	0.06	0.61	0.33
Final Sat.:	1718	3385	45	1718	3309	110	595	595	446	95	1041	568
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.01	0.11	0.11	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:		****		****							****	
Green/Cycle:	0.92	0.90	0.90	0.83	0.80	0.80	0.08	0.08	0.08	0.08	0.08	0.08
Volume/Cap:	0.03	0.28	0.28	0.02	0.14	0.14	0.18	0.18	0.18	0.28	0.28	0.28
Uniform Del:	0.3	0.6	0.6	1.4	2.0	2.0	38.8	38.8	38.8	39.1	39.1	39.1
IncremntDel:	0.0	0.1	0.1	0.0	0.0	0.0	0.7	0.7	0.7	1.2	1.2	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.3	0.7	0.7	1.4	2.0	2.0	39.5	39.5	39.5	40.3	40.3	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.3	0.7	0.7	1.4	2.0	2.0	39.5	39.5	39.5	40.3	40.3	40.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	2	2	0	1	1	1	1	1	1	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 Indian Canyon & Alejo

Cycle (sec):	90	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	0	Average Delay (sec/veh):	18.3
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Indian Canyon						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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 0	0 1	1	0 1	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	274	686	54	225	0	136	36	163	0	0	163	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:	274	686	54	225	0	136	36	163	0	0	163	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	313	785	62	257	0	156	41	186	0	0	186	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	785	62	257	0	156	41	186	0	0	186	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	313	785	62	257	0	156	41	186	0	0	186	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.89	0.90	1.00	0.81	0.31	0.95	1.00	1.00	0.84	0.84
Lanes:	1.00	1.85	0.15	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.02	0.98
Final Sat.:	1718	3151	248	1718	0	1537	595	1809	0	0	1628	1558
Capacity Analysis Module:												
Vol/Sat:	0.18	0.25	0.25	0.15	0.00	0.10	0.07	0.10	0.00	0.00	0.11	0.11
Crit Moves:		****		****							****	
Green/Cycle:	0.79	0.49	0.49	0.29	0.00	0.29	0.22	0.22	0.00	0.00	0.22	0.22
Volume/Cap:	0.25	0.51	0.51	0.51	0.00	0.35	0.31	0.46	0.00	0.00	0.51	0.51
Uniform Del:	2.4	15.9	15.9	9.2	0.0	25.1	29.2	30.3	0.0	0.0	30.7	30.7
IncremntDel:	0.1	0.3	0.3	0.9	0.0	0.5	1.3	0.8	0.0	0.0	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	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	2.5	16.2	16.2	10.1	0.0	25.6	30.5	31.1	0.0	0.0	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.5	16.2	16.2	10.1	0.0	25.6	30.5	31.1	0.0	0.0	31.3	31.3
LOS by Move:	A	B	B	B	A	C	C	C	A	A	C	C
HCM2kAvgQ:	2	9	9	6	0	4	1	5	0	0	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 Indian Canyon & Amado

Cycle (sec):	90	Critical Vol./Cap.(X):	0.257
Loss Time (sec):	0	Average Delay (sec/veh):	7.7
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Indian Canyon						Amado					
Approach:	North Bound			South 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 1	2 1	0	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	59	908	83	0	0	0	34	96	0	0	21	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:	59	908	83	0	0	0	34	96	0	0	21	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	70	1082	99	0	0	0	41	114	0	0	25	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1082	99	0	0	0	41	114	0	0	25	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:	70	1082	99	0	0	0	41	114	0	0	25	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	1.00	1.00	1.00	0.68	0.95	1.00	1.00	0.95	0.81
Lanes:	0.22	3.46	0.32	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	363	5580	510	0	0	0	1293	1809	0	0	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.00	0.00	0.00	0.03	0.06	0.00	0.00	0.01	0.06
Crit Moves:		****						****				
Green/Cycle:	0.75	0.75	0.75	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.25	0.25
Volume/Cap:	0.26	0.26	0.26	0.00	0.00	0.00	0.13	0.26	0.00	0.00	0.06	0.25
Uniform Del:	3.4	3.4	3.4	0.0	0.0	0.0	26.4	27.3	0.0	0.0	25.9	27.2
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	3.4	3.4	3.4	0.0	0.0	0.0	26.6	27.6	0.0	0.0	26.0	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.4	3.4	3.4	0.0	0.0	0.0	26.6	27.6	0.0	0.0	26.0	27.6
LOS by Move:	A	A	A	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	3	3	3	0	0	0	1	3	0	0	1	2

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

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

Intersection #10 Indian Canyon & Tahquitz Canyon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.311
Loss Time (sec):	0	Average Delay (sec/veh):	17.1
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Indian Canyon						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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 1	2	1 0	0 0	0	0 0	1 0	1	0 0	0 1	0	0 2
Volume Module:												
Base Vol:	30	846	106	0	0	0	60	122	0	1	146	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	846	106	0	0	0	60	122	0	1	146	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	35	980	123	0	0	0	70	141	0	1	169	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	980	123	0	0	0	70	141	0	1	169	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	980	123	0	0	0	70	141	0	1	169	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	1.00	1.00	1.00	0.90	0.95	1.00	0.95	0.95	0.71
Lanes:	0.12	3.45	0.43	0.00	0.00	0.00	1.00	1.00	0.00	0.01	0.99	2.00
Final Sat.:	197	5554	696	0	0	0	1718	1809	0	12	1796	2706
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.00	0.00	0.00	0.04	0.08	0.00	0.09	0.09	0.08
Crit Moves:		****					****				****	
Green/Cycle:	0.51	0.51	0.51	0.00	0.00	0.00	0.22	0.22	0.00	0.27	0.35	0.35
Volume/Cap:	0.35	0.35	0.35	0.00	0.00	0.00	0.21	0.35	0.00	0.35	0.27	0.22
Uniform Del:	13.3	13.3	13.3	0.0	0.0	0.0	28.2	29.4	0.0	26.5	21.3	20.9
IncremntDel:	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.5	0.0	0.4	0.2	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	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	13.4	13.4	13.4	0.0	0.0	0.0	28.5	29.9	0.0	26.9	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:	13.4	13.4	13.4	0.0	0.0	0.0	28.5	29.9	0.0	26.9	21.5	21.0
LOS by Move:	B	B	B	A	A	A	C	C	A	C	C	C
HCM2kAvgQ:	5	5	5	0	0	0	2	4	0	4	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 #11 Indian Canyon & Arenas

Cycle (sec):	90	Critical Vol./Cap.(X):	0.246
Loss Time (sec):	0	Average Delay (sec/veh):	7.2
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Indian Canyon						Arenas					
Approach:	North Bound			South 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 1	2	1 0	0 0	0	0 0	1 0	1	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	37	950	85	0	0	0	42	53	0	0	48	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:	37	950	85	0	0	0	42	53	0	0	48	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	40	1039	93	0	0	0	46	58	0	0	53	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1039	93	0	0	0	46	58	0	0	53	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:	40	1039	93	0	0	0	46	58	0	0	53	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	1.00	1.00	1.00	0.75	0.95	1.00	1.00	0.89	0.89
Lanes:	0.14	3.54	0.32	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.48	0.52
Final Sat.:	223	5736	513	0	0	0	1420	1809	0	0	807	875
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.00	0.00	0.00	0.03	0.03	0.00	0.00	0.07	0.07
Crit Moves:		****									****	
Green/Cycle:	0.74	0.74	0.74	0.00	0.00	0.00	0.26	0.26	0.00	0.00	0.26	0.26
Volume/Cap:	0.25	0.25	0.25	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.25	0.25
Uniform Del:	3.8	3.8	3.8	0.0	0.0	0.0	25.2	25.2	0.0	0.0	26.1	26.1
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	3.9	3.9	3.9	0.0	0.0	0.0	25.3	25.3	0.0	0.0	26.4	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:	3.9	3.9	3.9	0.0	0.0	0.0	25.3	25.3	0.0	0.0	26.4	26.4
LOS by Move:	A	A	A	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	3	3	3	0	0	0	1	1	0	0	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 #12 Indian Canyon & Ramon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	0	Average Delay (sec/veh):	15.1
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Indian Canyon						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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 1	2	1 0	0 0	0	0 0	1 0	1	0 0	0 0	1	1 1
Volume Module:												
Base Vol:	28	676	142	0	0	0	53	243	0	0	421	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	676	142	0	0	0	53	243	0	0	421	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	30	723	152	0	0	0	57	260	0	0	450	384
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	723	152	0	0	0	57	260	0	0	450	384
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	723	152	0	0	0	57	260	0	0	450	384
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	1.00	1.00	1.00	0.90	0.95	1.00	1.00	0.84	0.84
Lanes:	0.13	3.20	0.67	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.62	1.38
Final Sat.:	211	5104	1072	0	0	0	1718	1809	0	0	2590	2209
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.00	0.00	0.00	0.03	0.14	0.00	0.00	0.17	0.17
Crit Moves:		****					****				****	
Green/Cycle:	0.41	0.41	0.41	0.00	0.00	0.00	0.59	0.59	0.00	0.00	0.50	0.50
Volume/Cap:	0.35	0.35	0.35	0.00	0.00	0.00	0.10	0.24	0.00	0.00	0.35	0.35
Uniform Del:	18.5	18.5	18.5	0.0	0.0	0.0	7.9	8.7	0.0	0.0	13.7	13.7
IncremntDel:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	18.5	18.5	18.5	0.0	0.0	0.0	8.0	8.8	0.0	0.0	13.8	13.8
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:	18.5	18.5	18.5	0.0	0.0	0.0	8.0	8.8	0.0	0.0	13.8	13.8
LOS by Move:	B	B	B	A	A	A	A	A	A	A	B	B
HCM2kAvgQ:	5	5	5	0	0	0	1	3	0	0	5	5

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

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

Intersection #13 Calle Encilia & Alejo

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C[18.5]

Street Name:	Calle Encilia						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	76	0	57	0	0	0	0	318	150	71	232	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	0	57	0	0	0	0	318	150	71	232	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	81	0	61	0	0	0	0	339	160	76	248	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	81	0	61	0	0	0	0	339	160	76	248	0
Critical Gap Module:												
Critical Gp:	6.4	6.6	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	819	819	419	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	499	xxxx	xxxxx
Potent Cap.:	341	307	627	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1049	xxxx	xxxxx
Move Cap.:	322	284	627	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1049	xxxx	xxxxx
Volume/Cap:	0.25	0.00	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	407	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	18.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		18.5			xxxxx			xxxxx			xxxxx	
ApproachLOS:		C			*			*			*	

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

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

Intersection #14 Calle Encilia & Amado

Cycle (sec):	90	Critical Vol./Cap.(X):	0.424
Loss Time (sec):	0	Average Delay (sec/veh):	11.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Calle Encilia						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	162	0	58	16	192	0	0	218	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	162	0	58	16	192	0	0	218	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	0	0	194	0	69	19	230	0	0	261	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	194	0	69	19	230	0	0	261	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	194	0	69	19	230	0	0	261	183
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.74	0.00	0.26	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	458	0	164	550	599	0	0	625	709
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.42	xxxx	0.42	0.03	0.38	xxxx	xxxx	0.42	0.26
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	12.2	0.0	12.2	9.2	11.9	0.0	0.0	12.2	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.2	0.0	12.2	9.2	11.9	0.0	0.0	12.2	9.3
LOS by Move:	*	*	*	B	*	B	A	B	*	*	B	A
ApproachDel:	xxxxxx			12.2			11.7			11.0		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.2			11.7			11.0		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.6	0.6	0.6	0.0	0.6	0.0	0.0	0.7	0.3

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

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

Intersection #15 Calle Encilia & Tahquitz Canyon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.298
Loss Time (sec):	0	Average Delay (sec/veh):	12.8
Optimal Cycle:	21	Level Of Service:	B

Street Name:	Calle Encilia						Tahquitz Canyon					
Approach:	North Bound			South 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:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	6	72	40	52	183	9	13	204	17	48	303	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	72	40	52	183	9	13	204	17	48	303	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	9	106	59	77	270	13	19	300	25	71	446	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	106	59	77	270	13	19	300	25	71	446	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:	9	106	59	77	270	13	19	300	25	71	446	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.95	0.81	0.61	0.95	0.81	0.36	0.89	0.89	0.47	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.85	0.15	1.00	1.77	0.23
Final Sat.:	874	1809	1537	1161	1809	1537	693	3134	261	894	2993	385
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.04	0.07	0.15	0.01	0.03	0.10	0.10	0.08	0.15	0.15
Crit Moves:					****						****	
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.02	0.12	0.08	0.13	0.30	0.02	0.06	0.19	0.19	0.16	0.30	0.30
Uniform Del:	11.4	12.0	11.7	12.1	13.2	11.4	11.6	12.4	12.4	12.2	13.2	13.2
IncremntDel:	0.0	0.1	0.0	0.1	0.2	0.0	0.1	0.1	0.1	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:	11.4	12.0	11.7	12.2	13.4	11.4	11.6	12.5	12.5	12.4	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	12.0	11.7	12.2	13.4	11.4	11.6	12.5	12.5	12.4	13.3	13.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	2	1	1	4	0	0	3	3	1	4	4

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

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

Intersection #16 Calle Encilia & Arenas

Cycle (sec):	90	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	0	Average Delay (sec/veh):	14.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Calle Encilia						Arenas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	36	81	10	11	333	80	28	30	54	15	50	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	81	10	11	333	80	28	30	54	15	50	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	40	89	11	12	367	88	31	33	60	17	55	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	89	11	12	367	88	31	33	60	17	55	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	89	11	12	367	88	31	33	60	17	55	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.81	0.19	0.25	0.27	0.48	0.23	0.77	1.00
Final Sat.:	558	546	67	601	546	131	138	148	266	119	395	579
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.02	0.67	0.67	0.22	0.22	0.22	0.14	0.14	0.02
Crit Moves:		****				****		****			****	
Delay/Veh:	9.4	9.4	9.4	8.7	17.7	17.7	10.6	10.6	10.6	10.1	10.1	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.4	8.7	17.7	17.7	10.6	10.6	10.6	10.1	10.1	8.5
LOS by Move:	A	A	A	A	C	C	B	B	B	B	B	A
ApproachDel:		9.4			17.4			10.6			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			17.4			10.6			9.8	
LOS by Appr:		A			C			B			A	
AllWayAvgQ:	0.1	0.2	0.2	0.0	1.8	1.8	0.2	0.2	0.2	0.1	0.1	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 #17 Calle Encilia & Ramon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.370
Loss Time (sec):	0	Average Delay (sec/veh):	11.4
Optimal Cycle:	23	Level Of Service:	B

Street Name:	Calle Encilia						Ramon					
Approach:	North Bound			South 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	1! 0	0	1	0	0 1	0	1	0	1	1 0
Volume Module:												
Base Vol:	2	10	12	146	48	160	15	347	6	17	578	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:	2	10	12	146	48	160	15	347	6	17	578	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	2	11	13	162	53	178	17	385	7	19	642	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	11	13	162	53	178	17	385	7	19	642	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	11	13	162	53	178	17	385	7	19	642	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.73	0.84	0.84	0.28	0.90	0.90	0.45	0.88	0.88
Lanes:	0.08	0.42	0.50	1.00	0.23	0.77	1.00	1.97	0.03	1.00	1.69	0.31
Final Sat.:	139	694	833	1386	369	1231	530	3368	58	861	2841	516
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.12	0.14	0.14	0.03	0.11	0.11	0.02	0.23	0.23
Crit Moves:					****						****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.04	0.04	0.04	0.30	0.37	0.37	0.05	0.19	0.19	0.04	0.37	0.37
Uniform Del:	17.0	17.0	17.0	19.0	19.6	19.6	7.1	7.7	7.7	7.0	8.8	8.8
IncremntDel:	0.0	0.0	0.0	0.3	0.4	0.4	0.1	0.0	0.0	0.0	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:	17.1	17.1	17.1	19.3	20.0	20.0	7.1	7.8	7.8	7.0	8.9	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	17.1	17.1	19.3	20.0	20.0	7.1	7.8	7.8	7.0	8.9	8.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	5	5	0	3	3	0	6	6

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

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

Intersection #18 Calle El Segundo & Alejo

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[15.0]

Street Name:	Calle El Segundo						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	50	0	59	0	0	0	0	342	38	42	255	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	59	0	0	0	0	342	38	42	255	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	54	0	63	0	0	0	0	368	41	45	274	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	54	0	63	0	0	0	0	368	41	45	274	0
Critical Gap Module:												
Critical Gp:	6.4	6.6	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	753	753	388	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	409	xxxx	xxxxx
Potent Cap.:	373	335	653	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1134	xxxx	xxxxx
Move Cap.:	361	321	653	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1134	xxxx	xxxxx
Volume/Cap:	0.15	0.00	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	477	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		15.0			xxxxx			xxxxx			xxxxx	
ApproachLOS:		C			*			*			*	

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

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

Intersection #19 Calle El Segundo & Amado

Cycle (sec):	90	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	0	Average Delay (sec/veh):	21.8
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Calle El Segundo						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	241	84	23	8	75	13	11	174	211	22	178	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	84	23	8	75	13	11	174	211	22	178	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	301	105	29	10	94	16	14	217	263	27	222	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	105	29	10	94	16	14	217	263	27	222	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	105	29	10	94	16	14	217	263	27	222	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.74	0.26	1.00	0.10	0.90	1.00	0.06	0.94	1.00	0.11	0.89	1.00
Final Sat.:	358	125	555	41	388	471	29	462	546	51	416	512
Capacity Analysis Module:												
Vol/Sat:	0.84	0.84	0.05	0.24	0.24	0.03	0.47	0.47	0.48	0.53	0.53	0.02
Crit Moves:	****			****					****		****	
Delay/Veh:	36.5	36.5	9.3	12.7	12.7	9.9	15.6	15.6	14.5	17.6	17.6	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	36.5	9.3	12.7	12.7	9.9	15.6	15.6	14.5	17.6	17.6	9.4
LOS by Move:	E	E	A	B	B	A	C	C	B	C	C	A
ApproachDel:	34.7			12.3			15.0			17.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	34.7			12.3			15.0			17.3		
LOS by Appr:	D			B			B			C		
AllWayAvgQ:	3.6	3.6	0.1	0.3	0.3	0.0	0.8	0.8	0.8	1.0	1.0	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 #20 Calle El Segundo & Tahquitz Canyon

Cycle (sec):	90	Critical Vol./Cap.(X):	0.260
Loss Time (sec):	0	Average Delay (sec/veh):	10.3
Optimal Cycle:	19	Level Of Service:	B

Street Name:	Calle El Segundo						Tahquitz Canyon					
Approach:	North Bound			South 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 1	0	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	13	85	26	64	85	26	35	240	24	43	352	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:	13	85	26	64	85	26	35	240	24	43	352	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	18	115	35	87	115	35	48	326	33	58	478	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	115	35	87	115	35	48	326	33	58	478	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	115	35	87	115	35	48	326	33	58	478	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.72	0.72	0.72	0.37	0.89	0.89	0.48	0.88	0.88
Lanes:	0.21	1.37	0.42	0.73	0.97	0.30	1.00	1.82	0.18	1.00	1.66	0.34
Final Sat.:	321	2100	642	998	1326	405	700	3081	308	912	2772	575
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.09	0.09	0.09	0.07	0.11	0.11	0.06	0.17	0.17
Crit Moves:					****						****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.66	0.66	0.66	0.66	0.66	0.66
Volume/Cap:	0.16	0.16	0.16	0.26	0.26	0.26	0.10	0.16	0.16	0.10	0.26	0.26
Uniform Del:	21.0	21.0	21.0	21.8	21.8	21.8	5.4	5.7	5.7	5.4	6.1	6.1
IncremntDel:	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.0	0.0	0.1	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:	21.1	21.1	21.1	21.9	21.9	21.9	5.5	5.7	5.7	5.5	6.2	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	21.1	21.1	21.9	21.9	21.9	5.5	5.7	5.7	5.5	6.2	6.2
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	3	3	3	1	2	2	1	3	3

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

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

Intersection #21 Calle El Segundo & Ramon

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: E[46.2]

Street Name:	Calle El Segundo								Ramon							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	2	0 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		91	0	50		20	509	0		0	672	98	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		91	0	50		20	509	0		0	672	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	0	0	0		103	0	57		23	579	0		0	764	111	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		103	0	57		23	579	0		0	764	111	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.9	6.6	7.0		4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.6	4.1	3.3		2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1154	1443	438		875	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		186	127	559		748	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		182	124	559		748	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.57	0.00	0.10		0.03	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		10.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	239	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	4.3	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	46.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	E	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				46.2				xxxxxx				xxxxxx			
ApproachLOS:	*				E				*				*			

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

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

Intersection #22 Avenida Caballeros & Alejo

Cycle (sec):	90	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	0	Average Delay (sec/veh):	16.3
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Avenida Caballeros						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	37	130	21	19	164	29	34	289	47	11	173	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	130	21	19	164	29	34	289	47	11	173	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	43	152	25	22	192	34	40	338	55	13	202	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	152	25	22	192	34	40	338	55	13	202	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	152	25	22	192	34	40	338	55	13	202	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.86	0.14	1.00	0.85	0.15	0.11	0.89	1.00	0.06	0.94	1.00
Final Sat.:	446	417	67	453	420	74	56	480	597	30	470	551
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.36	0.05	0.46	0.46	0.70	0.70	0.09	0.43	0.43	0.04
Crit Moves:		****			****		****				****	
Delay/Veh:	11.0	13.2	13.2	10.6	14.7	14.7	22.4	22.4	9.1	14.2	14.2	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	13.2	13.2	10.6	14.7	14.7	22.4	22.4	9.1	14.2	14.2	9.0
LOS by Move:	B	B	B	B	B	B	C	C	A	B	B	A
ApproachDel:		12.8			14.3			20.7			13.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.8			14.3			20.7			13.7	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.1	0.5	0.5	0.0	0.7	0.7	2.0	2.0	0.1	0.6	0.6	0.0

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

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

Intersection #23 Avenida Caballeros & Amado

Cycle (sec):	90	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	0	Average Delay (sec/veh):	12.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Avenida Caballeros						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	39	140	14	14	198	22	28	132	69	9	138	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	140	14	14	198	22	28	132	69	9	138	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	48	172	17	17	243	27	34	162	85	11	170	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	172	17	17	243	27	34	162	85	11	170	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	172	17	17	243	27	34	162	85	11	170	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.24	1.16	0.60	0.12	1.78	0.10
Final Sat.:	465	500	548	474	514	564	127	615	339	59	912	53
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.03	0.04	0.47	0.05	0.27	0.26	0.25	0.19	0.19	0.18
Crit Moves:		****			****		****			****		
Delay/Veh:	10.8	12.8	9.0	10.2	14.9	9.0	11.6	11.3	10.6	10.8	10.7	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	12.8	9.0	10.2	14.9	9.0	11.6	11.3	10.6	10.8	10.7	10.6
LOS by Move:	B	B	A	B	B	A	B	B	B	B	B	B
ApproachDel:		12.1			14.0			11.1			10.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.1			14.0			11.1			10.7	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.1	0.5	0.0	0.0	0.8	0.0	0.3	0.3	0.3	0.2	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 #24 Avenida Caballeros & Tahquitz Canyon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.290
Loss Time (sec):	0	Average Delay (sec/veh):	14.3
Optimal Cycle:	20	Level Of Service:	B

Street Name:	Avenida Caballeros						Tahquitz Canyon					
Approach:	North Bound			South 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:	1 0	1	0 1	1 0	0 1	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	28	93	26	99	153	29	31	323	14	36	432	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:	28	93	26	99	153	29	31	323	14	36	432	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	33	109	30	116	179	34	36	378	16	42	506	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	109	30	116	179	34	36	378	16	42	506	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	109	30	116	179	34	36	378	16	42	506	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.95	0.81	0.59	0.93	0.93	0.36	0.90	0.90	0.45	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	0.84	0.16	1.00	1.92	0.08	1.00	1.77	0.23
Final Sat.:	908	1809	1537	1125	1484	281	675	3274	142	848	2997	382
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.02	0.10	0.12	0.12	0.05	0.12	0.12	0.05	0.17	0.17
Crit Moves:					****						****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.09	0.14	0.05	0.25	0.29	0.29	0.09	0.20	0.20	0.09	0.29	0.29
Uniform Del:	19.4	19.9	19.1	20.8	21.3	21.3	10.1	10.8	10.8	10.1	11.5	11.5
IncremntDel:	0.1	0.1	0.0	0.3	0.2	0.2	0.1	0.0	0.0	0.1	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:	19.5	20.0	19.1	21.1	21.5	21.5	10.2	10.9	10.9	10.1	11.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	20.0	19.1	21.1	21.5	21.5	10.2	10.9	10.9	10.1	11.6	11.6
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	1	2	1	3	5	5	1	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 #25 Avenida Caballeros & Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.327
Loss Time (sec):	0	Average Delay (sec/veh):	9.2
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Avenida Caballeros						Ramon					
Approach:	North Bound			South 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	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	112	0	128	43	537	0	0	630	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:	0	0	0	112	0	128	43	537	0	0	630	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	118	0	135	45	566	0	0	664	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	118	0	135	45	566	0	0	664	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	118	0	135	45	566	0	0	664	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.75	1.00	0.81	0.29	0.90	1.00	1.00	0.88	0.88
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.66	0.34
Final Sat.:	0	0	0	1431	0	1537	552	3437	0	0	2771	576
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.09	0.08	0.16	0.00	0.00	0.24	0.24
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.73	0.73	0.00	0.00	0.73	0.73
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.33	0.11	0.23	0.00	0.00	0.33	0.33
Uniform Del:	0.0	0.0	0.0	32.1	0.0	32.3	4.3	4.7	0.0	0.0	5.2	5.2
IncremntDel:	0.0	0.0	0.0	0.5	0.0	0.5	0.1	0.0	0.0	0.0	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	32.6	0.0	32.8	4.4	4.8	0.0	0.0	5.3	5.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.6	0.0	32.8	4.4	4.8	0.0	0.0	5.3	5.3
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	4	1	3	0	0	5	5

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

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

Intersection #26 Hermosa & Amado

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[13.3]

Street Name:	Hermosa						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 1!	0 0		0 1 0	0 1		0 1 0	0 1	
Volume Module:												
Base Vol:	6 18 0	10	8	4	3	207	4	3	141	11		
Growth Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6 18 0	10	8	4	3	207	4	3	141	11		
User Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.74 0.74 0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	8 24 0	14	11	5	4	280	5	4	191	15		
Reduct Vol:	0 0 0	0	0	0	0	0	0	0	0	0		
FinalVolume:	8 24 0	14	11	5	4	280	5	4	191	15		
Critical Gap Module:												
Critical Gp:	7.2 6.6 xxxxx	7.2	6.6	6.3	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx		
FollowUpTim:	3.5 4.0 xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx		
Capacity Module:												
Cnflict Vol:	502 502 xxxxx	502	492	191	206	xxxx	xxxxx	285	xxxx	xxxxx		
Potent Cap.:	475 467 xxxxx	475	473	843	1348	xxxx	xxxxx	1260	xxxx	xxxxx		
Move Cap.:	461 464 xxxxx	454	470	843	1348	xxxx	xxxxx	1260	xxxx	xxxxx		
Volume/Cap:	0.02 0.05 xxxx	0.03	0.02	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx		
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx		
Control Del:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.9	xxxx	xxxxx		
LOS by Move:	* * *	*	*	*	A	*	*	A	*	*		
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				
Shared Cap.:	464 xxxx xxxxx	xxxx	503	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	0.2 xxxx xxxxx	xxxxx	0.2	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx		
Shrd ConDel:	13.3 xxxx xxxxx	xxxxx	12.6	xxxxx	7.7	xxxx	xxxxx	7.9	xxxx	xxxxx		
Shared LOS:	B * *	*	B	*	A	*	*	A	*	*		
ApproachDel:	13.3		12.6		xxxxxx			xxxxxx				
ApproachLOS:	B		B		*			*				

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

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

Intersection #27 Hermosa & Tahquitz Canyon

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[16.9]

Street Name:	Hermosa						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	7	4	21	3	3	7	17	413	3	24	443	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	4	21	3	3	7	17	413	3	24	443	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	9	5	26	4	4	9	21	504	4	29	541	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	5	26	4	4	9	21	504	4	29	541	11
Critical Gap Module:												
Critical Gp:	7.6	6.6	7.0	7.6	6.6	7.0	4.2	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.6	4.1	3.3	3.6	4.1	3.3	2.3	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	878	1158	254	901	1154	276	552	xxxx	xxxxx	508	xxxx	xxxxx
Potent Cap.:	237	190	736	228	191	713	994	xxxx	xxxxx	1032	xxxx	xxxxx
Move Cap.:	222	181	736	208	182	713	994	xxxx	xxxxx	1032	xxxx	xxxxx
Volume/Cap:	0.04	0.03	0.03	0.02	0.02	0.01	0.02	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	390	xxxxx	xxxx	319	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.3	xxxxx	xxxxx	16.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:		15.3			16.9		xxxxxx			xxxxxx		
ApproachLOS:		C			C		*			*		

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

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

Intersection #28 Sunrise & Alejo

Cycle (sec):	110	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	0	Average Delay (sec/veh):	16.4
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Sunrise						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	84	820	26	46	735	43	61	147	133	26	116	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	820	26	46	735	43	61	147	133	26	116	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	94	922	29	52	827	48	69	165	150	29	130	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	922	29	52	827	48	69	165	150	29	130	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:	94	922	29	52	827	48	69	165	150	29	130	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.81	0.90	0.95	0.81
Lanes:	1.00	1.94	0.06	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1718	3314	105	1718	3221	188	1718	1809	1537	1718	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.28	0.03	0.26	0.26	0.04	0.09	0.10	0.02	0.07	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.73	0.66	0.66	0.67	0.60	0.60	0.27	0.23	0.23	0.21	0.17	0.17
Volume/Cap:	0.19	0.42	0.42	0.13	0.43	0.43	0.23	0.40	0.42	0.12	0.41	0.21
Uniform Del:	5.5	8.9	8.9	6.4	11.8	11.8	30.7	35.9	36.1	34.6	40.4	38.9
IncremntDel:	0.2	0.1	0.1	0.1	0.1	0.1	0.4	0.6	0.8	0.2	0.9	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:	5.7	9.0	9.0	6.6	11.9	11.9	31.1	36.5	36.9	34.8	41.3	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	9.0	9.0	6.6	11.9	11.9	31.1	36.5	36.9	34.8	41.3	39.3
LOS by Move:	A	A	A	A	B	B	C	D	D	C	D	D
HCM2kAvgQ:	1	8	8	1	8	8	2	5	5	1	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 #29 Sunrise & Amado

Cycle (sec):	110	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	0	Average Delay (sec/veh):	9.4
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Sunrise						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	63	836	17	9	822	47	66	62	86	14	38	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	836	17	9	822	47	66	62	86	14	38	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	79	1044	21	11	1026	59	82	77	107	17	47	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	1044	21	11	1026	59	82	77	107	17	47	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	1044	21	11	1026	59	82	77	107	17	47	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.57	0.95	0.81	0.53	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	1.89	0.11	1.00	1.00	1.00	1.00	0.81	0.19
Final Sat.:	1718	3358	68	1718	3225	184	1091	1809	1537	1002	1420	336
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.01	0.32	0.32	0.08	0.04	0.07	0.02	0.03	0.03
Crit Moves:	****				****		****					
Green/Cycle:	0.83	0.81	0.81	0.74	0.72	0.72	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.17	0.38	0.38	0.03	0.44	0.44	0.44	0.25	0.41	0.10	0.19	0.19
Uniform Del:	2.8	2.8	2.8	3.7	6.1	6.1	40.8	39.4	40.6	38.4	39.0	39.0
IncremntDel:	0.2	0.1	0.1	0.0	0.1	0.1	1.6	0.4	1.0	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:	3.0	2.9	2.9	3.7	6.3	6.3	42.4	39.8	41.6	38.6	39.3	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.0	2.9	2.9	3.7	6.3	6.3	42.4	39.8	41.6	38.6	39.3	39.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	5	5	0	8	8	3	2	4	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 #30 Sunrise & Tahquitz Canyon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	0	Average Delay (sec/veh):	25.8
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Sunrise						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
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	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	54	647	77	130	620	77	92	345	68	122	423	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:	54	647	77	130	620	77	92	345	68	122	423	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	64	764	91	154	733	91	109	408	80	144	500	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	764	91	154	733	91	109	408	80	144	500	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	764	91	154	733	91	109	408	80	144	500	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.89	0.89	0.88	0.89	0.89	0.90	0.88	0.88	0.90	0.90	0.81
Lanes:	2.00	1.79	0.21	2.00	1.78	0.22	1.00	1.67	0.33	1.00	2.00	1.00
Final Sat.:	3334	3022	360	3334	3008	374	1718	2799	552	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.05	0.24	0.24	0.06	0.15	0.15	0.08	0.15	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.48	0.48	0.09	0.52	0.52	0.41	0.28	0.28	0.43	0.30	0.30
Volume/Cap:	0.46	0.53	0.53	0.53	0.46	0.46	0.29	0.53	0.53	0.36	0.48	0.33
Uniform Del:	51.5	20.0	20.0	48.0	16.4	16.4	21.2	33.8	33.8	20.2	31.3	29.7
IncremntDel:	2.5	0.3	0.3	1.8	0.2	0.2	0.4	0.6	0.6	0.5	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:	54.0	20.3	20.3	49.9	16.6	16.6	21.6	34.4	34.4	20.7	31.7	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:	54.0	20.3	20.3	49.9	16.6	16.6	21.6	34.4	34.4	20.7	31.7	30.2
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	11	11	3	9	9	3	8	8	3	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 #31 Sunrise & Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	0	Average Delay (sec/veh):	28.6
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Sunrise						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	162	435	116	231	454	77	90	486	136	107	541	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	435	116	231	454	77	90	486	136	107	541	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	184	494	132	263	516	88	102	552	155	122	615	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	494	132	263	516	88	102	552	155	122	615	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	494	132	263	516	88	102	552	155	122	615	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.90	0.81	0.90	0.90	0.81	0.90	0.90	0.81
Lanes:	1.00	1.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1718	2626	700	1718	3437	1537	1718	3437	1537	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.15	0.15	0.06	0.06	0.16	0.10	0.07	0.18	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.57	0.32	0.32	0.59	0.34	0.34	0.39	0.29	0.29	0.41	0.31	0.31
Volume/Cap:	0.30	0.58	0.58	0.45	0.44	0.17	0.35	0.56	0.35	0.36	0.58	0.43
Uniform Del:	12.1	30.9	30.9	12.9	27.9	25.1	22.9	33.4	31.2	21.7	32.0	30.3
IncremntDel:	0.3	0.8	0.8	0.6	0.3	0.1	0.7	0.8	0.5	0.7	0.8	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:	12.4	31.7	31.7	13.5	28.2	25.3	23.6	34.2	31.7	22.4	32.8	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	31.7	31.7	13.5	28.2	25.3	23.6	34.2	31.7	22.4	32.8	30.9
LOS by Move:	B	C	C	B	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	10	10	5	7	2	3	9	4	3	10	6

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

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

Intersection #32 Sunrise & Mesquite

Cycle (sec):	110	Critical Vol./Cap.(X):	0.266
Loss Time (sec):	0	Average Delay (sec/veh):	10.0
Optimal Cycle:	25	Level Of Service:	B

Street Name:	Sunrise						Mesquite					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	17	528	17	61	588	52	40	46	13	6	50	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	528	17	61	588	52	40	46	13	6	50	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	19	585	19	68	652	58	44	51	14	7	55	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	585	19	68	652	58	44	51	14	7	55	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:	19	585	19	68	652	58	44	51	14	7	55	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.89	0.89	0.59	0.92	0.92	0.56	0.95	0.81
Lanes:	1.00	1.94	0.06	1.00	1.84	0.16	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1718	3313	107	1718	3120	276	1114	1364	385	1067	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.04	0.21	0.21	0.04	0.04	0.04	0.01	0.03	0.05
Crit Moves:	****				****							****
Green/Cycle:	0.71	0.67	0.67	0.82	0.78	0.78	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.04	0.26	0.26	0.09	0.27	0.27	0.23	0.21	0.21	0.04	0.17	0.26
Uniform Del:	4.5	7.1	7.1	2.1	3.3	3.3	38.9	38.8	38.8	37.6	38.5	39.1
IncremntDel:	0.0	0.1	0.1	0.1	0.1	0.1	0.6	0.3	0.3	0.1	0.3	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:	4.5	7.2	7.2	2.1	3.3	3.3	39.5	39.1	39.1	37.7	38.8	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	7.2	7.2	2.1	3.3	3.3	39.5	39.1	39.1	37.7	38.8	39.7
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	4	4	0	3	3	1	2	2	0	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 #33 Sunrise & Palm Canyon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	0	Average Delay (sec/veh):	27.4
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Sunrise						Palm Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1	1 0	2 0	1	1 0	2 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	76	186	200	304	205	67	58	554	40	199	629	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:	76	186	200	304	205	67	58	554	40	199	629	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	86	211	226	344	232	76	66	627	45	225	712	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	211	226	344	232	76	66	627	45	225	712	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	211	226	344	232	76	66	627	45	225	712	345
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.83	0.83	0.88	0.87	0.87	0.88	0.90	0.81	0.88	0.90	0.81
Lanes:	2.00	1.00	1.00	2.00	1.51	0.49	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3334	1584	1584	3334	2494	815	3334	3437	1537	3334	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.14	0.10	0.09	0.09	0.02	0.18	0.03	0.07	0.21	0.22
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.29	0.29	0.21	0.39	0.39	0.04	0.37	0.37	0.14	0.46	0.67
Volume/Cap:	0.24	0.46	0.50	0.50	0.24	0.24	0.45	0.50	0.08	0.50	0.45	0.34
Uniform Del:	44.9	32.2	32.5	38.5	22.7	22.7	51.3	26.9	22.7	44.0	20.2	7.8
IncremntDel:	0.3	0.4	0.4	0.6	0.1	0.1	2.2	0.3	0.1	0.9	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:	45.3	32.5	33.0	39.0	22.8	22.8	53.5	27.2	22.7	44.9	20.4	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	32.5	33.0	39.0	22.8	22.8	53.5	27.2	22.7	44.9	20.4	8.0
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	A
HCM2kAvgQ:	2	6	7	6	4	4	2	9	1	4	9	5

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

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

Intersection #34 Farrell & Tahquitz Canyon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	0	Average Delay (sec/veh):	26.8
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Farrell						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	39	305	200	86	357	62	175	509	37	204	472	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	305	200	86	357	62	175	509	37	204	472	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	45	350	230	99	410	71	201	585	43	234	542	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	350	230	99	410	71	201	585	43	234	542	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	350	230	99	410	71	201	585	43	234	542	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.85	0.85	0.90	0.88	0.88	0.90	0.90	0.90	0.90	0.89	0.89
Lanes:	1.00	1.21	0.79	1.00	1.70	0.30	1.00	1.86	0.14	1.00	1.76	0.24
Final Sat.:	1718	1953	1281	1718	2864	497	1718	3172	231	1718	2972	403
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.06	0.14	0.14	0.12	0.18	0.18	0.14	0.18	0.18
Crit Moves:		****		****				****		****		
Green/Cycle:	0.39	0.32	0.32	0.42	0.36	0.36	0.56	0.33	0.33	0.58	0.35	0.35
Volume/Cap:	0.14	0.56	0.56	0.31	0.40	0.40	0.37	0.56	0.56	0.42	0.52	0.52
Uniform Del:	21.5	30.8	30.8	20.5	26.3	26.3	13.4	30.2	30.2	13.3	28.4	28.4
IncremntDel:	0.2	0.7	0.7	0.6	0.2	0.2	0.4	0.6	0.6	0.5	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:	21.7	31.5	31.5	21.1	26.6	26.6	13.9	30.8	30.8	13.8	28.8	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	31.5	31.5	21.1	26.6	26.6	13.9	30.8	30.8	13.8	28.8	28.8
LOS by Move:	C	C	C	C	C	C	B	C	C	B	C	C
HCM2kAvgQ:	1	9	9	2	6	6	4	9	9	5	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 #35 Farrell & Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	0	Average Delay (sec/veh):	22.9
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Farrell						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	30	281	75	227	256	34	34	786	36	80	901	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:	30	281	75	227	256	34	34	786	36	80	901	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	32	299	80	241	272	36	36	835	38	85	958	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	299	80	241	272	36	36	835	38	85	958	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	299	80	241	272	36	36	835	38	85	958	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	0.90	0.90	0.81	0.90	0.90	0.81
Lanes:	1.00	1.58	0.42	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1718	2626	701	1718	2979	396	1718	3437	1537	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.14	0.09	0.09	0.02	0.24	0.02	0.05	0.28	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.28	0.21	0.21	0.46	0.38	0.38	0.49	0.45	0.45	0.54	0.50	0.50
Volume/Cap:	0.09	0.55	0.55	0.45	0.24	0.24	0.15	0.54	0.06	0.26	0.55	0.19
Uniform Del:	28.8	39.2	39.2	19.5	23.2	23.2	15.9	22.0	17.1	14.2	18.8	15.0
IncremntDel:	0.1	1.0	1.0	0.6	0.1	0.1	0.3	0.4	0.0	0.4	0.4	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:	28.9	40.2	40.2	20.1	23.3	23.3	16.2	22.4	17.1	14.7	19.2	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:	28.9	40.2	40.2	20.1	23.3	23.3	16.2	22.4	17.1	14.7	19.2	15.1
LOS by Move:	C	D	D	C	C	C	B	C	B	B	B	B
HCM2kAvgQ:	1	7	7	6	4	4	1	11	1	2	12	3

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

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

Intersection #36 El Cielo & Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	0	Average Delay (sec/veh):	21.1
Optimal Cycle:	53	Level Of Service:	C

Street Name:	El Cielo						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	1	0	1	1	1	0	1	1	0
Volume Module:												
Base Vol:	96	156	51	353	211	32	24	1035	103	35	999	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	156	51	353	211	32	24	1035	103	35	999	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	112	182	59	411	246	37	28	1204	120	41	1163	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	182	59	411	246	37	28	1204	120	41	1163	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	182	59	411	246	37	28	1204	120	41	1163	485
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.88	0.88	0.81	0.90	0.90	0.81	0.90	0.83	0.83
Lanes:	1.00	1.51	0.49	1.88	1.12	1.00	1.00	2.00	1.00	1.00	2.12	0.88
Final Sat.:	1649	2485	812	3130	1871	1537	1718	3437	1537	1718	3331	1390
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.13	0.13	0.02	0.02	0.35	0.08	0.02	0.35	0.35
Crit Moves:			****	****			****				****	
Green/Cycle:	0.13	0.13	0.13	0.23	0.23	0.23	0.03	0.60	0.60	0.04	0.61	0.61
Volume/Cap:	0.53	0.57	0.57	0.57	0.57	0.11	0.57	0.58	0.13	0.58	0.57	0.57
Uniform Del:	44.8	45.1	45.1	37.5	37.5	33.4	52.8	13.5	9.5	51.9	12.7	12.7
IncremntDel:	0.8	1.3	1.3	0.7	0.7	0.1	14.9	0.4	0.1	12.0	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:	45.6	46.4	46.4	38.2	38.2	33.5	67.7	13.9	9.6	63.8	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	46.4	46.4	38.2	38.2	33.5	67.7	13.9	9.6	63.8	12.9	12.9
LOS by Move:	D	D	D	D	D	C	E	B	A	E	B	B
HCM2kAvgQ:	4	5	5	7	7	1	2	13	2	2	12	12

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

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

Intersection #37 Gene Autry / SR 111& Ramon

Cycle (sec):	110	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	0	Average Delay (sec/veh):	29.0
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Gene Autry / SR 111						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	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	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	348	540	198	142	348	194	327	1289	427	176	964	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	348	540	198	142	348	194	327	1289	427	176	964	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	357	554	203	146	357	199	336	1323	438	181	990	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	554	203	146	357	199	336	1323	438	181	990	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	357	554	203	146	357	199	336	1323	438	181	990	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.87	0.81	0.88	0.87	0.81	0.88	0.87	0.81	0.88	0.87	0.81
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3334	4938	1537	3334	4938	1537	3334	4938	1537	3334	4938	1537
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.13	0.04	0.07	0.13	0.10	0.27	0.29	0.05	0.20	0.08
Crit Moves:	****					****			****	****		
Green/Cycle:	0.19	0.31	0.31	0.10	0.22	0.22	0.20	0.49	0.49	0.09	0.39	0.39
Volume/Cap:	0.58	0.36	0.43	0.43	0.32	0.58	0.51	0.54	0.58	0.58	0.51	0.22
Uniform Del:	40.8	29.6	30.3	46.4	35.6	38.0	39.4	19.2	19.6	47.7	25.4	22.2
IncremntDel:	1.3	0.1	0.6	0.9	0.2	2.4	0.7	0.2	1.1	2.6	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:	42.1	29.7	30.9	47.2	35.8	40.3	40.1	19.4	20.7	50.3	25.7	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	29.7	30.9	47.2	35.8	40.3	40.1	19.4	20.7	50.3	25.7	22.4
LOS by Move:	D	C	C	D	D	D	D	B	C	D	C	C
HCM2kAvgQ:	6	5	6	3	4	7	6	11	11	4	9	3

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

Future without Project Conditions (Year 2026)

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

Intersection #1 Palm Canyon & Vista Chino

Cycle (sec):	120	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	0	Average Delay (sec/veh):	23.2
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Palm Canyon						Vista Chino					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			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:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	91	372	24	257	755	70	44	75	14	224	75	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	372	24	257	755	70	44	75	14	224	75	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	372	24	257	755	70	44	75	14	224	75	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	372	24	257	755	70	44	75	14	224	75	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	372	24	257	755	70	44	75	14	224	75	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.90	0.90	0.90	0.89	0.89	0.79	0.79	0.79	0.63	0.63	0.81
Lanes:	1.00	1.88	0.12	1.00	1.83	0.17	0.33	0.56	0.11	0.75	0.25	1.00
Final Sat.:	373	3199	206	1718	3104	288	497	847	158	902	302	1537
Capacity Analysis Module:												
Vol/Sat:	0.24	0.12	0.12	0.15	0.24	0.24	0.09	0.09	0.09	0.25	0.25	0.19
Crit Moves:	****			****							****	
Green/Cycle:	0.34	0.34	0.34	0.25	0.59	0.59	0.41	0.41	0.41	0.41	0.41	0.66
Volume/Cap:	0.73	0.35	0.35	0.60	0.41	0.41	0.21	0.21	0.21	0.60	0.60	0.28
Uniform Del:	34.9	29.9	29.9	39.6	13.5	13.5	22.7	22.7	22.7	27.6	27.6	8.4
IncremntDel:	19.0	0.2	0.2	2.3	0.1	0.1	0.2	0.2	0.2	2.1	2.1	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:	53.9	30.1	30.1	41.8	13.6	13.6	22.9	22.9	22.9	29.6	29.6	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	30.1	30.1	41.8	13.6	13.6	22.9	22.9	22.9	29.6	29.6	8.5
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	A
HCM2kAvgQ:	5	6	6	9	9	9	3	3	3	9	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 #2 Palm Canyon & Alejo

Cycle (sec):	120	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	0	Average Delay (sec/veh):	23.8
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Palm Canyon						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0	0	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	101	902	63	61	84	36	310	136	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	101	902	63	61	84	36	310	136	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	101	902	63	61	84	36	310	136	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	902	63	61	84	36	310	136	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	101	902	63	61	84	36	310	136	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	0.88	0.88	0.90	0.91	0.91	0.90	0.95	0.81
Lanes:	0.00	0.00	0.00	0.19	1.69	0.12	1.00	0.70	0.30	1.00	1.00	1.00
Final Sat.:	0	0	0	318	2841	198	1718	1209	518	1718	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.32	0.32	0.04	0.07	0.07	0.18	0.08	0.20
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.56	0.56	0.56	0.19	0.12	0.12	0.44	0.37	0.37
Volume/Cap:	0.00	0.00	0.00	0.57	0.57	0.57	0.23	0.57	0.57	0.50	0.20	0.52
Uniform Del:	0.0	0.0	0.0	17.1	17.1	17.1	40.8	49.7	49.7	23.2	25.5	29.3
IncremntDel:	0.0	0.0	0.0	0.4	0.4	0.4	0.5	3.6	3.6	0.6	0.1	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:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	17.5	17.5	17.5	41.2	53.2	53.2	23.9	25.7	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:	0.0	0.0	0.0	17.5	17.5	17.5	41.2	53.2	53.2	23.9	25.7	30.2
LOS by Move:	A	A	A	B	B	B	D	D	D	C	C	C
HCM2kAvgQ:	0	0	0	13	13	13	2	5	5	8	3	9

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

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

Intersection #3 Palm Canyon & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	0	Average Delay (sec/veh):	20.7
Optimal Cycle:	31	Level Of Service:	C

Street Name:	Palm Canyon						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
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	0	0	1	2	0	1	0	0	1!	0
Volume Module:												
Base Vol:	0	0	0	150	964	88	1	97	29	153	83	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	964	88	1	97	29	153	83	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	964	88	1	97	29	153	83	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	964	88	1	97	29	153	83	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	150	964	88	1	97	29	153	83	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.85	0.81	0.92	0.92	0.92	0.90	0.95	1.00
Lanes:	0.00	0.00	0.00	0.40	2.60	1.00	0.01	0.76	0.23	1.00	1.00	0.00
Final Sat.:	0	0	0	652	4192	1537	14	1339	400	1718	1809	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.06	0.07	0.07	0.07	0.09	0.05	0.00
Crit Moves:					****			****			****	
Green/Cycle:	0.00	0.00	0.00	0.59	0.59	0.59	0.25	0.19	0.19	0.16	0.16	0.00
Volume/Cap:	0.00	0.00	0.00	0.39	0.39	0.10	0.29	0.39	0.39	0.50	0.29	0.00
Uniform Del:	0.0	0.0	0.0	13.3	13.3	10.8	36.1	43.0	43.0	46.5	44.4	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.4	0.8	0.8	1.3	0.5	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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	13.4	13.4	10.9	36.5	43.7	43.7	47.7	44.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.4	13.4	10.9	36.5	43.7	43.7	47.7	44.9	0.0
LOS by Move:	A	A	A	B	B	B	D	D	D	D	D	A
HCM2kAvgQ:	0	0	0	8	8	1	4	4	4	6	3	0

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

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

Intersection #4 Palm Canyon & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.385
Loss Time (sec):	0	Average Delay (sec/veh):	21.0
Optimal Cycle:	30	Level Of Service:	C

Street Name:	Palm Canyon						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0	0 0	0	1 1	1 0	0 0	1	0 1	1 1	1	0 0
Volume Module:												
Base Vol:	0	0	0	206	827	57	0	139	43	234	165	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	206	827	57	0	139	43	234	165	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	206	827	57	0	139	43	234	165	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	206	827	57	0	139	43	234	165	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	206	827	57	0	139	43	234	165	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	0.84	0.84	1.00	0.95	0.81	0.88	0.88	1.00
Lanes:	0.00	0.00	0.00	0.57	2.27	0.16	0.00	1.00	1.00	1.76	1.24	0.00
Final Sat.:	0	0	0	900	3613	249	0	1809	1537	2939	2072	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.23	0.00	0.08	0.03	0.08	0.08	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.59	0.59	0.59	0.00	0.20	0.20	0.21	0.41	0.00
Volume/Cap:	0.00	0.00	0.00	0.39	0.39	0.39	0.00	0.39	0.14	0.39	0.20	0.00
Uniform Del:	0.0	0.0	0.0	12.8	12.8	12.8	0.0	41.7	39.6	41.0	23.0	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.7	0.2	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:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	12.9	12.9	12.9	0.0	42.3	39.8	41.3	23.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.9	12.9	12.9	0.0	42.3	39.8	41.3	23.0	0.0
LOS by Move:	A	A	A	B	B	B	A	D	D	D	C	A
HCM2kAvgQ:	0	0	0	8	8	8	0	5	1	8	2	0

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

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

Intersection #5 Indian Canyon & Vista Chino

Cycle (sec):	120	Critical Vol./Cap.(X):	0.465
Loss Time (sec):	0	Average Delay (sec/veh):	27.2
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Indian Canyon						Vista Chino					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	204	584	237	93	424	77	31	245	25	140	307	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	584	237	93	424	77	31	245	25	140	307	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	584	237	93	424	77	31	245	25	140	307	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	584	237	93	424	77	31	245	25	140	307	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	584	237	93	424	77	31	245	25	140	307	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.87	0.87	0.90	0.90	0.81	0.90	0.89	0.89	0.90	0.88	0.88
Lanes:	1.00	1.42	0.58	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.59	0.41
Final Sat.:	1718	2340	949	1718	3437	1537	1718	3075	314	1718	2642	688
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.25	0.05	0.12	0.05	0.02	0.08	0.08	0.08	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.65	0.54	0.54	0.45	0.33	0.33	0.05	0.17	0.17	0.18	0.30	0.30
Volume/Cap:	0.27	0.46	0.46	0.23	0.37	0.15	0.39	0.46	0.46	0.46	0.39	0.39
Uniform Del:	8.9	17.1	17.1	19.2	30.5	28.1	55.5	44.8	44.8	44.4	33.3	33.3
IncremntDel:	0.2	0.2	0.2	0.3	0.2	0.1	3.1	0.6	0.6	1.1	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:	9.1	17.3	17.3	19.5	30.7	28.2	58.6	45.4	45.4	45.6	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:	9.1	17.3	17.3	19.5	30.7	28.2	58.6	45.4	45.4	45.6	33.5	33.5
LOS by Move:	A	B	B	B	C	C	E	D	D	D	C	C
HCM2kAvgQ:	3	10	10	2	6	2	2	5	5	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 #6 Indian Canyon & Tachevah

Cycle (sec):	120	Critical Vol./Cap.(X):	0.343
Loss Time (sec):	0	Average Delay (sec/veh):	11.2
Optimal Cycle:	22	Level Of Service:	B

Street Name:	Indian Canyon						Tachevah					
Approach:	North Bound			South 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:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	91	788	38	139	377	26	22	65	19	18	109	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	788	38	139	377	26	22	65	19	18	109	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	788	38	139	377	26	22	65	19	18	109	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	788	38	139	377	26	22	65	19	18	109	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	788	38	139	377	26	22	65	19	18	109	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	0.90	0.90	0.29	0.90	0.90	0.88	0.88	0.81	0.57	0.95	0.81
Lanes:	1.00	1.91	0.09	1.00	1.87	0.13	0.25	0.75	1.00	1.00	1.00	1.00
Final Sat.:	886	3256	157	543	3183	220	425	1255	1537	1076	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.24	0.26	0.12	0.12	0.05	0.05	0.01	0.02	0.06	0.09
Crit Moves:				****								****
Green/Cycle:	0.75	0.75	0.75	0.75	0.75	0.75	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.14	0.32	0.32	0.34	0.16	0.16	0.20	0.20	0.05	0.07	0.24	0.34
Uniform Del:	4.3	5.1	5.1	5.2	4.4	4.4	35.2	35.2	33.8	34.0	35.5	36.6
IncremntDel:	0.1	0.1	0.1	0.5	0.0	0.0	0.2	0.2	0.1	0.1	0.3	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:	4.4	5.2	5.2	5.7	4.4	4.4	35.5	35.5	33.9	34.1	35.8	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.4	5.2	5.2	5.7	4.4	4.4	35.5	35.5	33.9	34.1	35.8	37.1
LOS by Move:	A	A	A	A	A	A	D	D	C	C	D	D
HCM2kAvgQ:	1	5	5	2	2	2	3	3	1	1	3	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 Indian Canyon & Tamarisk

Cycle (sec):	120	Critical Vol./Cap.(X):	0.321
Loss Time (sec):	0	Average Delay (sec/veh):	7.8
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Indian Canyon						Tamarisk					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			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	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	27	859	15	14	409	11	12	26	12	5	58	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	859	15	14	409	11	12	26	12	5	58	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	859	15	14	409	11	12	26	12	5	58	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	859	15	14	409	11	12	26	12	5	58	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	859	15	14	409	11	12	26	12	5	58	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.87	0.87	0.87	0.90	0.90	0.90
Lanes:	1.00	1.97	0.03	1.00	1.95	0.05	0.24	0.52	0.24	0.05	0.59	0.36
Final Sat.:	1718	3368	59	1718	3333	90	396	858	396	87	1010	609
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.01	0.12	0.12	0.03	0.03	0.03	0.06	0.06	0.06
Crit Moves:		****		****							****	
Green/Cycle:	0.82	0.80	0.80	0.75	0.73	0.73	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.03	0.32	0.32	0.03	0.17	0.17	0.17	0.17	0.17	0.32	0.32	0.32
Uniform Del:	2.0	3.4	3.4	3.7	5.1	5.1	41.7	41.7	41.7	42.9	42.9	42.9
IncremntDel:	0.0	0.1	0.1	0.0	0.0	0.0	0.3	0.3	0.3	0.6	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:	2.1	3.4	3.4	3.7	5.1	5.1	42.0	42.0	42.0	43.5	43.5	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:	2.1	3.4	3.4	3.7	5.1	5.1	42.0	42.0	42.0	43.5	43.5	43.5
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	5	5	0	2	2	2	2	2	3	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 Indian Canyon & Alejo

Cycle (sec):	120	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	0	Average Delay (sec/veh):	22.7
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Indian Canyon						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0	0 1	1 0	1	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	362	786	52	245	0	205	30	130	0	0	169	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	786	52	245	0	205	30	130	0	0	169	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	362	786	52	245	0	205	30	130	0	0	169	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	786	52	245	0	205	30	130	0	0	169	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	786	52	245	0	205	30	130	0	0	169	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	1.00	0.81	0.34	0.95	1.00	1.00	0.84	0.84
Lanes:	1.00	1.88	0.12	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.09	0.91
Final Sat.:	1718	3194	211	1718	0	1537	637	1809	0	0	1746	1457
Capacity Analysis Module:												
Vol/Sat:	0.21	0.25	0.25	0.14	0.00	0.13	0.05	0.07	0.00	0.00	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.78	0.51	0.51	0.29	0.00	0.29	0.20	0.20	0.00	0.00	0.20	0.20
Volume/Cap:	0.29	0.49	0.49	0.49	0.00	0.45	0.24	0.36	0.00	0.00	0.49	0.49
Uniform Del:	3.5	19.4	19.4	11.9	0.0	34.5	40.4	41.4	0.0	0.0	42.6	42.6
IncremntDel:	0.1	0.2	0.2	0.7	0.0	0.7	1.0	0.6	0.0	0.0	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	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	3.7	19.6	19.6	12.6	0.0	35.3	41.3	42.1	0.0	0.0	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.7	19.6	19.6	12.6	0.0	35.3	41.3	42.1	0.0	0.0	43.2	43.2
LOS by Move:	A	B	B	B	A	D	D	D	A	A	D	D
HCM2kAvgQ:	4	11	11	8	0	6	1	4	0	0	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 Indian Canyon & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.306
Loss Time (sec):	0	Average Delay (sec/veh):	10.1
Optimal Cycle:	21	Level Of Service:	B

Street Name:	Indian Canyon						Amado					
Approach:	North Bound			South 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 1	2	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	80	1109	97	0	0	0	67	76	0	0	74	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:	80	1109	97	0	0	0	67	76	0	0	74	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:	80	1109	97	0	0	0	67	76	0	0	74	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1109	97	0	0	0	67	76	0	0	74	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:	80	1109	97	0	0	0	67	76	0	0	74	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.81	1.00	1.00	1.00	0.56	0.95	1.00	1.00	0.95	0.81
Lanes:	0.20	2.80	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	329	4564	1537	0	0	0	1069	1809	0	0	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.06	0.00	0.00	0.00	0.06	0.04	0.00	0.00	0.04	0.05
Crit Moves:		****					****					
Green/Cycle:	0.79	0.79	0.79	0.00	0.00	0.00	0.21	0.21	0.00	0.00	0.21	0.21
Volume/Cap:	0.31	0.31	0.08	0.00	0.00	0.00	0.31	0.20	0.00	0.00	0.20	0.23
Uniform Del:	3.3	3.3	2.7	0.0	0.0	0.0	40.5	39.6	0.0	0.0	39.5	39.8
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.3	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	3.4	3.4	2.7	0.0	0.0	0.0	41.2	39.9	0.0	0.0	39.8	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.4	3.4	2.7	0.0	0.0	0.0	41.2	39.9	0.0	0.0	39.8	40.2
LOS by Move:	A	A	A	A	A	A	D	D	A	A	D	D
HCM2kAvgQ:	4	4	1	0	0	0	2	2	0	0	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 #10 Indian Canyon & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.366
Loss Time (sec):	0	Average Delay (sec/veh):	18.2
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Indian Canyon						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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 1	2	0 1	0	0	0 0	1	0 1	0 0	0	0 1	0 2
Volume Module:												
Base Vol:	78	1016	127	0	0	0	83	158	0	0	169	191
Growth Adj:	1.00	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	1016	127	0	0	0	83	158	0	0	169	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1016	127	0	0	0	83	158	0	0	169	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1016	127	0	0	0	83	158	0	0	169	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1016	127	0	0	0	83	158	0	0	169	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.81	1.00	1.00	1.00	0.90	0.95	1.00	1.00	0.95	0.71
Lanes:	0.21	2.79	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	2.00
Final Sat.:	349	4540	1537	0	0	0	1718	1809	0	0	1809	2706
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.08	0.00	0.00	0.00	0.05	0.09	0.00	0.00	0.09	0.07
Crit Moves:		****					****				****	
Green/Cycle:	0.61	0.61	0.61	0.00	0.00	0.00	0.39	0.39	0.00	0.00	0.26	0.26
Volume/Cap:	0.37	0.37	0.13	0.00	0.00	0.00	0.19	0.23	0.00	0.00	0.37	0.28
Uniform Del:	11.6	11.6	9.8	0.0	0.0	0.0	24.0	24.6	0.0	0.0	36.7	35.8
IncremntDel:	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.5	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	11.7	11.7	9.9	0.0	0.0	0.0	24.2	24.8	0.0	0.0	37.2	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:	11.7	11.7	9.9	0.0	0.0	0.0	24.2	24.8	0.0	0.0	37.2	36.0
LOS by Move:	B	B	A	A	A	A	C	C	A	A	D	D
HCM2kAvgQ:	7	7	2	0	0	0	2	4	0	0	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 #11 Indian Canyon & Arenas

Cycle (sec):	120	Critical Vol./Cap.(X):	0.298
Loss Time (sec):	0	Average Delay (sec/veh):	7.9
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Indian Canyon						Arenas					
Approach:	North Bound			South 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 1	2	0 1	0	0	0 0 0	1	0 1	0 0	0	0	0 1 0
Volume Module:												
Base Vol:	52	1133	83	0	0	0	61	34	0	0	47	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	1133	83	0	0	0	61	34	0	0	47	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	1133	83	0	0	0	61	34	0	0	47	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1133	83	0	0	0	61	34	0	0	47	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1133	83	0	0	0	61	34	0	0	47	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.81	1.00	1.00	1.00	0.78	0.95	1.00	1.00	0.89	0.89
Lanes:	0.13	2.87	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.49	0.51
Final Sat.:	215	4693	1537	0	0	0	1487	1809	0	0	834	852
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.05	0.00	0.00	0.00	0.04	0.02	0.00	0.00	0.06	0.06
Crit Moves:		****									****	
Green/Cycle:	0.81	0.81	0.81	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.19	0.19
Volume/Cap:	0.30	0.30	0.07	0.00	0.00	0.00	0.22	0.10	0.00	0.00	0.30	0.30
Uniform Del:	2.8	2.8	2.3	0.0	0.0	0.0	41.1	40.2	0.0	0.0	41.8	41.8
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	2.9	2.9	2.3	0.0	0.0	0.0	41.5	40.3	0.0	0.0	42.3	42.3
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:	2.9	2.9	2.3	0.0	0.0	0.0	41.5	40.3	0.0	0.0	42.3	42.3
LOS by Move:	A	A	A	A	A	A	D	D	A	A	D	D
HCM2kAvgQ:	4	4	1	0	0	0	2	1	0	0	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 #12 Indian Canyon & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.376
Loss Time (sec):	0	Average Delay (sec/veh):	21.8
Optimal Cycle:	30	Level Of Service:	C

Street Name:	Indian Canyon						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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 1	2	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	1 1
Volume Module:												
Base Vol:	38	827	166	0	0	0	99	252	0	0	349	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	827	166	0	0	0	99	252	0	0	349	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	827	166	0	0	0	99	252	0	0	349	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	827	166	0	0	0	99	252	0	0	349	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	827	166	0	0	0	99	252	0	0	349	329
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.81	1.00	1.00	1.00	0.90	0.95	1.00	1.00	0.84	0.84
Lanes:	0.13	2.87	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.54	1.46
Final Sat.:	216	4693	1537	0	0	0	1718	1809	0	0	2460	2319
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.11	0.00	0.00	0.00	0.06	0.14	0.00	0.00	0.14	0.14
Crit Moves:		****					****				****	
Green/Cycle:	0.47	0.47	0.47	0.00	0.00	0.00	0.53	0.53	0.00	0.00	0.38	0.38
Volume/Cap:	0.38	0.38	0.23	0.00	0.00	0.00	0.17	0.26	0.00	0.00	0.38	0.38
Uniform Del:	20.5	20.5	19.0	0.0	0.0	0.0	14.3	15.3	0.0	0.0	27.1	27.1
IncremntDel:	0.1	0.1	0.2	0.0	0.0	0.0	0.1	0.1	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	20.6	20.6	19.1	0.0	0.0	0.0	14.5	15.5	0.0	0.0	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.6	20.6	19.1	0.0	0.0	0.0	14.5	15.5	0.0	0.0	27.2	27.2
LOS by Move:	C	C	B	A	A	A	B	B	A	A	C	C
HCM2kAvgQ:	7	7	4	0	0	0	2	5	0	0	6	6

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

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

Intersection #13 Calle Encilia & Alejo

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[16.0]

Street Name:	Calle Encilia						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	53	0	41	0	0	0	0	297	184	84	239	0
Growth Adj:	1.00	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	0	41	0	0	0	0	297	184	84	239	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	0	41	0	0	0	0	297	184	84	239	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	53	0	41	0	0	0	0	297	184	84	239	0
Critical Gap Module:												
Critical Gp:	6.4	6.6	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	796	796	389	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	481	xxxx	xxxxx
Potent Cap.:	352	316	653	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1066	xxxx	xxxxx
Move Cap.:	330	290	653	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1066	xxxx	xxxxx
Volume/Cap:	0.16	0.00	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	420	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		16.0			xxxxx			xxxxx			xxxxx	
ApproachLOS:		C			*			*			*	

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

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

Intersection #14 Calle Encilia & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.414
Loss Time (sec):	0	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Calle Encilia						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	34	68	21	15	157	87	17	106	42	17	148	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	68	21	15	157	87	17	106	42	17	148	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	68	21	15	157	87	17	106	42	17	148	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	68	21	15	157	87	17	106	42	17	148	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	68	21	15	157	87	17	106	42	17	148	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.06	0.61	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	534	578	650	36	379	210	509	550	614	515	556	621
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.03	0.41	0.41	0.41	0.03	0.19	0.07	0.03	0.27	0.03
Crit Moves:		****			****			****			****	
Delay/Veh:	9.5	9.3	8.0	12.2	12.2	12.2	9.6	10.2	8.5	9.5	10.9	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	9.3	8.0	12.2	12.2	12.2	9.6	10.2	8.5	9.5	10.9	8.3
LOS by Move:	A	A	A	B	B	B	A	B	A	A	B	A
ApproachDel:		9.1			12.2			9.7			10.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.1			12.2			9.7			10.5	
LOS by Appr:		A			B			A			B	
AllWayAvgQ:	0.1	0.1	0.0	0.6	0.6	0.6	0.0	0.2	0.1	0.0	0.3	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 #15 Calle Encilia & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.214
Loss Time (sec):	0	Average Delay (sec/veh):	16.3
Optimal Cycle:	18	Level Of Service:	B

Street Name:	Calle Encilia						Tahquitz Canyon					
Approach:	North Bound			South 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:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	13	63	48	81	190	20	26	221	25	68	329	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	63	48	81	190	20	26	221	25	68	329	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	63	48	81	190	20	26	221	25	68	329	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	63	48	81	190	20	26	221	25	68	329	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	63	48	81	190	20	26	221	25	68	329	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.95	0.81	0.66	0.95	0.81	0.45	0.89	0.89	0.52	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.80	0.20	1.00	1.79	0.21
Final Sat.:	1002	1809	1537	1248	1809	1537	850	3041	344	991	3032	350
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.06	0.11	0.01	0.03	0.07	0.07	0.07	0.11	0.11
Crit Moves:					****						****	
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	0.03	0.07	0.06	0.13	0.21	0.03	0.06	0.14	0.14	0.14	0.21	0.21
Uniform Del:	15.7	16.1	16.0	16.6	17.3	15.7	15.0	15.7	15.7	15.6	16.3	16.3
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.1	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:	15.7	16.1	16.0	16.7	17.4	15.7	15.0	15.7	15.7	15.7	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:	15.7	16.1	16.0	16.7	17.4	15.7	15.0	15.7	15.7	15.7	16.3	16.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	1	1	2	4	0	1	2	2	1	4	4

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

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

Intersection #16 Calle Encilia & Arenas

Cycle (sec):	120	Critical Vol./Cap.(X):	0.373
Loss Time (sec):	0	Average Delay (sec/veh):	9.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Calle Encilia						Arenas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	31	83	15	9	203	55	23	50	47	13	39	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	83	15	9	203	55	23	50	47	13	39	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	83	15	9	203	55	23	50	47	13	39	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	83	15	9	203	55	23	50	47	13	39	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	83	15	9	203	55	23	50	47	13	39	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	1.00	0.79	0.21	0.19	0.42	0.39	0.25	0.75	1.00
Final Sat.:	595	561	101	613	544	147	119	259	244	145	434	666
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.01	0.37	0.37	0.19	0.19	0.19	0.09	0.09	0.02
Crit Moves:		****				****		****			****	
Delay/Veh:	8.9	8.8	8.8	8.5	10.7	10.7	9.7	9.7	9.7	9.1	9.1	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.8	8.8	8.5	10.7	10.7	9.7	9.7	9.7	9.1	9.1	7.8
LOS by Move:	A	A	A	A	B	B	A	A	A	A	A	A
ApproachDel:		8.8			10.6			9.7			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			10.6			9.7			8.8	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.1	0.2	0.2	0.0	0.6	0.6	0.2	0.2	0.2	0.1	0.1	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 #17 Calle Encilia & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.307
Loss Time (sec):	0	Average Delay (sec/veh):	11.6
Optimal Cycle:	21	Level Of Service:	B

Street Name:	Calle Encilia						Ramon					
Approach:	North Bound			South 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	1! 0	0	1	0	0 1	0	1	0	1	1 0
Volume Module:												
Base Vol:	1	8	14	130	39	83	21	399	4	15	624	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	8	14	130	39	83	21	399	4	15	624	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	8	14	130	39	83	21	399	4	15	624	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	8	14	130	39	83	21	399	4	15	624	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	8	14	130	39	83	21	399	4	15	624	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.73	0.85	0.85	0.31	0.90	0.90	0.46	0.89	0.89
Lanes:	0.04	0.35	0.61	1.00	0.32	0.68	1.00	1.98	0.02	1.00	1.74	0.26
Final Sat.:	72	575	1007	1389	519	1105	593	3399	34	874	2923	445
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.08	0.08	0.04	0.12	0.12	0.02	0.21	0.21
Crit Moves:				****							****	
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.05	0.05	0.05	0.31	0.25	0.25	0.05	0.17	0.17	0.02	0.31	0.31
Uniform Del:	29.4	29.4	29.4	32.0	31.4	31.4	5.8	6.3	6.3	5.7	7.1	7.1
IncremntDel:	0.0	0.0	0.0	0.4	0.3	0.3	0.1	0.0	0.0	0.0	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:	29.4	29.4	29.4	32.4	31.6	31.6	5.8	6.3	6.3	5.7	7.2	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	29.4	29.4	32.4	31.6	31.6	5.8	6.3	6.3	5.7	7.2	7.2
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	4	3	3	0	3	3	0	5	5

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

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

Intersection #18 Calle El Segundo & Alejo

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[13.2]

Street Name:	Calle El Segundo						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1	0	0 0
Volume Module:												
Base Vol:	33	0	26	0	0	0	0	282	45	44	290	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	33	0	26	0	0	0	0	282	45	44	290	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 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	0	26	0	0	0	0	282	45	44	290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	0	26	0	0	0	0	282	45	44	290	0
Critical Gap Module:												
Critical Gp:	6.4	6.6	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	683	683	305	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	327	xxxx	xxxxx
Potent Cap.:	411	368	728	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1216	xxxx	xxxxx
Move Cap.:	399	354	728	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1216	xxxx	xxxxx
Volume/Cap:	0.08 0.00	0.04		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	498	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		13.2		xxxxx			xxxxx			xxxxx		
ApproachLOS:		B		*			*			*		

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

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

Intersection #19 Calle El Segundo & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.247
Loss Time (sec):	0	Average Delay (sec/veh):	9.1
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Calle El Segundo						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	20	55	13	3	69	16	15	109	15	16	149	7
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	20	55	13	3	69	16	15	109	15	16	149	7
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 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	55	13	3	69	16	15	109	15	16	149	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	55	13	3	69	16	15	109	15	16	149	7
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	20	55	13	3	69	16	15	109	15	16	149	7
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.27 0.73	1.00		0.04 0.96	1.00		0.12 0.88	1.00		0.10 0.90	1.00	
Final Sat.:	163	449	711	26	598	711	80	582	768	65	604	774
Capacity Analysis Module:												
Vol/Sat:	0.12 0.12	0.02		0.12 0.12	0.02		0.19 0.19	0.02		0.25 0.25	0.01	
Crit Moves:	****			****			****			****		
Delay/Veh:	9.0	9.0	7.6	8.9	8.9	7.6	9.1	9.1	7.3	9.6	9.6	7.2
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	9.0	9.0	7.6	8.9	8.9	7.6	9.1	9.1	7.3	9.6	9.6	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.8			8.6			8.9			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.8			8.6			8.9			9.5		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.0	0.1	0.1	0.0	0.2	0.2	0.0	0.3	0.3	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 #20 Calle El Segundo & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.163
Loss Time (sec):	0	Average Delay (sec/veh):	10.2
Optimal Cycle:	17	Level Of Service:	B

Street Name:	Calle El Segundo						Tahquitz Canyon					
Approach:	North Bound			South 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 1	0	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	7	47	31	39	56	19	14	340	12	39	391	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	47	31	39	56	19	14	340	12	39	391	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	47	31	39	56	19	14	340	12	39	391	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	47	31	39	56	19	14	340	12	39	391	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	47	31	39	56	19	14	340	12	39	391	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.76	0.76	0.76	0.46	0.90	0.90	0.49	0.90	0.90
Lanes:	0.16	1.11	0.73	0.68	0.99	0.33	1.00	1.93	0.07	1.00	1.86	0.14
Final Sat.:	251	1686	1112	984	1412	479	870	3303	117	939	3167	235
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.04	0.04	0.04	0.02	0.10	0.10	0.04	0.12	0.12
Crit Moves:					****						****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.76	0.76	0.76	0.76	0.76	0.76
Volume/Cap:	0.11	0.11	0.11	0.16	0.16	0.16	0.02	0.14	0.14	0.05	0.16	0.16
Uniform Del:	35.4	35.4	35.4	35.8	35.8	35.8	3.6	4.0	4.0	3.7	4.0	4.0
IncremntDel:	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	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:	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:	35.4	35.4	35.4	35.9	35.9	35.9	3.6	4.0	4.0	3.7	4.1	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	35.4	35.4	35.9	35.9	35.9	3.6	4.0	4.0	3.7	4.1	4.1
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	2	0	2	2	0	2	2

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

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

Intersection #21 Calle El Segundo & Ramon

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[23.8]

Street Name:	Calle El Segundo									Ramon								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0	60	0	50	23	514	0	0	719	65								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	0	60	0	50	23	514	0	0	719	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:	0	0	0	60	0	50	23	514	0	0	719	65								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	60	0	50	23	514	0	0	719	65								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.9	6.6	7.0	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.6	4.1	3.3	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	1055	1312	392	784	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	216	154	598	811	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	211	149	598	811	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.28	0.00	0.08	0.03	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	299	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	23.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			23.8			xxxxxx			xxxxxx										
ApproachLOS:	*			C			*			*										

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

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

Intersection #22 Avenida Caballeros & Alejo

Cycle (sec):	120	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	0	Average Delay (sec/veh):	14.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Avenida Caballeros						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	55	167	25	36	236	43	20	238	57	19	198	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	167	25	36	236	43	20	238	57	19	198	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	167	25	36	236	43	20	238	57	19	198	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	167	25	36	236	43	20	238	57	19	198	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	167	25	36	236	43	20	238	57	19	198	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.87	0.13	1.00	0.85	0.15	0.08	0.92	1.00	0.09	0.91	1.00
Final Sat.:	462	437	65	474	440	80	39	469	562	43	452	547
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.38	0.08	0.54	0.54	0.51	0.51	0.10	0.44	0.44	0.05
Crit Moves:		****			****			****			****	
Delay/Veh:	11.0	13.2	13.2	10.5	16.1	16.1	15.7	15.7	9.4	14.4	14.4	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	13.2	13.2	10.5	16.1	16.1	15.7	15.7	9.4	14.4	14.4	9.2
LOS by Move:	B	B	B	B	C	C	C	C	A	B	B	A
ApproachDel:		12.7			15.5			14.6			13.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.7			15.5			14.6			13.8	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.1	0.5	0.5	0.1	1.0	1.0	0.9	0.9	0.1	0.7	0.7	0.0

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

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

Intersection #23 Avenida Caballeros & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	0	Average Delay (sec/veh):	12.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Avenida Caballeros						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	41	193	15	31	292	20	25	99	21	8	110	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	193	15	31	292	20	25	99	21	8	110	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	193	15	31	292	20	25	99	21	8	110	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	193	15	31	292	20	25	99	21	8	110	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	193	15	31	292	20	25	99	21	8	110	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.34	1.37	0.29	0.12	1.67	0.21
Final Sat.:	503	545	604	523	570	633	176	717	156	62	871	113
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.02	0.06	0.51	0.03	0.14	0.14	0.13	0.13	0.13	0.12
Crit Moves:		****			****		****			****		
Delay/Veh:	10.1	12.2	8.5	9.7	14.7	8.3	10.3	10.1	9.8	10.1	10.0	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	12.2	8.5	9.7	14.7	8.3	10.3	10.1	9.8	10.1	10.0	9.8
LOS by Move:	B	B	A	A	B	A	B	B	A	B	A	A
ApproachDel:		11.7			13.9			10.1			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			13.9			10.1			10.0	
LOS by Appr:		B			B			B			A	
AllWayAvgQ:	0.1	0.5	0.0	0.1	0.9	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

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

Intersection #24 Avenida Caballeros & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.276
Loss Time (sec):	0	Average Delay (sec/veh):	17.0
Optimal Cycle:	20	Level Of Service:	B

Street Name:	Avenida Caballeros						Tahquitz Canyon					
Approach:	North Bound			South 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:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	32	134	54	91	213	31	33	380	20	40	445	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	134	54	91	213	31	33	380	20	40	445	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	134	54	91	213	31	33	380	20	40	445	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	134	54	91	213	31	33	380	20	40	445	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	134	54	91	213	31	33	380	20	40	445	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.95	0.81	0.58	0.93	0.93	0.38	0.90	0.90	0.43	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	0.87	0.13	1.00	1.90	0.10	1.00	1.89	0.11
Final Sat.:	915	1809	1537	1107	1549	225	727	3242	171	809	3221	188
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.04	0.08	0.14	0.14	0.05	0.12	0.12	0.05	0.14	0.14
Crit Moves:					****						****	
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.07	0.15	0.07	0.16	0.28	0.28	0.09	0.23	0.23	0.10	0.28	0.28
Uniform Del:	15.6	16.3	15.6	16.4	17.5	17.5	15.6	16.9	16.9	15.7	17.3	17.3
IncremntDel:	0.1	0.1	0.0	0.1	0.2	0.2	0.1	0.1	0.1	0.1	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:	15.7	16.4	15.7	16.6	17.6	17.6	15.7	17.0	17.0	15.8	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:	15.7	16.4	15.7	16.6	17.6	17.6	15.7	17.0	17.0	15.8	17.4	17.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	3	1	2	5	5	1	4	4	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 #25 Avenida Caballeros & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	0	Average Delay (sec/veh):	14.3
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Avenida Caballeros						Ramon					
Approach:	North Bound			South 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	0 0	0	1	0 0	0 1	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	199	0	211	51	617	0	0	633	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	199	0	211	51	617	0	0	633	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	199	0	211	51	617	0	0	633	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	199	0	211	51	617	0	0	633	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	199	0	211	51	617	0	0	633	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.74	1.00	0.81	0.26	0.90	1.00	1.00	0.87	0.87
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.55	0.45
Final Sat.:	0	0	0	1404	0	1537	503	3437	0	0	2572	748
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.10	0.18	0.00	0.00	0.25	0.25
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.37	0.63	0.63	0.00	0.00	0.63	0.63
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.38	0.16	0.28	0.00	0.00	0.39	0.39
Uniform Del:	0.0	0.0	0.0	28.1	0.0	28.0	8.9	9.8	0.0	0.0	10.6	10.6
IncremntDel:	0.0	0.0	0.0	0.5	0.0	0.4	0.2	0.1	0.0	0.0	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	28.6	0.0	28.4	9.2	9.8	0.0	0.0	10.8	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.6	0.0	28.4	9.2	9.8	0.0	0.0	10.8	10.8
LOS by Move:	A	A	A	C	A	C	A	A	A	A	B	B
HCM2kAvgQ:	0	0	0	6	0	6	1	5	0	0	8	8

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

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

Intersection #26 Hermosa & Amado

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[10.7]

Street Name:	Hermosa						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 1 0	0	1	0 1 0	0	1
Volume Module:												
Base Vol:	3	9	11	11	15	9	7	190	5	3	89	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:	3	9	11	11	15	9	7	190	5	3	89	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:	3	9	11	11	15	9	7	190	5	3	89	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	9	11	11	15	9	7	190	5	3	89	22
Critical Gap Module:												
Critical Gp:	7.2	6.6	6.3	7.2	6.6	6.3	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	322	321	190	312	304	89	111	xxxx	xxxxx	195	xxxx	xxxxx
Potent Cap.:	625	591	844	635	604	961	1460	xxxx	xxxxx	1360	xxxx	xxxxx
Move Cap.:	604	587	844	616	600	961	1460	xxxx	xxxxx	1360	xxxx	xxxxx
Volume/Cap:	0.00	0.02	0.01	0.02	0.02	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	690	xxxxx	xxxx	670	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.2	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.4	xxxxx	xxxxx	10.7	xxxxx	7.5	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	A	*	*	A	*	*
ApproachDel:	10.4			10.7			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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

Intersection #27 Hermosa & Tahquitz Canyon

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[13.9]

Street Name:	Hermosa						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	3	3	24	11	1	19	18	494	2	27	436	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	3	24	11	1	19	18	494	2	27	436	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	3	24	11	1	19	18	494	2	27	436	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	3	24	11	1	19	18	494	2	27	436	4
Critical Gap Module:												
Critical Gp:	7.6	6.6	7.0	7.6	6.6	7.0	4.2	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.6	4.1	3.3	3.6	4.1	3.3	2.3	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	804	1025	248	777	1024	220	440	xxxx	xxxxx	496	xxxx	xxxxx
Potent Cap.:	269	229	743	282	229	775	1095	xxxx	xxxxx	1043	xxxx	xxxxx
Move Cap.:	253	219	743	261	219	775	1095	xxxx	xxxxx	1043	xxxx	xxxxx
Volume/Cap:	0.01	0.01	0.03	0.04	0.00	0.02	0.02	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	519	xxxxx	xxxx	435	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.4	xxxxx	xxxxx	13.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		12.4			13.9		xxxxxx			xxxxxx		
ApproachLOS:		B			B		*			*		

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

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

Intersection #28 Sunrise & Alejo

Cycle (sec):	120	Critical Vol./Cap.(X):	0.430
Loss Time (sec):	0	Average Delay (sec/veh):	17.4
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Sunrise						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	97	734	37	42	828	62	53	116	139	30	147	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:	97	734	37	42	828	62	53	116	139	30	147	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:	97	734	37	42	828	62	53	116	139	30	147	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	734	37	42	828	62	53	116	139	30	147	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:	97	734	37	42	828	62	53	116	139	30	147	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.81	0.90	0.95	0.81
Lanes:	1.00	1.90	0.10	1.00	1.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1718	3249	164	1718	3165	237	1718	1809	1537	1718	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.02	0.26	0.26	0.03	0.06	0.09	0.02	0.08	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.74	0.67	0.67	0.68	0.61	0.61	0.26	0.22	0.22	0.23	0.19	0.19
Volume/Cap:	0.20	0.34	0.34	0.09	0.43	0.43	0.20	0.29	0.41	0.11	0.43	0.20
Uniform Del:	5.7	8.6	8.6	6.4	12.5	12.5	34.2	39.2	40.3	36.1	43.0	41.0
IncremntDel:	0.2	0.1	0.1	0.1	0.1	0.1	0.4	0.4	0.8	0.2	0.9	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:	5.9	8.7	8.7	6.5	12.6	12.6	34.6	39.6	41.1	36.3	43.8	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.9	8.7	8.7	6.5	12.6	12.6	34.6	39.6	41.1	36.3	43.8	41.3
LOS by Move:	A	A	A	A	B	B	C	D	D	D	D	D
HCM2kAvgQ:	1	6	6	1	9	9	2	4	5	1	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 #29 Sunrise & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.367
Loss Time (sec):	0	Average Delay (sec/veh):	7.6
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Sunrise						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	79	845	25	14	931	37	25	48	58	25	31	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	845	25	14	931	37	25	48	58	25	31	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	845	25	14	931	37	25	48	58	25	31	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	845	25	14	931	37	25	48	58	25	31	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	845	25	14	931	37	25	48	58	25	31	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.52	0.95	0.81	0.53	0.90	0.90
Lanes:	1.00	1.94	0.06	1.00	1.92	0.08	1.00	1.00	1.00	1.00	0.61	0.39
Final Sat.:	1718	3325	98	1718	3286	131	979	1809	1537	1002	1035	667
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.01	0.28	0.28	0.03	0.03	0.04	0.02	0.03	0.03
Crit Moves:	****				****				****			
Green/Cycle:	0.90	0.87	0.87	0.80	0.77	0.77	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.14	0.29	0.29	0.03	0.37	0.37	0.25	0.26	0.37	0.24	0.29	0.29
Uniform Del:	1.2	1.4	1.4	2.4	4.4	4.4	49.6	49.6	50.2	49.5	49.8	49.8
IncremntDel:	0.1	0.1	0.1	0.0	0.1	0.1	1.3	0.7	1.4	1.2	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:	1.3	1.4	1.4	2.4	4.4	4.4	50.9	50.4	51.6	50.8	50.7	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.3	1.4	1.4	2.4	4.4	4.4	50.9	50.4	51.6	50.8	50.7	50.7
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	3	0	6	6	1	2	2	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 #30 Sunrise & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	0	Average Delay (sec/veh):	28.2
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Sunrise						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
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	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	80	700	107	165	735	81	109	330	75	148	404	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	700	107	165	735	81	109	330	75	148	404	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	700	107	165	735	81	109	330	75	148	404	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	700	107	165	735	81	109	330	75	148	404	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	700	107	165	735	81	109	330	75	148	404	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.89	0.89	0.88	0.89	0.89	0.90	0.88	0.88	0.90	0.90	0.81
Lanes:	2.00	1.73	0.27	2.00	1.80	0.20	1.00	1.63	0.37	1.00	2.00	1.00
Final Sat.:	3334	2921	447	3334	3049	336	1718	2722	619	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.05	0.24	0.24	0.06	0.12	0.12	0.09	0.12	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.48	0.48	0.10	0.53	0.53	0.39	0.24	0.24	0.42	0.27	0.27
Volume/Cap:	0.46	0.50	0.50	0.50	0.46	0.46	0.26	0.50	0.50	0.34	0.43	0.36
Uniform Del:	55.2	21.1	21.1	51.2	17.5	17.5	24.1	39.0	39.0	23.0	36.1	35.4
IncremntDel:	1.9	0.2	0.2	1.2	0.2	0.2	0.3	0.5	0.5	0.5	0.3	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:	57.0	21.4	21.4	52.3	17.7	17.7	24.5	39.5	39.5	23.5	36.4	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	21.4	21.4	52.3	17.7	17.7	24.5	39.5	39.5	23.5	36.4	35.9
LOS by Move:	E	C	C	D	B	B	C	D	D	C	D	D
HCM2kAvgQ:	2	11	11	4	10	10	3	7	7	4	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 #31 Sunrise & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	0	Average Delay (sec/veh):	31.7
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Sunrise						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	190	460	127	257	590	104	126	535	145	157	591	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	460	127	257	590	104	126	535	145	157	591	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	460	127	257	590	104	126	535	145	157	591	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	460	127	257	590	104	126	535	145	157	591	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	460	127	257	590	104	126	535	145	157	591	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.90	0.81	0.90	0.90	0.81	0.90	0.90	0.81
Lanes:	1.00	1.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1718	2607	720	1718	3437	1537	1718	3437	1537	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.15	0.17	0.07	0.07	0.16	0.09	0.09	0.17	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.53	0.31	0.31	0.57	0.35	0.35	0.40	0.27	0.27	0.43	0.30	0.30
Volume/Cap:	0.35	0.57	0.57	0.45	0.50	0.20	0.37	0.57	0.35	0.41	0.57	0.46
Uniform Del:	15.6	34.9	34.9	15.0	31.0	27.5	24.2	37.7	35.1	22.7	35.3	34.0
IncremntDel:	0.4	0.8	0.8	0.6	0.3	0.2	0.7	0.9	0.5	0.7	0.8	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:	16.0	35.7	35.7	15.5	31.3	27.7	24.9	38.6	35.6	23.4	36.0	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:	16.0	35.7	35.7	15.5	31.3	27.7	24.9	38.6	35.6	23.4	36.0	34.7
LOS by Move:	B	D	D	B	C	C	C	D	D	C	D	C
HCM2kAvgQ:	4	10	10	6	9	3	4	9	4	4	10	7

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

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

Intersection #32 Sunrise & Mesquite

Cycle (sec):	120	Critical Vol./Cap.(X):	0.333
Loss Time (sec):	0	Average Delay (sec/veh):	13.2
Optimal Cycle:	28	Level Of Service:	B

Street Name:	Sunrise						Mesquite					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	25	656	16	67	696	112	91	92	20	10	60	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:	25	656	16	67	696	112	91	92	20	10	60	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:	25	656	16	67	696	112	91	92	20	10	60	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	656	16	67	696	112	91	92	20	10	60	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:	25	656	16	67	696	112	91	92	20	10	60	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.89	0.89	0.61	0.93	0.93	0.51	0.95	0.81
Lanes:	1.00	1.95	0.05	1.00	1.72	0.28	1.00	0.82	0.18	1.00	1.00	1.00
Final Sat.:	1718	3341	81	1718	2898	466	1156	1446	314	968	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.04	0.24	0.24	0.08	0.06	0.06	0.01	0.03	0.05
Crit Moves:	****				****		****					
Green/Cycle:	0.68	0.64	0.64	0.76	0.72	0.72	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.05	0.31	0.31	0.11	0.33	0.33	0.33	0.27	0.27	0.04	0.14	0.22
Uniform Del:	6.2	9.8	9.8	4.0	6.2	6.2	38.0	37.4	37.4	35.4	36.2	36.9
IncremntDel:	0.0	0.1	0.1	0.1	0.1	0.1	0.7	0.4	0.4	0.1	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:	6.2	9.9	9.9	4.1	6.3	6.3	38.7	37.7	37.7	35.5	36.4	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	9.9	9.9	4.1	6.3	6.3	38.7	37.7	37.7	35.5	36.4	37.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	6	6	1	6	6	3	3	3	0	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 #33 Sunrise & Palm Canyon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	0	Average Delay (sec/veh):	26.4
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Sunrise						Palm Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1	1 0	2 0	1	1 0	2 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	95	232	260	432	246	86	83	767	77	265	749	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	232	260	432	246	86	83	767	77	265	749	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	232	260	432	246	86	83	767	77	265	749	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	232	260	432	246	86	83	767	77	265	749	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	232	260	432	246	86	83	767	77	265	749	366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.83	0.83	0.88	0.87	0.87	0.88	0.90	0.81	0.88	0.90	0.81
Lanes:	2.00	1.00	1.00	2.00	1.48	0.52	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3334	1583	1583	3334	2447	856	3334	3437	1537	3334	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.16	0.13	0.10	0.10	0.02	0.22	0.05	0.08	0.22	0.24
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.28	0.28	0.22	0.38	0.38	0.05	0.37	0.37	0.13	0.46	0.67
Volume/Cap:	0.26	0.53	0.60	0.60	0.26	0.26	0.48	0.60	0.13	0.60	0.48	0.35
Uniform Del:	40.9	30.8	31.4	35.2	21.1	21.1	46.1	25.2	20.6	40.8	19.0	7.0
IncremntDel:	0.4	0.6	1.2	1.4	0.1	0.1	2.1	0.8	0.1	2.2	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:	41.3	31.4	32.6	36.6	21.2	21.2	48.2	26.0	20.7	43.0	19.2	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	31.4	32.6	36.6	21.2	21.2	48.2	26.0	20.7	43.0	19.2	7.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	B	A
HCM2kAvgQ:	2	7	8	7	4	4	2	10	2	5	9	5

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

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

Intersection #34 Farrell & Tahquitz Canyon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	0	Average Delay (sec/veh):	24.4
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Farrell						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	29	387	270	93	435	56	236	525	134	211	509	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:	29	387	270	93	435	56	236	525	134	211	509	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:	29	387	270	93	435	56	236	525	134	211	509	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	387	270	93	435	56	236	525	134	211	509	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:	29	387	270	93	435	56	236	525	134	211	509	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.85	0.85	0.90	0.89	0.89	0.90	0.88	0.88	0.90	0.89	0.89
Lanes:	1.00	1.18	0.82	1.00	1.77	0.23	1.00	1.59	0.41	1.00	1.76	0.24
Final Sat.:	1718	1899	1325	1718	2993	385	1718	2656	678	1718	2967	408
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.05	0.15	0.15	0.14	0.20	0.20	0.12	0.17	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.40	0.35	0.35	0.45	0.40	0.40	0.55	0.34	0.34	0.52	0.31	0.31
Volume/Cap:	0.09	0.58	0.58	0.31	0.36	0.36	0.43	0.58	0.58	0.42	0.56	0.56
Uniform Del:	18.5	26.3	26.3	17.6	21.1	21.1	13.0	27.0	27.0	14.2	28.9	28.9
IncremntDel:	0.1	0.7	0.7	0.6	0.2	0.2	0.5	0.7	0.7	0.6	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:	18.6	27.1	27.1	18.2	21.3	21.3	13.5	27.7	27.7	14.8	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	27.1	27.1	18.2	21.3	21.3	13.5	27.7	27.7	14.8	29.6	29.6
LOS by Move:	B	C	C	B	C	C	B	C	C	B	C	C
HCM2kAvgQ:	1	9	9	2	6	6	5	9	9	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 #35 Farrell & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	0	Average Delay (sec/veh):	25.9
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Farrell						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	38	294	112	247	308	61	58	869	41	92	962	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	294	112	247	308	61	58	869	41	92	962	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	294	112	247	308	61	58	869	41	92	962	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	294	112	247	308	61	58	869	41	92	962	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	294	112	247	308	61	58	869	41	92	962	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.87	0.87	0.90	0.88	0.88	0.90	0.90	0.81	0.90	0.90	0.81
Lanes:	1.00	1.45	0.55	1.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1718	2387	909	1718	2797	554	1718	3437	1537	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.14	0.11	0.11	0.03	0.25	0.03	0.05	0.28	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.29	0.21	0.21	0.46	0.38	0.38	0.50	0.45	0.45	0.54	0.48	0.48
Volume/Cap:	0.11	0.58	0.58	0.47	0.29	0.29	0.23	0.57	0.06	0.29	0.58	0.22
Uniform Del:	31.0	42.5	42.5	21.4	25.7	25.7	17.1	24.7	18.9	15.9	22.3	18.0
IncremntDel:	0.2	1.2	1.2	0.7	0.1	0.1	0.5	0.5	0.0	0.5	0.5	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:	31.2	43.7	43.7	22.0	25.8	25.8	17.6	25.2	19.0	16.5	22.9	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:	31.2	43.7	43.7	22.0	25.8	25.8	17.6	25.2	19.0	16.5	22.9	18.2
LOS by Move:	C	D	D	C	C	C	B	C	B	B	C	B
HCM2kAvgQ:	1	8	8	7	5	5	1	13	1	2	13	3

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

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

Intersection #36 El Cielo & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	0	Average Delay (sec/veh):	23.5
Optimal Cycle:	49	Level Of Service:	C

Street Name:	El Cielo						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	1	0	1	1	1	0	1	1	0
Volume Module:												
Base Vol:	119	201	44	409	195	65	37	1068	94	34	1059	432
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	201	44	409	195	65	37	1068	94	34	1059	432
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	201	44	409	195	65	37	1068	94	34	1059	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	201	44	409	195	65	37	1068	94	34	1059	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	201	44	409	195	65	37	1068	94	34	1059	432
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.87	0.87	0.81	0.90	0.90	0.81	0.90	0.83	0.83
Lanes:	1.00	1.64	0.36	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.13	0.87
Final Sat.:	1660	2724	596	3323	1662	1537	1718	3437	1537	1718	3356	1369
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.12	0.12	0.04	0.02	0.31	0.06	0.02	0.32	0.32
Crit Moves:			****	****			****				****	
Green/Cycle:	0.14	0.14	0.14	0.23	0.23	0.23	0.04	0.59	0.59	0.04	0.59	0.59
Volume/Cap:	0.52	0.53	0.53	0.53	0.51	0.18	0.53	0.52	0.10	0.52	0.53	0.53
Uniform Del:	48.0	48.1	48.1	40.5	40.2	37.1	56.5	14.4	10.6	56.7	14.7	14.7
IncremntDel:	0.7	0.8	0.8	0.5	0.4	0.3	7.9	0.2	0.0	7.6	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:	48.7	48.9	48.9	41.0	40.6	37.3	64.3	14.6	10.6	64.3	14.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	48.9	48.9	41.0	40.6	37.3	64.3	14.6	10.6	64.3	14.9	14.9
LOS by Move:	D	D	D	D	D	D	E	B	B	E	B	B
HCM2kAvgQ:	5	5	5	7	7	2	2	12	1	2	12	12

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

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

Intersection #37 Gene Autry / SR 111& Ramon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	0	Average Delay (sec/veh):	27.4
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Gene Autry / SR 111						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	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	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	392	461	224	190	264	193	403	1198	384	168	1025	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	461	224	190	264	193	403	1198	384	168	1025	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	461	224	190	264	193	403	1198	384	168	1025	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	461	224	190	264	193	403	1198	384	168	1025	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	392	461	224	190	264	193	403	1198	384	168	1025	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.87	0.81	0.88	0.87	0.81	0.88	0.87	0.81	0.88	0.87	0.81
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3334	4938	1537	3334	4938	1537	3334	4938	1537	3334	4938	1537
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.15	0.06	0.05	0.13	0.12	0.24	0.25	0.05	0.21	0.11
Crit Moves:	****					****	****				****	
Green/Cycle:	0.21	0.31	0.31	0.12	0.22	0.22	0.21	0.48	0.48	0.10	0.36	0.36
Volume/Cap:	0.57	0.31	0.48	0.48	0.24	0.57	0.57	0.51	0.52	0.52	0.57	0.30
Uniform Del:	35.7	26.6	28.2	41.1	32.2	34.8	35.4	18.0	18.1	43.0	25.6	22.8
IncremntDel:	1.2	0.1	0.8	0.9	0.1	2.4	1.1	0.2	0.7	1.6	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:	36.9	26.7	29.0	42.0	32.3	37.2	36.5	18.2	18.8	44.5	26.0	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:	36.9	26.7	29.0	42.0	32.3	37.2	36.5	18.2	18.8	44.5	26.0	23.1
LOS by Move:	D	C	C	D	C	D	D	B	B	D	C	C
HCM2kAvgQ:	6	4	6	3	3	6	6	9	8	3	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 #1 Palm Canyon & Vista Chino

Cycle (sec):	120	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	0	Average Delay (sec/veh):	21.9
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Palm Canyon						Vista Chino					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			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:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	26	455	128	183	696	31	30	66	14	207	39	291
Growth Adj:	1.00	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	455	128	183	696	31	30	66	14	207	39	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	455	128	183	696	31	30	66	14	207	39	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	455	128	183	696	31	30	66	14	207	39	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	455	128	183	696	31	30	66	14	207	39	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	0.87	0.87	0.90	0.90	0.90	0.83	0.83	0.83	0.63	0.63	0.81
Lanes:	1.00	1.56	0.44	1.00	1.91	0.09	0.27	0.60	0.13	0.84	0.16	1.00
Final Sat.:	456	2594	730	1718	3270	146	433	952	202	1009	190	1537
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.11	0.21	0.21	0.07	0.07	0.07	0.21	0.21	0.19
Crit Moves:		****		****							****	
Green/Cycle:	0.36	0.36	0.36	0.22	0.58	0.58	0.42	0.42	0.42	0.42	0.42	0.64
Volume/Cap:	0.16	0.49	0.49	0.49	0.37	0.37	0.16	0.16	0.16	0.49	0.49	0.30
Uniform Del:	26.0	29.8	29.8	41.0	13.5	13.5	21.6	21.6	21.6	25.3	25.3	9.6
IncremntDel:	0.5	0.3	0.3	1.0	0.1	0.1	0.1	0.1	0.1	0.7	0.7	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:	26.5	30.1	30.1	42.0	13.6	13.6	21.7	21.7	21.7	26.1	26.1	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	30.1	30.1	42.0	13.6	13.6	21.7	21.7	21.7	26.1	26.1	9.8
LOS by Move:	C	C	C	D	B	B	C	C	C	C	C	A
HCM2kAvgQ:	1	9	9	6	7	7	2	2	2	7	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 #2 Palm Canyon & Alejo

Cycle (sec):	120	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	0	Average Delay (sec/veh):	23.7
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Palm Canyon						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0 0	0	0 1	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	97	731	42	73	124	34	219	113	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	97	731	42	73	124	34	219	113	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	97	731	42	73	124	34	219	113	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	97	731	42	73	124	34	219	113	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	97	731	42	73	124	34	219	113	315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	0.88	0.88	0.90	0.92	0.92	0.90	0.95	0.81
Lanes:	0.00	0.00	0.00	0.22	1.68	0.10	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	0	0	0	374	2819	162	1718	1374	377	1718	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.26	0.04	0.09	0.09	0.13	0.06	0.20
Crit Moves:					****		****					****
Green/Cycle:	0.00	0.00	0.00	0.51	0.51	0.51	0.29	0.20	0.20	0.49	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.51	0.19	0.45	0.45	0.34	0.15	0.51
Uniform Del:	0.0	0.0	0.0	19.3	19.3	19.3	31.9	42.0	42.0	18.5	22.7	26.8
IncremntDel:	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.9	0.9	0.3	0.1	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:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	19.6	19.6	19.6	32.2	42.9	42.9	18.8	22.8	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:	0.0	0.0	0.0	19.6	19.6	19.6	32.2	42.9	42.9	18.8	22.8	27.5
LOS by Move:	A	A	A	B	B	B	C	D	D	B	C	C
HCM2kAvgQ:	0	0	0	11	11	11	2	5	5	5	3	9

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

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

Intersection #3 Palm Canyon & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.325
Loss Time (sec):	0	Average Delay (sec/veh):	16.1
Optimal Cycle:	28	Level Of Service:	B

Street Name:	Palm Canyon						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
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	0	0	1	2	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	167	776	53	0	95	29	101	87	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	167	776	53	0	95	29	101	87	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	167	776	53	0	95	29	101	87	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	167	776	53	0	95	29	101	87	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	167	776	53	0	95	29	101	87	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	0.84	0.81	1.00	0.92	0.92	0.90	0.95	1.00
Lanes:	0.00	0.00	0.00	0.53	2.47	1.00	0.00	0.77	0.23	1.00	1.00	0.00
Final Sat.:	0	0	0	853	3962	1537	0	1341	409	1718	1809	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.03	0.00	0.07	0.07	0.06	0.05	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.60	0.60	0.60	0.00	0.22	0.22	0.40	0.40	0.00
Volume/Cap:	0.00	0.00	0.00	0.33	0.33	0.06	0.00	0.33	0.33	0.16	0.12	0.00
Uniform Del:	0.0	0.0	0.0	11.8	11.8	9.9	0.0	39.5	39.5	23.6	22.8	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.5	0.5	0.1	0.1	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	11.9	11.9	9.9	0.0	40.0	40.0	23.8	22.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.9	11.9	9.9	0.0	40.0	40.0	23.8	22.9	0.0
LOS by Move:	A	A	A	B	B	A	A	D	D	C	C	A
HCM2kAvgQ:	0	0	0	6	6	1	0	4	4	2	2	0

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

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

Intersection #4 Palm Canyon & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.352
Loss Time (sec):	0	Average Delay (sec/veh):	23.9
Optimal Cycle:	29	Level Of Service:	C

Street Name:	Palm Canyon						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0 0	0	0 1	1 1	0	0 0	1 0	1	1 1	1 0	0
Volume Module:												
Base Vol:	0	0	0	169	615	39	0	181	36	217	179	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	169	615	39	0	181	36	217	179	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	169	615	39	0	181	36	217	179	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	169	615	39	0	181	36	217	179	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	169	615	39	0	181	36	217	179	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.83	0.83	0.83	1.00	0.95	0.81	0.88	0.88	1.00
Lanes:	0.00	0.00	0.00	0.62	2.24	0.14	0.00	1.00	1.00	1.64	1.36	0.00
Final Sat.:	0	0	0	976	3551	225	0	1809	1537	2749	2267	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.17	0.00	0.10	0.02	0.08	0.08	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.49	0.49	0.49	0.00	0.28	0.28	0.22	0.51	0.00
Volume/Cap:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.35	0.08	0.35	0.16	0.00
Uniform Del:	0.0	0.0	0.0	18.7	18.7	18.7	0.0	34.2	31.5	39.2	15.8	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.4	0.1	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:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	18.8	18.8	18.8	0.0	34.6	31.6	39.4	15.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.8	18.8	18.8	0.0	34.6	31.6	39.4	15.8	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	7	7	7	0	5	1	7	2	0

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

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

Intersection #5 Indian Canyon & Vista Chino

Cycle (sec):	120	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	0	Average Delay (sec/veh):	26.4
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Indian Canyon						Vista Chino					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	186	709	257	80	358	62	61	249	15	96	300	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	709	257	80	358	62	61	249	15	96	300	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	709	257	80	358	62	61	249	15	96	300	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	709	257	80	358	62	61	249	15	96	300	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	709	257	80	358	62	61	249	15	96	300	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.87	0.87	0.90	0.90	0.81	0.90	0.90	0.90	0.90	0.87	0.87
Lanes:	1.00	1.47	0.53	1.00	2.00	1.00	1.00	1.89	0.11	1.00	1.44	0.56
Final Sat.:	1718	2422	878	1718	3437	1537	1718	3212	194	1718	2363	929
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.29	0.05	0.10	0.04	0.04	0.08	0.08	0.06	0.13	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.68	0.58	0.58	0.42	0.33	0.33	0.07	0.19	0.19	0.14	0.25	0.25
Volume/Cap:	0.22	0.50	0.50	0.24	0.31	0.12	0.50	0.41	0.41	0.41	0.50	0.50
Uniform Del:	7.5	14.7	14.7	20.8	29.9	27.9	53.7	42.9	42.9	47.5	38.3	38.3
IncremntDel:	0.1	0.2	0.2	0.4	0.2	0.1	3.3	0.4	0.4	1.2	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:	7.6	14.9	14.9	21.2	30.1	28.0	57.0	43.3	43.3	48.7	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	14.9	14.9	21.2	30.1	28.0	57.0	43.3	43.3	48.7	38.8	38.8
LOS by Move:	A	B	B	C	C	C	E	D	D	D	D	D
HCM2kAvgQ:	3	11	11	2	5	2	3	5	5	4	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 #6 Indian Canyon & Tachevah

Cycle (sec):	120	Critical Vol./Cap.(X):	0.293
Loss Time (sec):	0	Average Delay (sec/veh):	10.2
Optimal Cycle:	20	Level Of Service:	B

Street Name:	Indian Canyon						Tachevah					
Approach:	North Bound			South 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:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	51	719	39	118	377	25	17	47	12	8	103	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	719	39	118	377	25	17	47	12	8	103	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	719	39	118	377	25	17	47	12	8	103	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	719	39	118	377	25	17	47	12	8	103	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	719	39	118	377	25	17	47	12	8	103	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	0.90	0.90	0.31	0.90	0.90	0.89	0.89	0.81	0.60	0.95	0.81
Lanes:	1.00	1.90	0.10	1.00	1.88	0.12	0.27	0.73	1.00	1.00	1.00	1.00
Final Sat.:	890	3234	175	590	3194	212	448	1238	1537	1145	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.20	0.12	0.12	0.04	0.04	0.01	0.01	0.06	0.07
Crit Moves:		****										****
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.08	0.29	0.29	0.26	0.16	0.16	0.16	0.16	0.03	0.03	0.24	0.29
Uniform Del:	3.7	4.4	4.4	4.3	3.9	3.9	36.0	36.0	34.9	34.9	36.7	37.3
IncremntDel:	0.0	0.1	0.1	0.3	0.0	0.0	0.2	0.2	0.0	0.0	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:	3.7	4.5	4.5	4.6	3.9	3.9	36.2	36.2	35.0	34.9	37.0	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:	3.7	4.5	4.5	4.6	3.9	3.9	36.2	36.2	35.0	34.9	37.0	37.7
LOS by Move:	A	A	A	A	A	A	D	D	C	C	D	D
HCM2kAvgQ:	1	5	5	2	2	2	2	2	0	0	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 #7 Indian Canyon & Tamarisk

Cycle (sec):	120	Critical Vol./Cap.(X):	0.292
Loss Time (sec):	0	Average Delay (sec/veh):	5.9
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Indian Canyon						Tamarisk					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	25	836	12	12	350	13	14	14	11	4	39	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	836	12	12	350	13	14	14	11	4	39	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	836	12	12	350	13	14	14	11	4	39	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	836	12	12	350	13	14	14	11	4	39	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	836	12	12	350	13	14	14	11	4	39	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.85	0.85	0.85	0.90	0.90	0.90
Lanes:	1.00	1.97	0.03	1.00	1.93	0.07	0.36	0.36	0.28	0.06	0.61	0.33
Final Sat.:	1718	3381	49	1718	3297	122	577	577	453	107	1041	561
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.01	0.11	0.11	0.02	0.02	0.02	0.04	0.04	0.04
Crit Moves:		****		****							****	
Green/Cycle:	0.87	0.85	0.85	0.79	0.77	0.77	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	0.03	0.29	0.29	0.02	0.14	0.14	0.19	0.19	0.19	0.29	0.29	0.29
Uniform Del:	1.1	1.9	1.9	2.7	3.7	3.7	46.7	46.7	46.7	47.4	47.4	47.4
IncremntDel:	0.0	0.1	0.1	0.0	0.0	0.0	0.4	0.4	0.4	0.7	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:	1.1	1.9	1.9	2.7	3.7	3.7	47.2	47.2	47.2	48.1	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:	1.1	1.9	1.9	2.7	3.7	3.7	47.2	47.2	47.2	48.1	48.1	48.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	3	0	2	2	1	1	1	2	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 Indian Canyon & Alejo

Cycle (sec):	120	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	0	Average Delay (sec/veh):	23.3
Optimal Cycle:	34	Level Of Service:	C

Street Name:	Indian Canyon						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0	0 1	1 0	1	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	312	709	53	217	0	134	41	172	0	0	166	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	709	53	217	0	134	41	172	0	0	166	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	312	709	53	217	0	134	41	172	0	0	166	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	709	53	217	0	134	41	172	0	0	166	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	709	53	217	0	134	41	172	0	0	166	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	1.00	0.81	0.35	0.95	1.00	1.00	0.84	0.84
Lanes:	1.00	1.86	0.14	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1718	3166	237	1718	0	1537	664	1809	0	0	1589	1589
Capacity Analysis Module:												
Vol/Sat:	0.18	0.22	0.22	0.13	0.00	0.09	0.06	0.10	0.00	0.00	0.10	0.11
Crit Moves:		****		****								****
Green/Cycle:	0.80	0.49	0.49	0.28	0.00	0.28	0.23	0.23	0.00	0.00	0.23	0.23
Volume/Cap:	0.24	0.46	0.46	0.46	0.00	0.31	0.27	0.41	0.00	0.00	0.45	0.46
Uniform Del:	3.0	20.0	20.0	13.6	0.0	34.3	37.8	39.2	0.0	0.0	39.6	39.7
IncremntDel:	0.1	0.2	0.2	0.7	0.0	0.4	0.9	0.7	0.0	0.0	0.4	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	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	3.1	20.2	20.2	14.3	0.0	34.7	38.8	39.9	0.0	0.0	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.1	20.2	20.2	14.3	0.0	34.7	38.8	39.9	0.0	0.0	40.1	40.1
LOS by Move:	A	C	C	B	A	C	D	D	A	A	D	D
HCM2kAvgQ:	3	10	10	7	0	4	1	6	0	0	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 Indian Canyon & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.261
Loss Time (sec):	0	Average Delay (sec/veh):	9.8
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Indian Canyon						Amado					
Approach:	North Bound			South 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 1	2	0 1	0	0	0 0 0	1	0 1	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	65	973	71	0	0	0	55	80	0	0	56	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:	65	973	71	0	0	0	55	80	0	0	56	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:	65	973	71	0	0	0	55	80	0	0	56	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	973	71	0	0	0	55	80	0	0	56	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:	65	973	71	0	0	0	55	80	0	0	56	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.81	1.00	1.00	1.00	0.59	0.95	1.00	1.00	0.95	0.81
Lanes:	0.19	2.81	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	306	4587	1537	0	0	0	1125	1809	0	0	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.05	0.00	0.00	0.00	0.05	0.04	0.00	0.00	0.03	0.04
Crit Moves:		****					****					
Green/Cycle:	0.81	0.81	0.81	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.19	0.19
Volume/Cap:	0.26	0.26	0.06	0.00	0.00	0.00	0.26	0.24	0.00	0.00	0.17	0.19
Uniform Del:	2.7	2.7	2.2	0.0	0.0	0.0	41.7	41.5	0.0	0.0	40.9	41.1
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.4	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	2.7	2.7	2.2	0.0	0.0	0.0	42.3	41.8	0.0	0.0	41.1	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:	2.7	2.7	2.2	0.0	0.0	0.0	42.3	41.8	0.0	0.0	41.1	41.4
LOS by Move:	A	A	A	A	A	A	D	D	A	A	D	D
HCM2kAvgQ:	3	3	1	0	0	0	2	3	0	0	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 #10 Indian Canyon & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.329
Loss Time (sec):	0	Average Delay (sec/veh):	22.7
Optimal Cycle:	30	Level Of Service:	C

Street Name:	Indian Canyon						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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	1	2	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	2
Volume Module:												
Base Vol:	43	932	92	0	0	0	80	174	0	1	151	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:	43	932	92	0	0	0	80	174	0	1	151	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:	43	932	92	0	0	0	80	174	0	1	151	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	932	92	0	0	0	80	174	0	1	151	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:	43	932	92	0	0	0	80	174	0	1	151	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.81	1.00	1.00	1.00	0.90	0.95	1.00	0.95	0.95	0.71
Lanes:	0.13	2.87	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.01	0.99	2.00
Final Sat.:	216	4692	1537	0	0	0	1718	1809	0	12	1797	2706
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.06	0.00	0.00	0.00	0.05	0.10	0.00	0.08	0.08	0.06
Crit Moves:		****					****			****		
Green/Cycle:	0.52	0.52	0.52	0.00	0.00	0.00	0.25	0.25	0.00	0.22	0.31	0.31
Volume/Cap:	0.38	0.38	0.11	0.00	0.00	0.00	0.23	0.38	0.00	0.38	0.27	0.18
Uniform Del:	16.9	16.9	14.4	0.0	0.0	0.0	35.3	37.0	0.0	39.7	31.5	30.6
IncremntDel:	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.5	0.0	0.6	0.3	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	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	17.0	17.0	14.5	0.0	0.0	0.0	35.7	37.5	0.0	40.3	31.8	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	17.0	14.5	0.0	0.0	0.0	35.7	37.5	0.0	40.3	31.8	30.7
LOS by Move:	B	B	B	A	A	A	D	D	A	D	C	C
HCM2kAvgQ:	8	8	2	0	0	0	2	5	0	5	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 #11 Indian Canyon & Arenas

Cycle (sec):	120	Critical Vol./Cap.(X):	0.286
Loss Time (sec):	0	Average Delay (sec/veh):	9.5
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Indian Canyon						Arenas					
Approach:	North Bound			South 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 1	2	0 1	0	0	0 0 0	1	0 1	0 0	0	0	0 1 0
Volume Module:												
Base Vol:	41	1032	94	0	0	0	48	60	0	0	55	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:	41	1032	94	0	0	0	48	60	0	0	55	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:	41	1032	94	0	0	0	48	60	0	0	55	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1032	94	0	0	0	48	60	0	0	55	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:	41	1032	94	0	0	0	48	60	0	0	55	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.81	1.00	1.00	1.00	0.76	0.95	1.00	1.00	0.89	0.89
Lanes:	0.11	2.89	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.48	0.52
Final Sat.:	188	4726	1537	0	0	0	1438	1809	0	0	812	871
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.06	0.00	0.00	0.00	0.03	0.03	0.00	0.00	0.07	0.07
Crit Moves:		****									****	
Green/Cycle:	0.76	0.76	0.76	0.00	0.00	0.00	0.24	0.24	0.00	0.00	0.24	0.24
Volume/Cap:	0.29	0.29	0.08	0.00	0.00	0.00	0.14	0.14	0.00	0.00	0.29	0.29
Uniform Del:	4.3	4.3	3.6	0.0	0.0	0.0	36.2	36.1	0.0	0.0	37.5	37.5
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	4.3	4.3	3.6	0.0	0.0	0.0	36.3	36.3	0.0	0.0	37.9	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.3	4.3	3.6	0.0	0.0	0.0	36.3	36.3	0.0	0.0	37.9	37.9
LOS by Move:	A	A	A	A	A	A	D	D	A	A	D	D
HCM2kAvgQ:	4	4	1	0	0	0	1	2	0	0	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 #12 Indian Canyon & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	0	Average Delay (sec/veh):	20.4
Optimal Cycle:	30	Level Of Service:	C

Street Name:	Indian Canyon						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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 1	2	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	1 1
Volume Module:												
Base Vol:	33	691	168	0	0	0	67	262	0	0	510	379
Growth Adj:	1.00	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	691	168	0	0	0	67	262	0	0	510	379
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	691	168	0	0	0	67	262	0	0	510	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	691	168	0	0	0	67	262	0	0	510	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	691	168	0	0	0	67	262	0	0	510	379
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.81	1.00	1.00	1.00	0.90	0.95	1.00	1.00	0.85	0.85
Lanes:	0.14	2.86	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.72	1.28
Final Sat.:	224	4685	1537	0	0	0	1718	1809	0	0	2768	2057
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.11	0.00	0.00	0.00	0.04	0.14	0.00	0.00	0.18	0.18
Crit Moves:		****					****				****	
Green/Cycle:	0.40	0.40	0.40	0.00	0.00	0.00	0.60	0.60	0.00	0.00	0.50	0.50
Volume/Cap:	0.37	0.37	0.27	0.00	0.00	0.00	0.13	0.24	0.00	0.00	0.37	0.37
Uniform Del:	25.5	25.5	24.4	0.0	0.0	0.0	10.3	11.1	0.0	0.0	18.6	18.6
IncremntDel:	0.1	0.1	0.2	0.0	0.0	0.0	0.1	0.1	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	25.6	25.6	24.7	0.0	0.0	0.0	10.4	11.2	0.0	0.0	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:	25.6	25.6	24.7	0.0	0.0	0.0	10.4	11.2	0.0	0.0	18.7	18.7
LOS by Move:	C	C	C	A	A	A	B	B	A	A	B	B
HCM2kAvgQ:	7	7	4	0	0	0	1	4	0	0	7	7

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

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

Intersection #13 Calle Encilia & Alejo

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C[18.1]

Street Name:	Calle Encilia						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0 1	0		0 1	0	0 0
Volume Module:												
Base Vol:	79	0	63	0	0	0	0	341	147	74	245	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	0	63	0	0	0	0	341	147	74	245	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	0	63	0	0	0	0	341	147	74	245	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	79	0	63	0	0	0	0	341	147	74	245	0
Critical Gap Module:												
Critical Gp:	6.4	6.6	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	808	808	415	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	488	xxxx	xxxxx
Potent Cap.:	346	312	631	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1060	xxxx	xxxxx
Move Cap.:	327	289	631	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1060	xxxx	xxxxx
Volume/Cap:	0.24	0.00	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	416	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	18.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		18.1			xxxxx			xxxxx			xxxxx	
ApproachLOS:		C			*			*			*	

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

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

Intersection #14 Calle Encilia & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.416
Loss Time (sec):	0	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Calle Encilia						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	48	91	18	18	168	74	24	89	32	15	141	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	91	18	18	168	74	24	89	32	15	141	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	91	18	18	168	74	24	89	32	15	141	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	91	18	18	168	74	24	89	32	15	141	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	91	18	18	168	74	24	89	32	15	141	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.07	0.65	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	544	589	663	43	404	178	502	540	602	509	549	613
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.03	0.42	0.42	0.42	0.05	0.16	0.05	0.03	0.26	0.02
Crit Moves:		****				****		****			****	
Delay/Veh:	9.6	9.5	7.9	12.3	12.3	12.3	9.8	10.1	8.5	9.6	10.8	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.5	7.9	12.3	12.3	12.3	9.8	10.1	8.5	9.6	10.8	8.3
LOS by Move:	A	A	A	B	B	B	A	B	A	A	B	A
ApproachDel:		9.4			12.3			9.7			10.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			12.3			9.7			10.5	
LOS by Appr:		A			B			A			B	
AllWayAvgQ:	0.1	0.2	0.0	0.6	0.6	0.6	0.0	0.2	0.0	0.0	0.3	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 #15 Calle Encilia & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.218
Loss Time (sec):	0	Average Delay (sec/veh):	17.2
Optimal Cycle:	18	Level Of Service:	B

Street Name:	Calle Encilia						Tahquitz Canyon					
Approach:	North Bound			South 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:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	7	87	47	73	216	11	14	237	18	51	277	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:	7	87	47	73	216	11	14	237	18	51	277	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:	7	87	47	73	216	11	14	237	18	51	277	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	87	47	73	216	11	14	237	18	51	277	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:	7	87	47	73	216	11	14	237	18	51	277	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.95	0.81	0.64	0.95	0.81	0.46	0.89	0.89	0.50	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.68	0.32
Final Sat.:	989	1809	1537	1212	1809	1537	865	3159	240	959	2816	539
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.03	0.06	0.12	0.01	0.02	0.08	0.08	0.05	0.10	0.10
Crit Moves:					****						****	
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.01	0.09	0.06	0.11	0.22	0.01	0.04	0.17	0.17	0.12	0.22	0.22
Uniform Del:	12.3	12.9	12.6	13.0	13.9	12.3	18.3	19.5	19.5	19.1	20.0	20.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.1	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:	12.3	12.9	12.7	13.1	14.0	12.3	18.4	19.6	19.6	19.2	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	12.9	12.7	13.1	14.0	12.3	18.4	19.6	19.6	19.2	20.1	20.1
LOS by Move:	B	B	B	B	B	B	B	B	B	B	C	C
HCM2kAvgQ:	0	1	1	1	4	0	0	3	3	1	4	4

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

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

Intersection #16 Calle Encilia & Arenas

Cycle (sec):	120	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	0	Average Delay (sec/veh):	15.8
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Calle Encilia						Arenas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	42	98	12	13	393	94	32	34	61	17	57	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	98	12	13	393	94	32	34	61	17	57	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	98	12	13	393	94	32	34	61	17	57	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	98	12	13	393	94	32	34	61	17	57	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	98	12	13	393	94	32	34	61	17	57	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.81	0.19	0.25	0.27	0.48	0.23	0.77	1.00
Final Sat.:	550	539	66	597	541	130	135	144	258	115	386	563
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.02	0.73	0.73	0.24	0.24	0.24	0.15	0.15	0.02
Crit Moves:			****			****			****			****
Delay/Veh:	9.5	9.6	9.6	8.8	20.2	20.2	10.9	10.9	10.9	10.3	10.3	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	9.6	9.6	8.8	20.2	20.2	10.9	10.9	10.9	10.3	10.3	8.6
LOS by Move:	A	A	A	A	C	C	B	B	B	B	B	A
ApproachDel:		9.6			19.9			10.9			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.6			19.9			10.9			10.0	
LOS by Appr:		A			C			B			B	
AllWayAvgQ:	0.1	0.2	0.2	0.0	2.3	2.3	0.3	0.3	0.3	0.1	0.1	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 #17 Calle Encilia & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.387
Loss Time (sec):	0	Average Delay (sec/veh):	15.5
Optimal Cycle:	23	Level Of Service:	B

Street Name:	Calle Encilia						Ramon					
Approach:	North Bound			South 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	1! 0	0	1	0	0 1	0	1	0	1	1 0
Volume Module:												
Base Vol:	2	12	14	172	57	189	17	400	7	19	666	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	12	14	172	57	189	17	400	7	19	666	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	12	14	172	57	189	17	400	7	19	666	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	12	14	172	57	189	17	400	7	19	666	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	12	14	172	57	189	17	400	7	19	666	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.72	0.84	0.84	0.27	0.90	0.90	0.44	0.88	0.88
Lanes:	0.07	0.43	0.50	1.00	0.23	0.77	1.00	1.97	0.03	1.00	1.70	0.30
Final Sat.:	119	715	835	1375	371	1230	508	3367	59	843	2852	505
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.13	0.15	0.15	0.03	0.12	0.12	0.02	0.23	0.23
Crit Moves:					****						****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.04	0.04	0.04	0.32	0.39	0.39	0.06	0.20	0.20	0.04	0.39	0.39
Uniform Del:	22.2	22.2	22.2	24.9	25.8	25.8	9.8	10.7	10.7	9.7	12.3	12.3
IncremntDel:	0.0	0.0	0.0	0.3	0.4	0.4	0.1	0.0	0.0	0.0	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:	22.2	22.2	22.2	25.3	26.2	26.2	9.9	10.8	10.8	9.7	12.5	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	22.2	22.2	25.3	26.2	26.2	9.9	10.8	10.8	9.7	12.5	12.5
LOS by Move:	C	C	C	C	C	C	A	B	B	A	B	B
HCM2kAvgQ:	1	1	1	4	6	6	0	3	3	0	8	8

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

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

Intersection #18 Calle El Segundo & Alejo

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[14.6]

Street Name:	Calle El Segundo						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	44	0	67	0	0	0	0	377	30	52	274	0
Growth Adj:	1.00	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	0	67	0	0	0	0	377	30	52	274	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	67	0	0	0	0	377	30	52	274	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	44	0	67	0	0	0	0	377	30	52	274	0
Critical Gap Module:												
Critical Gp:	6.4	6.6	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	770	770	392	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	407	xxxx	xxxxx
Potent Cap.:	365	328	650	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1136	xxxx	xxxxx
Move Cap.:	351	312	650	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1136	xxxx	xxxxx
Volume/Cap:	0.13	0.00	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	486	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		14.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

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

Intersection #19 Calle El Segundo & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.219
Loss Time (sec):	0	Average Delay (sec/veh):	9.1
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Calle El Segundo						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	30	80	15	9	67	18	17	95	17	11	132	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	80	15	9	67	18	17	95	17	11	132	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	80	15	9	67	18	17	95	17	11	132	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	80	15	9	67	18	17	95	17	11	132	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	80	15	9	67	18	17	95	17	11	132	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.73	1.00	0.12	0.88	1.00	0.15	0.85	1.00	0.08	0.92	1.00
Final Sat.:	170	453	726	74	551	718	98	547	745	50	603	750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.02	0.12	0.12	0.03	0.17	0.17	0.02	0.22	0.22	0.01
Crit Moves:		****			****			****			****	
Delay/Veh:	9.4	9.4	7.5	8.9	8.9	7.6	9.2	9.2	7.4	9.5	9.5	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	7.5	8.9	8.9	7.6	9.2	9.2	7.4	9.5	9.5	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.1			8.7			8.9			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.1			8.7			8.9			9.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.0	0.1	0.1	0.0	0.2	0.2	0.0	0.3	0.3	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 #20 Calle El Segundo & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.156
Loss Time (sec):	0	Average Delay (sec/veh):	10.7
Optimal Cycle:	17	Level Of Service:	B

Street Name:	Calle El Segundo						Tahquitz Canyon					
Approach:	North Bound			South 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 1	0	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	14	59	28	35	77	1	11	313	25	45	366	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	59	28	35	77	1	11	313	25	45	366	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	59	28	35	77	1	11	313	25	45	366	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	59	28	35	77	1	11	313	25	45	366	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	59	28	35	77	1	11	313	25	45	366	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.78	0.78	0.78	0.47	0.89	0.89	0.50	0.89	0.89
Lanes:	0.28	1.17	0.55	0.62	1.36	0.02	1.00	1.85	0.15	1.00	1.83	0.17
Final Sat.:	420	1771	841	920	2024	26	890	3148	251	951	3096	296
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.04	0.04	0.04	0.01	0.10	0.10	0.05	0.12	0.12
Crit Moves:					****						****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.76	0.76	0.76	0.76	0.76	0.76
Volume/Cap:	0.14	0.14	0.14	0.16	0.16	0.16	0.02	0.13	0.13	0.06	0.16	0.16
Uniform Del:	35.5	35.5	35.5	35.7	35.7	35.7	3.6	4.0	4.0	3.7	4.0	4.0
IncremntDel:	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	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:	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:	35.6	35.6	35.6	35.8	35.8	35.8	3.6	4.0	4.0	3.8	4.1	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	35.6	35.6	35.8	35.8	35.8	3.6	4.0	4.0	3.8	4.1	4.1
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	0	2	2	0	2	2

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

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

Intersection #21 Calle El Segundo & Ramon

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: E[38.3]

Street Name:	Calle El Segundo								Ramon							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	2	0 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		90	0	54		22	579	0		0	772	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:	0	0	0		90	0	54		22	579	0		0	772	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:	0	0	0		90	0	54		22	579	0		0	772	83	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		90	0	54		22	579	0		0	772	83	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.9	6.6	7.0		4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.6	4.1	3.3		2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1147	1437	428		855	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		188	129	567		762	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		184	125	567		762	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.49	0.00	0.10		0.03	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	246	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	3.3	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	38.3	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	E	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				38.3				xxxxxx				xxxxxx			
ApproachLOS:	*				E				*				*			

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

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

Intersection #22 Avenida Caballeros & Alejo

Cycle (sec):	120	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	0	Average Delay (sec/veh):	18.3
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Avenida Caballeros						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	52	165	29	27	255	42	39	329	55	13	198	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	165	29	27	255	42	39	329	55	13	198	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	165	29	27	255	42	39	329	55	13	198	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	165	29	27	255	42	39	329	55	13	198	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	165	29	27	255	42	39	329	55	13	198	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	1.00	0.86	0.14	0.11	0.89	1.00	0.06	0.94	1.00
Final Sat.:	433	400	70	450	421	69	54	452	558	29	439	513
Capacity Analysis Module:												
Vol/Sat:	0.12	0.41	0.41	0.06	0.61	0.61	0.73	0.73	0.10	0.45	0.45	0.04
Crit Moves:		****				****		****			****	
Delay/Veh:	11.5	14.4	14.4	10.8	19.0	19.0	24.8	24.8	9.5	15.3	15.3	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	14.4	14.4	10.8	19.0	19.0	24.8	24.8	9.5	15.3	15.3	9.5
LOS by Move:	B	B	B	B	C	C	C	C	A	C	C	A
ApproachDel:		13.8			18.3			22.8			14.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.8			18.3			22.8			14.8	
LOS by Appr:		B			C			C			B	
AllWayAvgQ:	0.1	0.6	0.6	0.1	1.3	1.3	2.1	2.1	0.1	0.7	0.7	0.0

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

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

Intersection #23 Avenida Caballeros & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	0	Average Delay (sec/veh):	12.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Avenida Caballeros						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	31	192	20	20	321	14	22	112	26	10	88	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	192	20	20	321	14	22	112	26	10	88	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	192	20	20	321	14	22	112	26	10	88	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	192	20	20	321	14	22	112	26	10	88	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	192	20	20	321	14	22	112	26	10	88	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.27	1.40	0.33	0.19	1.64	0.17
Final Sat.:	503	545	603	527	576	640	141	739	176	95	845	88
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.03	0.04	0.56	0.02	0.16	0.15	0.15	0.11	0.10	0.10
Crit Moves:		****			****		****			****		
Delay/Veh:	10.0	12.2	8.5	9.5	15.7	8.2	10.4	10.1	9.9	10.0	9.9	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	12.2	8.5	9.5	15.7	8.2	10.4	10.1	9.9	10.0	9.9	9.8
LOS by Move:	A	B	A	A	C	A	B	B	A	B	A	A
ApproachDel:		11.6			15.1			10.1			9.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			15.1			10.1			9.9	
LOS by Appr:		B			C			B			A	
AllWayAvgQ:	0.1	0.5	0.0	0.0	1.1	0.0	0.2	0.1	0.1	0.1	0.1	0.1

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

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

Intersection #24 Avenida Caballeros & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.280
Loss Time (sec):	0	Average Delay (sec/veh):	17.4
Optimal Cycle:	20	Level Of Service:	B

Street Name:	Avenida Caballeros						Tahquitz Canyon					
Approach:	North Bound			South 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:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	39	120	41	112	218	41	33	367	15	43	409	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:	39	120	41	112	218	41	33	367	15	43	409	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:	39	120	41	112	218	41	33	367	15	43	409	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	120	41	112	218	41	33	367	15	43	409	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:	39	120	41	112	218	41	33	367	15	43	409	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.95	0.81	0.60	0.93	0.93	0.39	0.90	0.90	0.43	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	0.84	0.16	1.00	1.92	0.08	1.00	1.81	0.19
Final Sat.:	908	1809	1537	1143	1486	279	734	3282	134	819	3066	322
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.03	0.10	0.15	0.15	0.04	0.11	0.11	0.05	0.13	0.13
Crit Moves:					****						****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.08	0.13	0.05	0.19	0.28	0.28	0.09	0.23	0.23	0.11	0.28	0.28
Uniform Del:	14.2	14.6	14.0	15.1	15.9	15.9	17.2	18.5	18.5	17.4	19.0	19.0
IncremntDel:	0.1	0.1	0.0	0.2	0.2	0.2	0.1	0.1	0.1	0.1	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:	14.3	14.6	14.0	15.2	16.1	16.1	17.4	18.6	18.6	17.5	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:	14.3	14.6	14.0	15.2	16.1	16.1	17.4	18.6	18.6	17.5	19.1	19.1
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	2	1	2	5	5	1	4	4	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 #25 Avenida Caballeros & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.375
Loss Time (sec):	0	Average Delay (sec/veh):	12.8
Optimal Cycle:	23	Level Of Service:	B

Street Name:	Avenida Caballeros						Ramon					
Approach:	North Bound			South 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	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	152	0	193	50	608	0	0	695	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	152	0	193	50	608	0	0	695	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:	0	0	0	152	0	193	50	608	0	0	695	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	152	0	193	50	608	0	0	695	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	152	0	193	50	608	0	0	695	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.74	1.00	0.81	0.27	0.90	1.00	1.00	0.88	0.88
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.66	0.34
Final Sat.:	0	0	0	1414	0	1537	505	3437	0	0	2789	562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.13	0.10	0.18	0.00	0.00	0.25	0.25
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.67	0.67	0.00	0.00	0.67	0.67
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.37	0.15	0.27	0.00	0.00	0.37	0.37
Uniform Del:	0.0	0.0	0.0	29.7	0.0	30.3	7.5	8.2	0.0	0.0	9.0	9.0
IncremntDel:	0.0	0.0	0.0	0.4	0.0	0.5	0.2	0.1	0.0	0.0	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	30.1	0.0	30.8	7.7	8.2	0.0	0.0	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.1	0.0	30.8	7.7	8.2	0.0	0.0	9.1	9.1
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	5	1	5	0	0	7	7

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

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

Intersection #26 Hermosa & Amado

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[11.3]

Street Name:	Hermosa						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 1!	0	0	0 1 0	0	1	0 1 0	0	1
Volume Module:												
Base Vol:	7 20 0	11	9	5	3	197	5	3	91	13		
Growth Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	7 20 0	11	9	5	3	197	5	3	91	13		
User Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	7 20 0	11	9	5	3	197	5	3	91	13		
Reduct Vol:	0 0 0	0	0	0	0	0	0	0	0	0		
FinalVolume:	7 20 0	11	9	5	3	197	5	3	91	13		
Critical Gap Module:												
Critical Gp:	7.2 6.6 xxxxx	7.2	6.6	6.3	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx		
FollowUpTim:	3.5 4.0 xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx		
Capacity Module:												
Cnflict Vol:	314 313 xxxxx	313	305	91	104	xxxx	xxxxx	202	xxxx	xxxxx		
Potent Cap.:	633 597 xxxxx	634	603	958	1469	xxxx	xxxxx	1352	xxxx	xxxxx		
Move Cap.:	621 595 xxxxx	616	601	958	1469	xxxx	xxxxx	1352	xxxx	xxxxx		
Volume/Cap:	0.01 0.03 xxxx	0.02	0.01	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx		
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx		
Control Del:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.7	xxxx	xxxxx		
LOS by Move:	* * *	*	*	*	A	*	*	A	*	*		
Movement:	LT - LTR - RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT		
Shared Cap.:	601 xxxx xxxxx	xxxx	657	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	0.1 xxxx xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx		
Shrd ConDel:	11.3 xxxx xxxxx	xxxxx	10.7	xxxxx	7.5	xxxx	xxxxx	7.7	xxxx	xxxxx		
Shared LOS:	B * *	*	B	*	A	*	*	A	*	*		
ApproachDel:	11.3		10.7		xxxxxx			xxxxxx				
ApproachLOS:	B		B		*			*				

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

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

Intersection #27 Hermosa & Tahquitz Canyon

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[13.8]

Street Name:	Hermosa						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	8	5	24	3	3	8	18	462	3	25	400	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	5	24	3	3	8	18	462	3	25	400	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	5	24	3	3	8	18	462	3	25	400	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	5	24	3	3	8	18	462	3	25	400	9
Critical Gap Module:												
Critical Gp:	7.6	6.6	7.0	7.6	6.6	7.0	4.2	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.6	4.1	3.3	3.6	4.1	3.3	2.3	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	751	959	233	724	956	205	409	xxxx	xxxxx	465	xxxx	xxxxx
Potent Cap.:	294	251	760	308	252	793	1125	xxxx	xxxxx	1072	xxxx	xxxxx
Move Cap.:	280	241	760	285	242	793	1125	xxxx	xxxxx	1072	xxxx	xxxxx
Volume/Cap:	0.03	0.02	0.03	0.01	0.01	0.01	0.02	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx	457	xxxxx	xxxx	424	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.6	xxxxx	xxxxx	13.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	13.6			13.8			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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

Intersection #28 Sunrise & Alejo

Cycle (sec):	120	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	0	Average Delay (sec/veh):	17.8
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Sunrise						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	95	910	29	52	853	50	69	167	151	30	132	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:	95	910	29	52	853	50	69	167	151	30	132	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:	95	910	29	52	853	50	69	167	151	30	132	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	910	29	52	853	50	69	167	151	30	132	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:	95	910	29	52	853	50	69	167	151	30	132	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.81	0.90	0.95	0.81
Lanes:	1.00	1.94	0.06	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1718	3314	106	1718	3220	189	1718	1809	1537	1718	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.03	0.26	0.26	0.04	0.09	0.10	0.02	0.07	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.73	0.66	0.66	0.68	0.61	0.61	0.27	0.23	0.23	0.21	0.17	0.17
Volume/Cap:	0.20	0.42	0.42	0.12	0.44	0.44	0.24	0.41	0.44	0.13	0.43	0.22
Uniform Del:	5.9	9.5	9.5	6.7	12.6	12.6	34.0	39.7	39.9	38.0	44.5	42.8
IncremntDel:	0.2	0.1	0.1	0.1	0.1	0.1	0.4	0.7	0.9	0.2	0.9	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:	6.1	9.6	9.6	6.8	12.7	12.7	34.4	40.3	40.8	38.3	45.4	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.1	9.6	9.6	6.8	12.7	12.7	34.4	40.3	40.8	38.3	45.4	43.2
LOS by Move:	A	A	A	A	B	B	C	D	D	D	D	D
HCM2kAvgQ:	1	8	8	1	9	9	2	5	5	1	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 #29 Sunrise & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	0	Average Delay (sec/veh):	8.2
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Sunrise						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	47	945	19	10	973	32	58	77	80	16	30	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	945	19	10	973	32	58	77	80	16	30	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	945	19	10	973	32	58	77	80	16	30	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	945	19	10	973	32	58	77	80	16	30	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	945	19	10	973	32	58	77	80	16	30	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.60	0.95	0.81	0.48	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	1.94	0.06	1.00	1.00	1.00	1.00	0.75	0.25
Final Sat.:	1718	3359	68	1718	3311	109	1140	1809	1537	917	1306	435
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.01	0.29	0.29	0.05	0.04	0.05	0.02	0.02	0.02
Crit Moves:	****				****		****					
Green/Cycle:	0.86	0.85	0.85	0.81	0.79	0.79	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	0.10	0.33	0.33	0.02	0.37	0.37	0.37	0.31	0.38	0.13	0.17	0.17
Uniform Del:	1.7	2.0	2.0	2.2	3.8	3.8	47.1	46.7	47.2	45.5	45.8	45.8
IncremntDel:	0.1	0.1	0.1	0.0	0.1	0.1	1.5	0.7	1.2	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:	1.7	2.1	2.1	2.3	3.8	3.8	48.6	47.4	48.3	46.0	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:	1.7	2.1	2.1	2.3	3.8	3.8	48.6	47.4	48.3	46.0	46.1	46.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	4	4	0	6	6	2	3	3	1	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 #30 Sunrise & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	0	Average Delay (sec/veh):	28.0
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Sunrise						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
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	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	64	718	87	158	714	89	99	385	74	148	429	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	718	87	158	714	89	99	385	74	148	429	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	718	87	158	714	89	99	385	74	148	429	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	718	87	158	714	89	99	385	74	148	429	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	718	87	158	714	89	99	385	74	148	429	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.89	0.89	0.88	0.89	0.89	0.90	0.88	0.88	0.90	0.90	0.81
Lanes:	2.00	1.78	0.22	2.00	1.78	0.22	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	3334	3016	365	3334	3004	374	1718	2813	541	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.05	0.24	0.24	0.06	0.14	0.14	0.09	0.12	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.47	0.47	0.09	0.52	0.52	0.41	0.27	0.27	0.44	0.30	0.30
Volume/Cap:	0.46	0.51	0.51	0.51	0.46	0.46	0.24	0.51	0.51	0.35	0.42	0.32
Uniform Del:	56.1	22.3	22.3	51.8	18.2	18.2	22.7	37.1	37.1	21.6	33.6	32.5
IncremntDel:	2.4	0.3	0.3	1.4	0.2	0.2	0.3	0.5	0.5	0.5	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:	58.5	22.5	22.5	53.2	18.4	18.4	23.0	37.6	37.6	22.1	33.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	22.5	22.5	53.2	18.4	18.4	23.0	37.6	37.6	22.1	33.9	32.9
LOS by Move:	E	C	C	D	B	B	C	D	D	C	C	C
HCM2kAvgQ:	2	11	11	4	10	10	2	8	8	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 #31 Sunrise & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	0	Average Delay (sec/veh):	30.9
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Sunrise						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	185	483	131	256	529	91	103	539	153	118	569	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	483	131	256	529	91	103	539	153	118	569	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	483	131	256	529	91	103	539	153	118	569	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	483	131	256	529	91	103	539	153	118	569	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	483	131	256	529	91	103	539	153	118	569	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.90	0.81	0.90	0.90	0.81	0.90	0.90	0.81
Lanes:	1.00	1.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1718	2617	710	1718	3437	1537	1718	3437	1537	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.15	0.15	0.06	0.06	0.16	0.10	0.07	0.17	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.58	0.33	0.33	0.60	0.35	0.35	0.39	0.28	0.28	0.40	0.30	0.30
Volume/Cap:	0.30	0.56	0.56	0.43	0.44	0.17	0.34	0.56	0.35	0.36	0.56	0.43
Uniform Del:	12.8	33.0	33.0	13.4	29.9	26.9	25.0	36.8	34.5	24.2	35.6	34.0
IncremntDel:	0.3	0.7	0.7	0.5	0.3	0.1	0.7	0.7	0.5	0.7	0.7	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:	13.1	33.7	33.7	13.9	30.1	27.0	25.7	37.6	35.0	24.9	36.3	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:	13.1	33.7	33.7	13.9	30.1	27.0	25.7	37.6	35.0	24.9	36.3	34.7
LOS by Move:	B	C	C	B	C	C	C	D	C	C	D	C
HCM2kAvgQ:	4	10	10	5	8	2	3	9	5	3	10	6

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

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

Intersection #32 Sunrise & Mesquite

Cycle (sec):	120	Critical Vol./Cap.(X):	0.279
Loss Time (sec):	0	Average Delay (sec/veh):	11.1
Optimal Cycle:	26	Level Of Service:	B

Street Name:	Sunrise						Mesquite					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	19	588	19	71	657	83	46	53	15	7	59	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:	19	588	19	71	657	83	46	53	15	7	59	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:	19	588	19	71	657	83	46	53	15	7	59	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	588	19	71	657	83	46	53	15	7	59	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:	19	588	19	71	657	83	46	53	15	7	59	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.89	0.89	0.58	0.92	0.92	0.55	0.95	0.81
Lanes:	1.00	1.94	0.06	1.00	1.78	0.22	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1718	3312	107	1718	2999	379	1094	1363	386	1051	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.04	0.22	0.22	0.04	0.04	0.04	0.01	0.03	0.05
Crit Moves:	****				****							****
Green/Cycle:	0.71	0.67	0.67	0.83	0.79	0.79	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.04	0.27	0.27	0.10	0.28	0.28	0.24	0.22	0.22	0.04	0.19	0.28
Uniform Del:	5.1	8.0	8.0	2.3	3.5	3.5	42.6	42.5	42.5	41.1	42.2	42.9
IncremntDel:	0.0	0.1	0.1	0.1	0.1	0.1	0.7	0.4	0.4	0.1	0.3	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:	5.2	8.0	8.0	2.3	3.6	3.6	43.3	42.9	42.9	41.2	42.5	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:	5.2	8.0	8.0	2.3	3.6	3.6	43.3	42.9	42.9	41.2	42.5	43.5
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	5	5	1	4	4	2	2	2	0	2	3

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

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

Intersection #33 Sunrise & Palm Canyon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	0	Average Delay (sec/veh):	24.8
Optimal Cycle:	47	Level Of Service:	C

Street Name:	Sunrise						Palm Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1	1 0	2 0	1	1 0	2 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	86	209	225	338	231	75	71	667	49	243	769	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	209	225	338	231	75	71	667	49	243	769	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	209	225	338	231	75	71	667	49	243	769	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	209	225	338	231	75	71	667	49	243	769	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	209	225	338	231	75	71	667	49	243	769	365
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.83	0.83	0.88	0.87	0.87	0.88	0.90	0.81	0.88	0.90	0.81
Lanes:	2.00	1.00	1.00	2.00	1.51	0.49	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3334	1584	1584	3334	2498	811	3334	3437	1537	3334	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.14	0.10	0.09	0.09	0.02	0.19	0.03	0.07	0.22	0.24
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.28	0.28	0.20	0.37	0.37	0.05	0.38	0.38	0.14	0.48	0.68
Volume/Cap:	0.25	0.47	0.51	0.51	0.25	0.25	0.47	0.51	0.08	0.51	0.47	0.35
Uniform Del:	41.2	30.0	30.4	35.7	21.7	21.7	46.5	23.8	19.8	39.6	17.6	6.9
IncremntDel:	0.4	0.4	0.5	0.7	0.1	0.1	2.3	0.3	0.1	0.9	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:	41.6	30.4	30.9	36.4	21.8	21.8	48.8	24.2	19.9	40.6	17.8	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	30.4	30.9	36.4	21.8	21.8	48.8	24.2	19.9	40.6	17.8	7.1
LOS by Move:	D	C	C	D	C	C	D	C	B	D	B	A
HCM2kAvgQ:	1	6	7	5	3	3	2	9	1	4	8	5

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

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

Intersection #34 Farrell & Tahquitz Canyon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	0	Average Delay (sec/veh):	24.6
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Farrell						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	28	366	248	107	463	77	213	546	138	248	497	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:	28	366	248	107	463	77	213	546	138	248	497	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:	28	366	248	107	463	77	213	546	138	248	497	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	366	248	107	463	77	213	546	138	248	497	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:	28	366	248	107	463	77	213	546	138	248	497	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.85	0.85	0.90	0.89	0.89	0.90	0.88	0.88	0.90	0.89	0.89
Lanes:	1.00	1.19	0.81	1.00	1.71	0.29	1.00	1.60	0.40	1.00	1.73	0.27
Final Sat.:	1718	1924	1303	1718	2885	480	1718	2661	673	1718	2911	457
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.06	0.16	0.16	0.12	0.21	0.21	0.14	0.17	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.35	0.32	0.32	0.42	0.38	0.38	0.58	0.34	0.34	0.58	0.34	0.34
Volume/Cap:	0.10	0.60	0.60	0.35	0.42	0.42	0.37	0.60	0.60	0.46	0.51	0.51
Uniform Del:	21.3	28.9	28.9	19.3	22.8	22.8	11.3	27.3	27.3	12.5	26.6	26.6
IncremntDel:	0.2	1.0	1.0	0.7	0.2	0.2	0.4	0.9	0.9	0.6	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:	21.5	29.9	29.9	20.0	23.1	23.1	11.7	28.2	28.2	13.1	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	29.9	29.9	20.0	23.1	23.1	11.7	28.2	28.2	13.1	26.9	26.9
LOS by Move:	C	C	C	B	C	C	B	C	C	B	C	C
HCM2kAvgQ:	1	9	9	3	7	7	4	10	10	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 #35 Farrell & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	0	Average Delay (sec/veh):	27.2
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Farrell						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	37	362	93	274	314	35	69	837	40	89	970	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:	37	362	93	274	314	35	69	837	40	89	970	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:	37	362	93	274	314	35	69	837	40	89	970	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	362	93	274	314	35	69	837	40	89	970	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:	37	362	93	274	314	35	69	837	40	89	970	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	0.90	0.90	0.81	0.90	0.90	0.81
Lanes:	1.00	1.59	0.41	1.00	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1718	2650	681	1718	3046	339	1718	3437	1537	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.16	0.10	0.10	0.04	0.24	0.03	0.05	0.28	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.30	0.22	0.22	0.48	0.40	0.40	0.49	0.43	0.43	0.52	0.46	0.46
Volume/Cap:	0.10	0.62	0.62	0.51	0.26	0.26	0.29	0.57	0.06	0.29	0.62	0.21
Uniform Del:	29.7	42.2	42.2	20.6	24.4	24.4	18.4	25.8	20.0	16.9	24.7	19.6
IncremntDel:	0.1	1.6	1.6	0.9	0.1	0.1	0.7	0.5	0.0	0.5	0.8	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	43.8	43.8	21.5	24.5	24.5	19.1	26.3	20.1	17.4	25.5	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	43.8	43.8	21.5	24.5	24.5	19.1	26.3	20.1	17.4	25.5	19.7
LOS by Move:	C	D	D	C	C	C	B	C	C	B	C	B
HCM2kAvgQ:	1	9	9	7	4	4	2	12	1	2	14	3

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

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

Intersection #36 El Cielo & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	0	Average Delay (sec/veh):	23.8
Optimal Cycle:	50	Level Of Service:	C

Street Name:	El Cielo						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	1	0	1	1	1	0	1	1	0	2	0	1	1	0	2	1	0
Volume Module:																				
Base Vol:	115	187	61	412	253	38	27	1106	114	39	1073	457
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	187	61	412	253	38	27	1106	114	39	1073	457
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	187	61	412	253	38	27	1106	114	39	1073	457
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	187	61	412	253	38	27	1106	114	39	1073	457
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	187	61	412	253	38	27	1106	114	39	1073	457
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.88	0.88	0.81	0.90	0.90	0.81	0.90	0.83	0.83
Lanes:	1.00	1.51	0.49	1.86	1.14	1.00	1.00	2.00	1.00	1.00	2.10	0.90
Final Sat.:	1649	2486	811	3098	1902	1537	1718	3437	1537	1718	3307	1409
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.08	0.08	0.13	0.13	0.02	0.02	0.32	0.07	0.02	0.32	0.32
Crit Moves:			****		****		****				****	
Green/Cycle:	0.14	0.14	0.14	0.24	0.24	0.24	0.03	0.58	0.58	0.04	0.59	0.59
Volume/Cap:	0.51	0.55	0.55	0.55	0.55	0.10	0.55	0.56	0.13	0.56	0.55	0.55
Uniform Del:	48.0	48.3	48.3	39.7	39.7	35.3	57.5	15.6	11.5	56.5	14.8	14.8
IncremntDel:	0.6	1.0	1.0	0.5	0.5	0.1	12.4	0.3	0.1	9.4	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:	48.6	49.3	49.3	40.2	40.2	35.4	70.0	16.0	11.5	65.9	15.0	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	49.3	49.3	40.2	40.2	35.4	70.0	16.0	11.5	65.9	15.0	15.0
LOS by Move:	D	D	D	D	D	D	E	B	B	E	B	B
HCM2kAvgQ:	5	5	5	8	8	1	2	13	2	2	12	12

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

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

Intersection #37 Gene Autry / SR 111& Ramon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	0	Average Delay (sec/veh):	26.9
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Gene Autry / SR 111						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	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	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	368	587	215	154	378	211	362	1384	465	195	1041	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	368	587	215	154	378	211	362	1384	465	195	1041	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	368	587	215	154	378	211	362	1384	465	195	1041	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	587	215	154	378	211	362	1384	465	195	1041	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	368	587	215	154	378	211	362	1384	465	195	1041	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.87	0.81	0.88	0.87	0.81	0.88	0.87	0.81	0.88	0.87	0.81
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3334	4938	1537	3334	4938	1537	3334	4938	1537	3334	4938	1537
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.14	0.05	0.08	0.14	0.11	0.28	0.30	0.06	0.21	0.09
Crit Moves:	****					****			****	****		
Green/Cycle:	0.18	0.31	0.31	0.10	0.23	0.23	0.20	0.50	0.50	0.10	0.39	0.39
Volume/Cap:	0.61	0.39	0.46	0.46	0.34	0.61	0.54	0.56	0.61	0.61	0.54	0.23
Uniform Del:	37.7	27.3	28.0	42.4	32.5	34.8	35.8	17.6	18.1	43.4	23.5	20.4
IncremntDel:	1.8	0.2	0.7	1.0	0.2	3.1	0.9	0.3	1.4	3.4	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:	39.5	27.5	28.7	43.3	32.7	37.9	36.6	17.9	19.6	46.8	23.8	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	27.5	28.7	43.3	32.7	37.9	36.6	17.9	19.6	46.8	23.8	20.6
LOS by Move:	D	C	C	D	C	D	D	B	B	D	C	C
HCM2kAvgQ:	6	5	6	3	4	7	6	11	11	4	9	3

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

Future with Project Conditions (Year 2026)

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

Intersection #1 Palm Canyon & Vista Chino

Cycle (sec):	120	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	0	Average Delay (sec/veh):	23.6
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Palm Canyon						Vista Chino					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			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:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	91	381	24	257	801	70	44	75	14	243	75	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	381	24	257	801	70	44	75	14	243	75	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	381	24	257	801	70	44	75	14	243	75	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	381	24	257	801	70	44	75	14	243	75	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	381	24	257	801	70	44	75	14	243	75	321
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.90	0.90	0.90	0.89	0.89	0.79	0.79	0.79	0.63	0.63	0.81
Lanes:	1.00	1.88	0.12	1.00	1.84	0.16	0.33	0.56	0.11	0.76	0.24	1.00
Final Sat.:	345	3204	202	1718	3123	273	494	842	157	914	282	1537
Capacity Analysis Module:												
Vol/Sat:	0.26	0.12	0.12	0.15	0.26	0.26	0.09	0.09	0.09	0.27	0.27	0.21
Crit Moves:	****			****							****	
Green/Cycle:	0.35	0.35	0.35	0.24	0.58	0.58	0.42	0.42	0.42	0.42	0.42	0.65
Volume/Cap:	0.76	0.34	0.34	0.63	0.44	0.44	0.21	0.21	0.21	0.64	0.64	0.32
Uniform Del:	34.8	29.1	29.1	41.1	14.0	14.0	22.4	22.4	22.4	27.8	27.8	9.1
IncremntDel:	24.2	0.2	0.2	3.2	0.2	0.2	0.2	0.2	0.2	2.8	2.8	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	29.2	29.2	44.3	14.1	14.1	22.6	22.6	22.6	30.6	30.6	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.0	29.2	29.2	44.3	14.1	14.1	22.6	22.6	22.6	30.6	30.6	9.3
LOS by Move:	E	C	C	D	B	B	C	C	C	C	C	A
HCM2kAvgQ:	5	6	6	9	9	9	3	3	3	10	10	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 Palm Canyon & Alejo

Cycle (sec):	120	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	0	Average Delay (sec/veh):	24.3
Optimal Cycle:	47	Level Of Service:	C

Street Name:	Palm Canyon						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0	0	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	113	963	63	61	84	41	331	140	309
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	113	963	63	61	84	41	331	140	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	113	963	63	61	84	41	331	140	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	113	963	63	61	84	41	331	140	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	113	963	63	61	84	41	331	140	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	0.88	0.88	0.90	0.91	0.91	0.90	0.95	0.81
Lanes:	0.00	0.00	0.00	0.20	1.69	0.11	1.00	0.67	0.33	1.00	1.00	1.00
Final Sat.:	0	0	0	333	2839	186	1718	1156	564	1718	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.34	0.34	0.04	0.07	0.07	0.19	0.08	0.20
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.56	0.56	0.56	0.19	0.12	0.12	0.44	0.37	0.37
Volume/Cap:	0.00	0.00	0.00	0.60	0.60	0.60	0.24	0.60	0.60	0.54	0.21	0.54
Uniform Del:	0.0	0.0	0.0	17.5	17.5	17.5	41.2	50.1	50.1	23.8	25.6	29.5
IncremntDel:	0.0	0.0	0.0	0.6	0.6	0.6	0.5	5.0	5.0	1.0	0.2	1.0
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	18.1	18.1	18.1	41.7	55.1	55.1	24.7	25.7	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.1	18.1	18.1	41.7	55.1	55.1	24.7	25.7	30.6
LOS by Move:	A	A	A	B	B	B	D	E	E	C	C	C
HCM2kAvgQ:	0	0	0	15	15	15	2	5	5	9	3	9

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

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

Intersection #3 Palm Canyon & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.415
Loss Time (sec):	0	Average Delay (sec/veh):	21.9
Optimal Cycle:	32	Level Of Service:	C

Street Name:	Palm Canyon						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
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	0	0	1	2	0	1	0	0	1!	0
Volume Module:												
Base Vol:	0	0	0	162	990	90	1	99	29	178	83	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	162	990	90	1	99	29	178	83	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	162	990	90	1	99	29	178	83	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	162	990	90	1	99	29	178	83	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	162	990	90	1	99	29	178	83	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.85	0.81	0.92	0.92	0.92	0.90	0.95	1.00
Lanes:	0.00	0.00	0.00	0.42	2.58	1.00	0.01	0.77	0.22	1.00	1.00	0.00
Final Sat.:	0	0	0	681	4163	1537	14	1347	394	1718	1809	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.06	0.07	0.07	0.07	0.10	0.05	0.00
Crit Moves:					****			****			****	
Green/Cycle:	0.00	0.00	0.00	0.57	0.57	0.57	0.26	0.18	0.18	0.16	0.16	0.00
Volume/Cap:	0.00	0.00	0.00	0.41	0.41	0.10	0.28	0.41	0.41	0.55	0.28	0.00
Uniform Del:	0.0	0.0	0.0	14.3	14.3	11.6	35.2	43.8	43.8	46.8	43.9	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.3	0.9	0.9	2.0	0.5	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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	14.4	14.4	11.7	35.5	44.7	44.7	48.7	44.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.4	14.4	11.7	35.5	44.7	44.7	48.7	44.5	0.0
LOS by Move:	A	A	A	B	B	B	D	D	D	D	D	A
HCM2kAvgQ:	0	0	0	9	9	1	4	5	5	7	3	0

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

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

Intersection #4 Palm Canyon & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.397
Loss Time (sec):	0	Average Delay (sec/veh):	20.7
Optimal Cycle:	31	Level Of Service:	C

Street Name:	Palm Canyon						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0 0	0	0 1	1 1	0	0 0	1 0	1	1 1	1 0	0
Volume Module:												
Base Vol:	0	0	0	241	843	57	0	139	43	234	165	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	241	843	57	0	139	43	234	165	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	241	843	57	0	139	43	234	165	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	843	57	0	139	43	234	165	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	241	843	57	0	139	43	234	165	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.83	0.83	0.83	1.00	0.95	0.81	0.88	0.88	1.00
Lanes:	0.00	0.00	0.00	0.63	2.22	0.15	0.00	1.00	1.00	1.76	1.24	0.00
Final Sat.:	0	0	0	1003	3507	237	0	1809	1537	2939	2072	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.24	0.00	0.08	0.03	0.08	0.08	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.61	0.61	0.61	0.00	0.19	0.19	0.20	0.39	0.00
Volume/Cap:	0.00	0.00	0.00	0.40	0.40	0.40	0.00	0.40	0.14	0.40	0.20	0.00
Uniform Del:	0.0	0.0	0.0	12.3	12.3	12.3	0.0	42.3	40.1	41.7	23.9	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.7	0.2	0.3	0.1	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	12.4	12.4	12.4	0.0	43.0	40.4	41.9	24.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.4	12.4	12.4	0.0	43.0	40.4	41.9	24.0	0.0
LOS by Move:	A	A	A	B	B	B	A	D	D	D	C	A
HCM2kAvgQ:	0	0	0	8	8	8	0	5	1	8	2	0

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

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

Intersection #5 Indian Canyon & Vista Chino

Cycle (sec):	120	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	0	Average Delay (sec/veh):	27.1
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Indian Canyon						Vista Chino					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	237	613	256	93	458	77	31	245	25	140	326	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	613	256	93	458	77	31	245	25	140	326	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	613	256	93	458	77	31	245	25	140	326	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	613	256	93	458	77	31	245	25	140	326	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	613	256	93	458	77	31	245	25	140	326	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.86	0.86	0.90	0.90	0.81	0.90	0.89	0.89	0.90	0.88	0.88
Lanes:	1.00	1.41	0.59	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.61	0.39
Final Sat.:	1718	2318	968	1718	3437	1537	1718	3075	314	1718	2677	657
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.26	0.05	0.13	0.05	0.02	0.08	0.08	0.08	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.66	0.55	0.55	0.44	0.33	0.33	0.04	0.17	0.17	0.17	0.29	0.29
Volume/Cap:	0.31	0.48	0.48	0.24	0.41	0.15	0.42	0.48	0.48	0.48	0.42	0.42
Uniform Del:	8.7	16.4	16.4	20.0	31.4	28.7	55.9	45.3	45.3	45.0	34.2	34.2
IncremntDel:	0.2	0.2	0.2	0.3	0.2	0.1	3.7	0.6	0.6	1.2	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:	9.0	16.6	16.6	20.3	31.7	28.8	59.7	46.0	46.0	46.3	34.5	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	16.6	16.6	20.3	31.7	28.8	59.7	46.0	46.0	46.3	34.5	34.5
LOS by Move:	A	B	B	C	C	C	E	D	D	D	C	C
HCM2kAvgQ:	4	10	10	2	7	2	2	5	5	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 #6 Indian Canyon & Tachevah

Cycle (sec):	120	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	0	Average Delay (sec/veh):	10.8
Optimal Cycle:	23	Level Of Service:	B

Street Name:	Indian Canyon						Tachevah					
Approach:	North Bound			South 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:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	91	868	38	139	411	26	22	65	19	18	109	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	868	38	139	411	26	22	65	19	18	109	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	868	38	139	411	26	22	65	19	18	109	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	868	38	139	411	26	22	65	19	18	109	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	868	38	139	411	26	22	65	19	18	109	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.90	0.90	0.26	0.90	0.90	0.88	0.88	0.81	0.56	0.95	0.81
Lanes:	1.00	1.92	0.08	1.00	1.88	0.12	0.25	0.75	1.00	1.00	1.00	1.00
Final Sat.:	854	3273	143	503	3203	203	425	1255	1537	1062	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.27	0.28	0.13	0.13	0.05	0.05	0.01	0.02	0.06	0.09
Crit Moves:				****								****
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.14	0.35	0.35	0.36	0.17	0.17	0.22	0.22	0.05	0.07	0.25	0.36
Uniform Del:	3.9	4.7	4.7	4.8	4.0	4.0	36.6	36.6	35.1	35.3	36.9	38.0
IncremntDel:	0.1	0.1	0.1	0.6	0.0	0.0	0.3	0.3	0.1	0.1	0.3	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:	4.0	4.8	4.8	5.4	4.0	4.0	36.8	36.8	35.2	35.4	37.2	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.0	4.8	4.8	5.4	4.0	4.0	36.8	36.8	35.2	35.4	37.2	38.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	6	6	2	2	2	3	3	1	1	3	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 Indian Canyon & Tamarisk

Cycle (sec):	120	Critical Vol./Cap.(X):	0.344
Loss Time (sec):	0	Average Delay (sec/veh):	7.4
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Indian Canyon						Tamarisk					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	32	939	15	14	443	11	12	26	12	5	58	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	939	15	14	443	11	12	26	12	5	58	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	939	15	14	443	11	12	26	12	5	58	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	939	15	14	443	11	12	26	12	5	58	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	939	15	14	443	11	12	26	12	5	58	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.87	0.87	0.87	0.90	0.90	0.90
Lanes:	1.00	1.97	0.03	1.00	1.95	0.05	0.24	0.52	0.24	0.05	0.59	0.36
Final Sat.:	1718	3376	54	1718	3340	83	396	858	396	87	1010	609
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.01	0.13	0.13	0.03	0.03	0.03	0.06	0.06	0.06
Crit Moves:		****		****							****	
Green/Cycle:	0.83	0.81	0.81	0.75	0.73	0.73	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.04	0.34	0.34	0.03	0.18	0.18	0.18	0.18	0.18	0.34	0.34	0.34
Uniform Del:	1.8	3.0	3.0	3.7	5.0	5.0	42.9	42.9	42.9	44.2	44.2	44.2
IncremntDel:	0.0	0.1	0.1	0.0	0.0	0.0	0.3	0.3	0.3	0.7	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:	1.8	3.1	3.1	3.7	5.1	5.1	43.2	43.2	43.2	44.9	44.9	44.9
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:	1.8	3.1	3.1	3.7	5.1	5.1	43.2	43.2	43.2	44.9	44.9	44.9
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	5	5	0	3	3	2	2	2	3	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 Indian Canyon & Alejo

Cycle (sec):	120	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	0	Average Delay (sec/veh):	23.5
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Indian Canyon						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0	0 1	1 0	1	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	366	863	60	266	0	218	30	142	0	0	187	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:	366	863	60	266	0	218	30	142	0	0	187	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:	366	863	60	266	0	218	30	142	0	0	187	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	863	60	266	0	218	30	142	0	0	187	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:	366	863	60	266	0	218	30	142	0	0	187	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	1.00	0.81	0.31	0.95	1.00	1.00	0.84	0.84
Lanes:	1.00	1.87	0.13	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.11	0.89
Final Sat.:	1718	3181	221	1718	0	1537	582	1809	0	0	1779	1427
Capacity Analysis Module:												
Vol/Sat:	0.21	0.27	0.27	0.15	0.00	0.14	0.05	0.08	0.00	0.00	0.11	0.11
Crit Moves:		****		****							****	
Green/Cycle:	0.77	0.51	0.51	0.29	0.00	0.29	0.20	0.20	0.00	0.00	0.20	0.20
Volume/Cap:	0.30	0.53	0.53	0.53	0.00	0.49	0.26	0.40	0.00	0.00	0.53	0.53
Uniform Del:	3.9	19.7	19.7	12.4	0.0	35.1	40.7	41.9	0.0	0.0	43.1	43.1
IncremntDel:	0.1	0.3	0.3	1.1	0.0	0.8	1.2	0.7	0.0	0.0	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	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	4.1	20.0	20.0	13.4	0.0	35.9	41.9	42.6	0.0	0.0	44.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.1	20.0	20.0	13.4	0.0	35.9	41.9	42.6	0.0	0.0	44.0	44.0
LOS by Move:	A	C	C	B	A	D	D	D	A	A	D	D
HCM2kAvgQ:	4	12	12	9	0	7	1	5	0	0	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 Indian Canyon & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.322
Loss Time (sec):	0	Average Delay (sec/veh):	10.8
Optimal Cycle:	21	Level Of Service:	B

Street Name:	Indian Canyon						Amado					
Approach:	North Bound			South 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 1	2	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	80	1165	116	0	0	0	67	104	0	0	60	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1165	116	0	0	0	67	104	0	0	60	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1165	116	0	0	0	67	104	0	0	60	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1165	116	0	0	0	67	104	0	0	60	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1165	116	0	0	0	67	104	0	0	60	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.81	1.00	1.00	1.00	0.60	0.95	1.00	1.00	0.95	0.81
Lanes:	0.19	2.81	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	314	4579	1537	0	0	0	1132	1809	0	0	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.08	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.03	0.07
Crit Moves:		****										****
Green/Cycle:	0.79	0.79	0.79	0.00	0.00	0.00	0.21	0.21	0.00	0.00	0.21	0.21
Volume/Cap:	0.32	0.32	0.10	0.00	0.00	0.00	0.28	0.27	0.00	0.00	0.16	0.32
Uniform Del:	3.6	3.6	2.9	0.0	0.0	0.0	39.8	39.7	0.0	0.0	38.7	40.2
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.4	0.0	0.0	0.2	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	3.6	3.6	2.9	0.0	0.0	0.0	40.4	40.1	0.0	0.0	38.9	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	3.6	2.9	0.0	0.0	0.0	40.4	40.1	0.0	0.0	38.9	40.7
LOS by Move:	A	A	A	A	A	A	D	D	A	A	D	D
HCM2kAvgQ:	5	5	1	0	0	0	2	3	0	0	2	3

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

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

Intersection #10 Indian Canyon & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.384
Loss Time (sec):	0	Average Delay (sec/veh):	19.0
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Indian Canyon						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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 1	2	0 1	0	0	0 0	1	0 1	0 0	0	0 1	0 2
Volume Module:												
Base Vol:	78	1034	152	0	0	0	85	170	0	0	194	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:	78	1034	152	0	0	0	85	170	0	0	194	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1034	152	0	0	0	85	170	0	0	194	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1034	152	0	0	0	85	170	0	0	194	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1034	152	0	0	0	85	170	0	0	194	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.81	1.00	1.00	1.00	0.90	0.95	1.00	1.00	0.95	0.71
Lanes:	0.21	2.79	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	2.00
Final Sat.:	343	4550	1537	0	0	0	1718	1809	0	0	1809	2706
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.10	0.00	0.00	0.00	0.05	0.09	0.00	0.00	0.11	0.09
Crit Moves:		****					****				****	
Green/Cycle:	0.59	0.59	0.59	0.00	0.00	0.00	0.41	0.41	0.00	0.00	0.28	0.28
Volume/Cap:	0.38	0.38	0.17	0.00	0.00	0.00	0.19	0.23	0.00	0.00	0.38	0.31
Uniform Del:	12.9	12.9	11.1	0.0	0.0	0.0	22.6	23.2	0.0	0.0	34.9	34.1
IncremntDel:	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.5	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	13.0	13.0	11.2	0.0	0.0	0.0	22.8	23.4	0.0	0.0	35.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	13.0	11.2	0.0	0.0	0.0	22.8	23.4	0.0	0.0	35.4	34.4
LOS by Move:	B	B	B	A	A	A	C	C	A	A	D	C
HCM2kAvgQ:	8	8	2	0	0	0	2	4	0	0	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 #11 Indian Canyon & Arenas

Cycle (sec):	120	Critical Vol./Cap.(X):	0.307
Loss Time (sec):	0	Average Delay (sec/veh):	7.7
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Indian Canyon						Arenas					
Approach:	North Bound			South 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 1	2	0 1	0	0	0 0 0	1	0 1	0 0	0	0	0 1 0
Volume Module:												
Base Vol:	52	1176	83	0	0	0	61	34	0	0	47	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	1176	83	0	0	0	61	34	0	0	47	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	1176	83	0	0	0	61	34	0	0	47	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1176	83	0	0	0	61	34	0	0	47	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1176	83	0	0	0	61	34	0	0	47	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.81	1.00	1.00	1.00	0.79	0.95	1.00	1.00	0.89	0.89
Lanes:	0.13	2.87	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.49	0.51
Final Sat.:	208	4701	1537	0	0	0	1496	1809	0	0	834	852
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.05	0.00	0.00	0.00	0.04	0.02	0.00	0.00	0.06	0.06
Crit Moves:		****									****	
Green/Cycle:	0.82	0.82	0.82	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.18	0.18
Volume/Cap:	0.31	0.31	0.07	0.00	0.00	0.00	0.22	0.10	0.00	0.00	0.31	0.31
Uniform Del:	2.7	2.7	2.1	0.0	0.0	0.0	41.7	40.7	0.0	0.0	42.4	42.4
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	2.7	2.7	2.2	0.0	0.0	0.0	42.1	40.9	0.0	0.0	42.9	42.9
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:	2.7	2.7	2.2	0.0	0.0	0.0	42.1	40.9	0.0	0.0	42.9	42.9
LOS by Move:	A	A	A	A	A	A	D	D	A	A	D	D
HCM2kAvgQ:	4	4	1	0	0	0	2	1	0	0	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 #12 Indian Canyon & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.385
Loss Time (sec):	0	Average Delay (sec/veh):	21.7
Optimal Cycle:	30	Level Of Service:	C

Street Name:	Indian Canyon						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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	1	2	0	1	0	0	0	0	1	0	1	0	0	0	0	1	1	1
Volume Module:												
Base Vol:	38	845	166	0	0	0	99	287	0	0	349	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	845	166	0	0	0	99	287	0	0	349	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	845	166	0	0	0	99	287	0	0	349	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	845	166	0	0	0	99	287	0	0	349	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	845	166	0	0	0	99	287	0	0	349	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.81	1.00	1.00	1.00	0.90	0.95	1.00	1.00	0.84	0.84
Lanes:	0.13	2.87	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.49	1.51
Final Sat.:	211	4702	1537	0	0	0	1718	1809	0	0	2365	2399
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.11	0.00	0.00	0.00	0.06	0.16	0.00	0.00	0.15	0.15
Crit Moves:		****					****				****	
Green/Cycle:	0.47	0.47	0.47	0.00	0.00	0.00	0.53	0.53	0.00	0.00	0.38	0.38
Volume/Cap:	0.38	0.38	0.23	0.00	0.00	0.00	0.17	0.30	0.00	0.00	0.38	0.38
Uniform Del:	20.8	20.8	19.1	0.0	0.0	0.0	14.2	15.5	0.0	0.0	26.8	26.8
IncremntDel:	0.1	0.1	0.2	0.0	0.0	0.0	0.1	0.2	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	20.9	20.9	19.3	0.0	0.0	0.0	14.3	15.7	0.0	0.0	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	19.3	0.0	0.0	0.0	14.3	15.7	0.0	0.0	26.9	26.9
LOS by Move:	C	C	B	A	A	A	B	B	A	A	C	C
HCM2kAvgQ:	8	8	4	0	0	0	2	6	0	0	7	7

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

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

Intersection #13 Calle Encilia & Alejo

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[17.9]

Street Name:	Calle Encilia						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	62	0	46	0	0	0	0	316	205	91	257	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	0	46	0	0	0	0	316	205	91	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	0	46	0	0	0	0	316	205	91	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	62	0	46	0	0	0	0	316	205	91	257	0
Critical Gap Module:												
Critical Gp:	6.4	6.6	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	858	858	419	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	521	xxxx	xxxxx
Potent Cap.:	324	291	628	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1030	xxxx	xxxxx
Move Cap.:	301	264	628	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1030	xxxx	xxxxx
Volume/Cap:	0.21	0.00	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	386	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	17.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		17.9			xxxxx			xxxxx			xxxxx	
ApproachLOS:		C			*			*			*	

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

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

Intersection #14 Calle Encilia & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	0	Average Delay (sec/veh):	11.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Calle Encilia						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	153	0	82	12	225	0	0	259	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	153	0	82	12	225	0	0	259	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	153	0	82	12	225	0	0	259	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	153	0	82	12	225	0	0	259	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	153	0	82	12	225	0	0	259	134
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.65	0.00	0.35	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	416	0	223	567	619	0	0	640	730
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.37	xxxx	0.37	0.02	0.36	xxxx	xxxx	0.40	0.18
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	11.2	0.0	11.2	9.0	11.4	0.0	0.0	11.7	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.2	0.0	11.2	9.0	11.4	0.0	0.0	11.7	8.5
LOS by Move:	*	*	*	B	*	B	A	B	*	*	B	A
ApproachDel:	xxxxxx			11.2			11.3			10.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			11.2			11.3			10.6		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.5	0.5	0.0	0.5	0.0	0.0	0.6	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 #15 Calle Encilia & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.230
Loss Time (sec):	0	Average Delay (sec/veh):	15.7
Optimal Cycle:	19	Level Of Service:	B

Street Name:	Calle Encilia						Tahquitz Canyon					
Approach:	North Bound			South 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:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	13	63	48	72	190	20	26	258	25	68	398	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	63	48	72	190	20	26	258	25	68	398	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	63	48	72	190	20	26	258	25	68	398	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	63	48	72	190	20	26	258	25	68	398	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	63	48	72	190	20	26	258	25	68	398	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.95	0.81	0.65	0.95	0.81	0.42	0.89	0.89	0.50	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.82	0.18	1.00	1.87	0.13
Final Sat.:	980	1809	1537	1241	1809	1537	798	3092	300	957	3179	224
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.06	0.11	0.01	0.03	0.08	0.08	0.07	0.13	0.13
Crit Moves:					****						****	
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.03	0.08	0.07	0.13	0.23	0.03	0.06	0.15	0.15	0.13	0.23	0.23
Uniform Del:	18.0	18.4	18.3	18.8	19.8	18.0	12.9	13.6	13.6	13.4	14.3	14.3
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.1	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:	18.0	18.4	18.4	18.9	20.0	18.0	13.0	13.7	13.7	13.6	14.3	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	18.4	18.4	18.9	20.0	18.0	13.0	13.7	13.7	13.6	14.3	14.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	1	1	2	4	0	0	3	3	1	4	4

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

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

Intersection #16 Calle Encilia & Arenas

Cycle (sec):	120	Critical Vol./Cap.(X):	0.373
Loss Time (sec):	0	Average Delay (sec/veh):	9.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Calle Encilia						Arenas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	31	83	15	9	203	55	23	50	47	13	39	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	83	15	9	203	55	23	50	47	13	39	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	83	15	9	203	55	23	50	47	13	39	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	83	15	9	203	55	23	50	47	13	39	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	83	15	9	203	55	23	50	47	13	39	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	1.00	0.79	0.21	0.19	0.42	0.39	0.25	0.75	1.00
Final Sat.:	595	561	101	613	544	147	119	259	244	145	434	666
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.01	0.37	0.37	0.19	0.19	0.19	0.09	0.09	0.02
Crit Moves:		****				****		****			****	
Delay/Veh:	8.9	8.8	8.8	8.5	10.7	10.7	9.7	9.7	9.7	9.1	9.1	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.8	8.8	8.5	10.7	10.7	9.7	9.7	9.7	9.1	9.1	7.8
LOS by Move:	A	A	A	A	B	B	A	A	A	A	A	A
ApproachDel:		8.8			10.6			9.7			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			10.6			9.7			8.8	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.1	0.2	0.2	0.0	0.6	0.6	0.2	0.2	0.2	0.1	0.1	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 #17 Calle Encilia & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	0	Average Delay (sec/veh):	11.3
Optimal Cycle:	21	Level Of Service:	B

Street Name:	Calle Encilia						Ramon					
Approach:	North Bound			South 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	1! 0	0	1	0	0 1	0	1	0	1	1 0
Volume Module:												
Base Vol:	1	8	14	130	39	83	21	434	4	15	649	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	8	14	130	39	83	21	434	4	15	649	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	8	14	130	39	83	21	434	4	15	649	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	8	14	130	39	83	21	434	4	15	649	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	8	14	130	39	83	21	434	4	15	649	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.73	0.85	0.85	0.30	0.90	0.90	0.44	0.89	0.89
Lanes:	0.04	0.35	0.61	1.00	0.32	0.68	1.00	1.98	0.02	1.00	1.74	0.26
Final Sat.:	72	575	1006	1391	519	1105	579	3402	31	839	2941	430
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.08	0.08	0.04	0.13	0.13	0.02	0.22	0.22
Crit Moves:				****							****	
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.05	0.05	0.05	0.31	0.25	0.25	0.05	0.18	0.18	0.03	0.31	0.31
Uniform Del:	30.0	30.0	30.0	32.7	32.0	32.0	5.5	6.1	6.1	5.4	6.8	6.8
IncremntDel:	0.0	0.0	0.0	0.4	0.3	0.3	0.1	0.0	0.0	0.0	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:	30.1	30.1	30.1	33.1	32.3	32.3	5.6	6.1	6.1	5.4	6.9	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	30.1	30.1	33.1	32.3	32.3	5.6	6.1	6.1	5.4	6.9	6.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	4	3	3	0	3	3	0	5	5

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

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

Intersection #18 Calle El Segundo & Alejo

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[14.1]

Street Name:	Calle El Segundo						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	42	0	23	0	0	0	0	294	57	41	305	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	42	0	23	0	0	0	0	294	57	41	305	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	42	0	23	0	0	0	0	294	57	41	305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	42	0	23	0	0	0	0	294	57	41	305	0
Critical Gap Module:												
Critical Gp:	6.4	6.6	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	710	710	323	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	351	xxxx	xxxxx
Potent Cap.:	396	355	712	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1191	xxxx	xxxxx
Move Cap.:	385	343	712	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1191	xxxx	xxxxx
Volume/Cap:	0.11 0.00	0.03		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	460	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		14.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

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

Intersection #19 Calle El Segundo & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	0	Average Delay (sec/veh):	13.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Calle El Segundo						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	210	64	22	3	81	13	12	200	203	28	225	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	64	22	3	81	13	12	200	203	28	225	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	64	22	3	81	13	12	200	203	28	225	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	64	22	3	81	13	12	200	203	28	225	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	64	22	3	81	13	12	200	203	28	225	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.23	1.00	0.04	0.96	1.00	0.06	0.94	1.00	0.11	0.89	1.00
Final Sat.:	383	117	581	17	458	523	31	518	617	59	472	591
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.04	0.18	0.18	0.02	0.39	0.39	0.33	0.48	0.48	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	17.2	17.2	8.8	11.0	11.0	9.1	12.7	12.7	10.9	14.6	14.6	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	17.2	8.8	11.0	11.0	9.1	12.7	12.7	10.9	14.6	14.6	8.5
LOS by Move:	C	C	A	B	B	A	B	B	B	B	B	A
ApproachDel:	16.5			10.8			11.8			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.5			10.8			11.8			14.5		
LOS by Appr:	C			B			B			B		
AllWayAvgQ:	1.0	1.0	0.0	0.2	0.2	0.0	0.6	0.6	0.4	0.8	0.8	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 #20 Calle El Segundo & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.215
Loss Time (sec):	0	Average Delay (sec/veh):	12.5
Optimal Cycle:	18	Level Of Service:	B

Street Name:	Calle El Segundo						Tahquitz Canyon					
Approach:	North Bound			South 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 1	0	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	7	77	31	70	70	44	39	342	12	39	425	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:	7	77	31	70	70	44	39	342	12	39	425	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:	7	77	31	70	70	44	39	342	12	39	425	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	77	31	70	70	44	39	342	12	39	425	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:	7	77	31	70	70	44	39	342	12	39	425	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.71	0.71	0.71	0.41	0.90	0.90	0.48	0.89	0.89
Lanes:	0.12	1.34	0.54	0.76	0.76	0.48	1.00	1.93	0.07	1.00	1.72	0.28
Final Sat.:	189	2081	838	1032	1032	649	780	3304	116	921	2895	470
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.07	0.07	0.05	0.10	0.10	0.04	0.15	0.15
Crit Moves:					****						****	
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.68	0.68	0.68	0.68	0.68	0.68
Volume/Cap:	0.12	0.12	0.12	0.21	0.21	0.21	0.07	0.15	0.15	0.06	0.21	0.21
Uniform Del:	29.2	29.2	29.2	30.1	30.1	30.1	6.3	6.7	6.7	6.3	7.0	7.0
IncremntDel:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	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:	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:	29.2	29.2	29.2	30.2	30.2	30.2	6.4	6.7	6.7	6.3	7.1	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	29.2	29.2	30.2	30.2	30.2	6.4	6.7	6.7	6.3	7.1	7.1
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	3	3	3	1	2	2	0	3	3

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

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

Intersection #21 Calle El Segundo & Ramon

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: D[28.2]

Street Name:	Calle El Segundo									Ramon								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0	68	0	50	23	549	0	0	744	88								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	0	68	0	50	23	549	0	0	744	88								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	68	0	50	23	549	0	0	744	88								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	68	0	50	23	549	0	0	744	88								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.9	6.6	7.0	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.6	4.1	3.3	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	1109	1383	416	832	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	199	139	577	777	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	195	135	577	777	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.35	0.00	0.09	0.03	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	271	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	28.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			28.2			xxxxxx			xxxxxx										
ApproachLOS:	*			D			*			*										

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

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

Intersection #22 Avenida Caballeros & Alejo

Cycle (sec):	120	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	0	Average Delay (sec/veh):	14.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Avenida Caballeros						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	55	176	25	36	248	43	20	238	57	19	198	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	176	25	36	248	43	20	238	57	19	198	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	176	25	36	248	43	20	238	57	19	198	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	176	25	36	248	43	20	238	57	19	198	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	176	25	36	248	43	20	238	57	19	198	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.88	0.12	1.00	0.85	0.15	0.08	0.92	1.00	0.09	0.91	1.00
Final Sat.:	460	437	62	473	442	77	39	463	555	43	446	539
Capacity Analysis Module:												
Vol/Sat:	0.12	0.40	0.40	0.08	0.56	0.56	0.51	0.51	0.10	0.44	0.44	0.05
Crit Moves:		****			****			****			****	
Delay/Veh:	11.0	13.6	13.6	10.5	16.9	16.9	16.0	16.0	9.5	14.7	14.7	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	13.6	13.6	10.5	16.9	16.9	16.0	16.0	9.5	14.7	14.7	9.3
LOS by Move:	B	B	B	B	C	C	C	C	A	B	B	A
ApproachDel:		13.1			16.2			14.8			14.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.1			16.2			14.8			14.0	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.1	0.6	0.6	0.1	1.1	1.1	0.9	0.9	0.1	0.7	0.7	0.0

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

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

Intersection #23 Avenida Caballeros & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	0	Average Delay (sec/veh):	13.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Avenida Caballeros						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	59	193	15	31	292	32	34	145	67	8	168	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	193	15	31	292	32	34	145	67	8	168	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	193	15	31	292	32	34	145	67	8	168	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	193	15	31	292	32	34	145	67	8	168	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	193	15	31	292	32	34	145	67	8	168	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.28	1.18	0.54	0.08	1.77	0.15
Final Sat.:	459	493	539	475	516	565	136	599	289	41	873	73
Capacity Analysis Module:												
Vol/Sat:	0.13	0.39	0.03	0.07	0.57	0.06	0.25	0.24	0.23	0.19	0.19	0.19
Crit Moves:		****			****		****			****		
Delay/Veh:	11.2	13.7	9.1	10.4	17.3	9.1	11.7	11.4	10.9	11.1	11.0	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	13.7	9.1	10.4	17.3	9.1	11.7	11.4	10.9	11.1	11.0	10.9
LOS by Move:	B	B	A	B	C	A	B	B	B	B	B	B
ApproachDel:		12.9			16.0			11.3			11.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.9			16.0			11.3			11.0	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.1	0.6	0.0	0.1	1.1	0.1	0.3	0.3	0.3	0.2	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 #24 Avenida Caballeros & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.304
Loss Time (sec):	0	Average Delay (sec/veh):	16.7
Optimal Cycle:	21	Level Of Service:	B

Street Name:	Avenida Caballeros						Tahquitz Canyon					
Approach:	North Bound			South 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:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	32	143	54	129	220	31	33	413	20	40	519	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	143	54	129	220	31	33	413	20	40	519	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	143	54	129	220	31	33	413	20	40	519	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	143	54	129	220	31	33	413	20	40	519	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	143	54	129	220	31	33	413	20	40	519	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.95	0.81	0.57	0.93	0.93	0.35	0.90	0.90	0.41	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	0.88	0.12	1.00	1.91	0.09	1.00	1.87	0.13
Final Sat.:	877	1809	1537	1076	1555	219	664	3255	158	785	3191	215
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.04	0.12	0.14	0.14	0.05	0.13	0.13	0.05	0.16	0.16
Crit Moves:					****						****	
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.08	0.17	0.08	0.26	0.30	0.30	0.09	0.24	0.24	0.10	0.30	0.30
Uniform Del:	17.8	18.6	17.8	19.5	20.0	20.0	13.7	14.9	14.9	13.7	15.5	15.5
IncremntDel:	0.1	0.1	0.0	0.3	0.2	0.2	0.1	0.1	0.1	0.1	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:	17.9	18.7	17.8	19.8	20.2	20.2	13.8	14.9	14.9	13.8	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	18.7	17.8	19.8	20.2	20.2	13.8	14.9	14.9	13.8	15.6	15.6
LOS by Move:	B	B	B	B	C	C	B	B	B	B	B	B
HCM2kAvgQ:	1	3	1	3	6	6	1	4	4	1	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 #25 Avenida Caballeros & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.407
Loss Time (sec):	0	Average Delay (sec/veh):	14.2
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Avenida Caballeros						Ramon					
Approach:	North Bound			South 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	0 0	0	1	0 0	0 1	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	206	0	211	51	653	0	0	672	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	206	0	211	51	653	0	0	672	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:	0	0	0	206	0	211	51	653	0	0	672	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	206	0	211	51	653	0	0	672	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:	0	0	0	206	0	211	51	653	0	0	672	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.74	1.00	0.81	0.25	0.90	1.00	1.00	0.87	0.87
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.55	0.45
Final Sat.:	0	0	0	1402	0	1537	476	3437	0	0	2582	742
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.14	0.11	0.19	0.00	0.00	0.26	0.26
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.36	0.00	0.36	0.64	0.64	0.00	0.00	0.64	0.64
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.38	0.17	0.30	0.00	0.00	0.41	0.41
Uniform Del:	0.0	0.0	0.0	28.7	0.0	28.4	8.8	9.6	0.0	0.0	10.6	10.6
IncremntDel:	0.0	0.0	0.0	0.5	0.0	0.4	0.3	0.1	0.0	0.0	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	29.3	0.0	28.8	9.0	9.7	0.0	0.0	10.7	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.3	0.0	28.8	9.0	9.7	0.0	0.0	10.7	10.7
LOS by Move:	A	A	A	C	A	C	A	A	A	A	B	B
HCM2kAvgQ:	0	0	0	6	0	6	1	6	0	0	8	8

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

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

Intersection #26 Hermosa & Amado

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[11.5]

Street Name:	Hermosa						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 1 0	0	1	0 1 0	0	1
Volume Module:												
Base Vol:	3	9	11	11	15	9	7	236	5	3	147	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:	3	9	11	11	15	9	7	236	5	3	147	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:	3	9	11	11	15	9	7	236	5	3	147	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	9	11	11	15	9	7	236	5	3	147	22
Critical Gap Module:												
Critical Gp:	7.2	6.6	6.3	7.2	6.6	6.3	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	426	425	236	416	408	147	169	xxxx	xxxxx	241	xxxx	xxxxx
Potent Cap.:	534	517	796	542	528	892	1390	xxxx	xxxxx	1308	xxxx	xxxxx
Move Cap.:	514	513	796	525	524	892	1390	xxxx	xxxxx	1308	xxxx	xxxxx
Volume/Cap:	0.01	0.02	0.01	0.02	0.03	0.01	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	618	xxxxx	xxxx	587	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.2	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.1	xxxxx	xxxxx	11.5	xxxxx	7.6	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	A	*	*	A	*	*
ApproachDel:		11.1			11.5		xxxxxx			xxxxxx		
ApproachLOS:		B			B		*			*		

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

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

Intersection #27 Hermosa & Tahquitz Canyon

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[15.6]

Street Name:	Hermosa						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	3	3	24	11	1	19	18	566	2	27	519	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	3	24	11	1	19	18	566	2	27	519	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	3	24	11	1	19	18	566	2	27	519	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	3	24	11	1	19	18	566	2	27	519	4
Critical Gap Module:												
Critical Gp:	7.6	6.6	7.0	7.6	6.6	7.0	4.2	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.6	4.1	3.3	3.6	4.1	3.3	2.3	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	917	1180	284	896	1179	262	523	xxxx	xxxxx	568	xxxx	xxxxx
Potent Cap.:	222	185	704	231	185	728	1019	xxxx	xxxxx	980	xxxx	xxxxx
Move Cap.:	208	176	704	212	177	728	1019	xxxx	xxxxx	980	xxxx	xxxxx
Volume/Cap:	0.01	0.02	0.03	0.05	0.01	0.03	0.02	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	458	xxxxx	xxxx	371	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.4	xxxxx	xxxxx	15.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	C	*	*	*	*	*	*	*
ApproachDel:		13.4			15.6		xxxxxx			xxxxxx		
ApproachLOS:		B			C		*			*		

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

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

Intersection #28 Sunrise & Alejo

Cycle (sec):	120	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	0	Average Delay (sec/veh):	17.2
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Sunrise						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	97	749	37	42	847	62	53	116	139	30	147	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:	97	749	37	42	847	62	53	116	139	30	147	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:	97	749	37	42	847	62	53	116	139	30	147	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	749	37	42	847	62	53	116	139	30	147	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:	97	749	37	42	847	62	53	116	139	30	147	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.81	0.90	0.95	0.81
Lanes:	1.00	1.91	0.09	1.00	1.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1718	3252	161	1718	3170	232	1718	1809	1537	1718	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.02	0.27	0.27	0.03	0.06	0.09	0.02	0.08	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.74	0.67	0.67	0.68	0.61	0.61	0.26	0.22	0.22	0.23	0.19	0.19
Volume/Cap:	0.20	0.34	0.34	0.09	0.44	0.44	0.21	0.30	0.42	0.11	0.44	0.20
Uniform Del:	5.6	8.4	8.4	6.2	12.3	12.3	34.5	39.4	40.6	36.4	43.2	41.2
IncremntDel:	0.2	0.1	0.1	0.1	0.1	0.1	0.4	0.4	0.9	0.2	0.9	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:	5.8	8.5	8.5	6.3	12.4	12.4	34.9	39.9	41.4	36.6	44.1	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.8	8.5	8.5	6.3	12.4	12.4	34.9	39.9	41.4	36.6	44.1	41.6
LOS by Move:	A	A	A	A	B	B	C	D	D	D	D	D
HCM2kAvgQ:	1	6	6	1	9	9	2	4	5	1	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 #29 Sunrise & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	0	Average Delay (sec/veh):	9.2
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Sunrise						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	100	845	25	14	931	56	40	55	74	25	40	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	845	25	14	931	56	40	55	74	25	40	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	845	25	14	931	56	40	55	74	25	40	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	845	25	14	931	56	40	55	74	25	40	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	845	25	14	931	56	40	55	74	25	40	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.51	0.95	0.81	0.53	0.90	0.90
Lanes:	1.00	1.94	0.06	1.00	1.89	0.11	1.00	1.00	1.00	1.00	0.67	0.33
Final Sat.:	1718	3325	98	1718	3213	193	977	1809	1537	1011	1146	573
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.01	0.29	0.29	0.04	0.03	0.05	0.02	0.03	0.03
Crit Moves:	****				****				****			
Green/Cycle:	0.88	0.85	0.85	0.76	0.73	0.73	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.17	0.30	0.30	0.03	0.40	0.40	0.34	0.25	0.40	0.20	0.29	0.29
Uniform Del:	1.8	1.8	1.8	3.5	6.1	6.1	48.3	47.8	48.6	47.5	48.0	48.0
IncremntDel:	0.1	0.1	0.1	0.0	0.1	0.1	1.7	0.6	1.4	0.8	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:	2.0	1.8	1.8	3.5	6.2	6.2	50.0	48.4	50.0	48.3	48.7	48.7
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:	2.0	1.8	1.8	3.5	6.2	6.2	50.0	48.4	50.0	48.3	48.7	48.7
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	3	3	0	7	7	2	2	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 #30 Sunrise & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	0	Average Delay (sec/veh):	28.7
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Sunrise						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
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	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	80	714	107	170	746	81	109	402	75	148	487	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	714	107	170	746	81	109	402	75	148	487	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	714	107	170	746	81	109	402	75	148	487	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	714	107	170	746	81	109	402	75	148	487	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	714	107	170	746	81	109	402	75	148	487	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.89	0.89	0.88	0.89	0.89	0.90	0.88	0.88	0.90	0.90	0.81
Lanes:	2.00	1.74	0.26	2.00	1.80	0.20	1.00	1.69	0.31	1.00	2.00	1.00
Final Sat.:	3334	2932	439	3334	3054	332	1718	2827	527	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.05	0.24	0.24	0.06	0.14	0.14	0.09	0.14	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.47	0.47	0.10	0.51	0.51	0.41	0.27	0.27	0.44	0.30	0.30
Volume/Cap:	0.48	0.52	0.52	0.52	0.48	0.48	0.28	0.52	0.52	0.36	0.47	0.34
Uniform Del:	55.4	22.6	22.6	51.5	18.8	18.8	23.0	37.1	37.1	21.8	34.1	32.6
IncremntDel:	2.1	0.3	0.3	1.5	0.2	0.2	0.4	0.6	0.6	0.5	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:	57.6	23.0	23.0	53.0	19.0	19.0	23.4	37.6	37.6	22.4	34.4	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:	57.6	23.0	23.0	53.0	19.0	19.0	23.4	37.6	37.6	22.4	34.4	33.1
LOS by Move:	E	C	C	D	B	B	C	D	D	C	C	C
HCM2kAvgQ:	2	11	11	4	10	10	3	8	8	4	8	5

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

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

Intersection #31 Sunrise & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	0	Average Delay (sec/veh):	31.7
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Sunrise						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	190	469	127	261	597	104	126	578	145	157	640	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	469	127	261	597	104	126	578	145	157	640	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	469	127	261	597	104	126	578	145	157	640	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	469	127	261	597	104	126	578	145	157	640	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	469	127	261	597	104	126	578	145	157	640	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.90	0.81	0.90	0.90	0.81	0.90	0.90	0.81
Lanes:	1.00	1.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1718	2618	709	1718	3437	1537	1718	3437	1537	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.15	0.17	0.07	0.07	0.17	0.09	0.09	0.19	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.52	0.30	0.30	0.56	0.34	0.34	0.41	0.28	0.28	0.44	0.32	0.32
Volume/Cap:	0.36	0.59	0.59	0.46	0.51	0.20	0.38	0.59	0.33	0.42	0.59	0.45
Uniform Del:	16.3	35.5	35.5	15.6	31.4	27.8	23.8	36.9	33.9	22.3	34.6	32.8
IncremntDel:	0.4	0.9	0.9	0.6	0.4	0.2	0.8	1.0	0.4	0.8	0.9	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:	16.7	36.4	36.4	16.2	31.8	28.0	24.5	37.9	34.3	23.1	35.4	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:	16.7	36.4	36.4	16.2	31.8	28.0	24.5	37.9	34.3	23.1	35.4	33.5
LOS by Move:	B	D	D	B	C	C	C	D	C	C	D	C
HCM2kAvgQ:	4	10	10	6	9	3	4	10	4	4	11	7

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

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

Intersection #32 Sunrise & Mesquite

Cycle (sec):	120	Critical Vol./Cap.(X):	0.336
Loss Time (sec):	0	Average Delay (sec/veh):	13.1
Optimal Cycle:	28	Level Of Service:	B

Street Name:	Sunrise						Mesquite					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	25	665	16	67	703	112	91	92	20	10	60	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:	25	665	16	67	703	112	91	92	20	10	60	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:	25	665	16	67	703	112	91	92	20	10	60	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	665	16	67	703	112	91	92	20	10	60	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:	25	665	16	67	703	112	91	92	20	10	60	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.89	0.89	0.61	0.93	0.93	0.51	0.95	0.81
Lanes:	1.00	1.95	0.05	1.00	1.73	0.27	1.00	0.82	0.18	1.00	1.00	1.00
Final Sat.:	1718	3346	81	1718	2902	462	1154	1446	314	966	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.04	0.24	0.24	0.08	0.06	0.06	0.01	0.03	0.05
Crit Moves:	****				****		****					
Green/Cycle:	0.68	0.64	0.64	0.77	0.72	0.72	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.05	0.31	0.31	0.11	0.34	0.34	0.34	0.27	0.27	0.04	0.14	0.22
Uniform Del:	6.1	9.7	9.7	4.0	6.1	6.1	38.1	37.5	37.5	35.5	36.3	37.0
IncremntDel:	0.0	0.1	0.1	0.1	0.1	0.1	0.7	0.4	0.4	0.1	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:	6.2	9.8	9.8	4.1	6.2	6.2	38.9	37.9	37.9	35.6	36.5	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	9.8	9.8	4.1	6.2	6.2	38.9	37.9	37.9	35.6	36.5	37.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	6	6	1	6	6	3	3	3	0	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 #33 Sunrise & Palm Canyon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	0	Average Delay (sec/veh):	26.3
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Sunrise						Palm Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1	1 0	2 0	1	1 0	2 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	95	232	260	439	246	86	83	783	77	265	766	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	232	260	439	246	86	83	783	77	265	766	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	232	260	439	246	86	83	783	77	265	766	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	232	260	439	246	86	83	783	77	265	766	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	232	260	439	246	86	83	783	77	265	766	375
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.83	0.83	0.88	0.87	0.87	0.88	0.90	0.81	0.88	0.90	0.81
Lanes:	2.00	1.00	1.00	2.00	1.48	0.52	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3334	1583	1583	3334	2447	856	3334	3437	1537	3334	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.16	0.13	0.10	0.10	0.02	0.23	0.05	0.08	0.22	0.24
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.27	0.27	0.22	0.38	0.38	0.05	0.38	0.38	0.13	0.46	0.68
Volume/Cap:	0.26	0.54	0.60	0.60	0.26	0.26	0.49	0.60	0.13	0.60	0.49	0.36
Uniform Del:	40.9	31.0	31.7	35.2	21.2	21.2	46.2	25.1	20.4	40.9	18.9	6.9
IncremntDel:	0.4	0.6	1.3	1.4	0.1	0.1	2.2	0.8	0.1	2.4	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:	41.3	31.7	33.0	36.6	21.3	21.3	48.3	25.9	20.5	43.3	19.1	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	31.7	33.0	36.6	21.3	21.3	48.3	25.9	20.5	43.3	19.1	7.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	B	A
HCM2kAvgQ:	2	7	8	7	4	4	2	11	2	5	9	5

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

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

Intersection #34 Farrell & Tahquitz Canyon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	0	Average Delay (sec/veh):	24.6
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Farrell						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	29	392	270	93	439	56	236	602	134	211	599	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:	29	392	270	93	439	56	236	602	134	211	599	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:	29	392	270	93	439	56	236	602	134	211	599	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	392	270	93	439	56	236	602	134	211	599	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:	29	392	270	93	439	56	236	602	134	211	599	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.85	0.85	0.90	0.89	0.89	0.90	0.88	0.88	0.90	0.89	0.89
Lanes:	1.00	1.18	0.82	1.00	1.77	0.23	1.00	1.64	0.36	1.00	1.79	0.21
Final Sat.:	1718	1911	1316	1718	2996	382	1718	2735	609	1718	3028	354
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.05	0.15	0.15	0.14	0.22	0.22	0.12	0.20	0.20
Crit Moves:		****		****				****		****		
Green/Cycle:	0.39	0.35	0.35	0.44	0.39	0.39	0.56	0.36	0.36	0.53	0.33	0.33
Volume/Cap:	0.09	0.59	0.59	0.32	0.37	0.37	0.46	0.61	0.61	0.45	0.59	0.59
Uniform Del:	19.1	27.0	27.0	18.2	21.7	21.7	13.0	26.1	26.1	13.9	27.7	27.7
IncremntDel:	0.1	0.9	0.9	0.6	0.2	0.2	0.6	0.9	0.9	0.7	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:	19.2	27.9	27.9	18.9	21.9	21.9	13.6	27.0	27.0	14.6	28.6	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	27.9	27.9	18.9	21.9	21.9	13.6	27.0	27.0	14.6	28.6	28.6
LOS by Move:	B	C	C	B	C	C	B	C	C	B	C	C
HCM2kAvgQ:	1	9	9	2	6	6	5	10	10	4	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 #35 Farrell & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	0	Average Delay (sec/veh):	25.7
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Farrell						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	38	294	112	251	308	61	58	916	41	92	1015	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:	38	294	112	251	308	61	58	916	41	92	1015	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:	38	294	112	251	308	61	58	916	41	92	1015	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	294	112	251	308	61	58	916	41	92	1015	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:	38	294	112	251	308	61	58	916	41	92	1015	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.87	0.87	0.90	0.88	0.88	0.90	0.90	0.81	0.90	0.90	0.81
Lanes:	1.00	1.45	0.55	1.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1718	2387	909	1718	2797	554	1718	3437	1537	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.15	0.11	0.11	0.03	0.27	0.03	0.05	0.30	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.28	0.21	0.21	0.45	0.37	0.37	0.51	0.46	0.46	0.55	0.49	0.49
Volume/Cap:	0.12	0.60	0.60	0.49	0.29	0.29	0.24	0.58	0.06	0.30	0.60	0.23
Uniform Del:	31.7	43.2	43.2	22.2	26.4	26.4	16.8	24.0	18.1	15.7	21.8	17.3
IncremntDel:	0.2	1.5	1.5	0.7	0.1	0.1	0.5	0.6	0.0	0.6	0.6	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:	31.9	44.6	44.6	22.9	26.5	26.5	17.3	24.6	18.1	16.2	22.4	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:	31.9	44.6	44.6	22.9	26.5	26.5	17.3	24.6	18.1	16.2	22.4	17.5
LOS by Move:	C	D	D	C	C	C	B	C	B	B	C	B
HCM2kAvgQ:	1	8	8	7	5	5	1	13	1	2	14	4

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

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

Intersection #36 El Cielo & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	0	Average Delay (sec/veh):	23.3
Optimal Cycle:	51	Level Of Service:	C

Street Name:	El Cielo						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1 0	1 0	1	1 1 0	1	1	0 2 0	1	1	0 2	1 0
Volume Module:												
Base Vol:	119	201	44	418	195	65	37	1119	94	34	1117	444
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	201	44	418	195	65	37	1119	94	34	1117	444
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	201	44	418	195	65	37	1119	94	34	1117	444
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	201	44	418	195	65	37	1119	94	34	1117	444
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	201	44	418	195	65	37	1119	94	34	1117	444
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.87	0.87	0.81	0.90	0.90	0.81	0.90	0.83	0.83
Lanes:	1.00	1.64	0.36	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.15	0.85
Final Sat.:	1660	2724	596	3323	1662	1537	1718	3437	1537	1718	3382	1344
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.13	0.12	0.04	0.02	0.33	0.06	0.02	0.33	0.33
Crit Moves:			****	****			****				****	
Green/Cycle:	0.13	0.13	0.13	0.23	0.23	0.23	0.04	0.60	0.60	0.04	0.60	0.60
Volume/Cap:	0.54	0.55	0.55	0.55	0.51	0.19	0.55	0.54	0.10	0.54	0.55	0.55
Uniform Del:	48.5	48.6	48.6	40.9	40.5	37.3	56.6	14.1	10.1	56.8	14.4	14.4
IncremntDel:	0.8	1.0	1.0	0.6	0.4	0.3	9.5	0.3	0.0	9.3	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:	49.3	49.6	49.6	41.5	40.9	37.6	66.1	14.4	10.2	66.1	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	49.6	49.6	41.5	40.9	37.6	66.1	14.4	10.2	66.1	14.6	14.6
LOS by Move:	D	D	D	D	D	D	E	B	B	E	B	B
HCM2kAvgQ:	5	5	5	8	7	2	2	13	1	2	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 #37 Gene Autry / SR 111& Ramon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	0	Average Delay (sec/veh):	27.2
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Gene Autry / SR 111						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	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	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	401	461	224	190	264	193	403	1251	391	168	1085	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	461	224	190	264	193	403	1251	391	168	1085	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	461	224	190	264	193	403	1251	391	168	1085	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	461	224	190	264	193	403	1251	391	168	1085	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	461	224	190	264	193	403	1251	391	168	1085	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.87	0.81	0.88	0.87	0.81	0.88	0.87	0.81	0.88	0.87	0.81
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3334	4938	1537	3334	4938	1537	3334	4938	1537	3334	4938	1537
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.15	0.06	0.05	0.13	0.12	0.25	0.25	0.05	0.22	0.11
Crit Moves:	****					****	****				****	
Green/Cycle:	0.21	0.30	0.30	0.12	0.21	0.21	0.21	0.48	0.48	0.10	0.37	0.37
Volume/Cap:	0.59	0.31	0.48	0.48	0.25	0.59	0.59	0.52	0.52	0.52	0.59	0.29
Uniform Del:	35.9	26.9	28.6	41.3	32.6	35.3	35.8	17.8	17.8	43.0	25.1	22.0
IncremntDel:	1.3	0.1	0.8	0.9	0.1	2.7	1.3	0.2	0.7	1.6	0.5	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:	37.2	27.0	29.4	42.2	32.8	38.1	37.2	18.0	18.5	44.6	25.5	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:	37.2	27.0	29.4	42.2	32.8	38.1	37.2	18.0	18.5	44.6	25.5	22.3
LOS by Move:	D	C	C	D	C	D	D	B	B	D	C	C
HCM2kAvgQ:	7	4	6	3	3	6	7	10	9	3	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 #1 Palm Canyon & Vista Chino

Cycle (sec):	120	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	0	Average Delay (sec/veh):	22.3
Optimal Cycle:	38	Level Of Service:	C

Street Name:	Palm Canyon						Vista Chino					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			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:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	26	464	128	183	743	31	30	66	14	226	39	326
Growth Adj:	1.00	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	464	128	183	743	31	30	66	14	226	39	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	464	128	183	743	31	30	66	14	226	39	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	464	128	183	743	31	30	66	14	226	39	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	464	128	183	743	31	30	66	14	226	39	326
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.88	0.88	0.90	0.90	0.90	0.83	0.83	0.83	0.63	0.63	0.81
Lanes:	1.00	1.57	0.43	1.00	1.92	0.08	0.27	0.60	0.13	0.85	0.15	1.00
Final Sat.:	405	2607	719	1718	3279	137	431	948	201	1018	176	1537
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.11	0.23	0.23	0.07	0.07	0.07	0.22	0.22	0.21
Crit Moves:		****		****							****	
Green/Cycle:	0.35	0.35	0.35	0.21	0.56	0.56	0.44	0.44	0.44	0.44	0.44	0.65
Volume/Cap:	0.18	0.51	0.51	0.51	0.40	0.40	0.16	0.16	0.16	0.51	0.51	0.33
Uniform Del:	27.0	30.7	30.7	41.9	14.9	14.9	20.3	20.3	20.3	24.3	24.3	9.4
IncremntDel:	0.6	0.4	0.4	1.2	0.1	0.1	0.1	0.1	0.1	0.8	0.8	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:	27.6	31.1	31.1	43.0	15.0	15.0	20.5	20.5	20.5	25.1	25.1	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	31.1	31.1	43.0	15.0	15.0	20.5	20.5	20.5	25.1	25.1	9.6
LOS by Move:	C	C	C	D	B	B	C	C	C	C	C	A
HCM2kAvgQ:	1	9	9	6	8	8	2	2	2	7	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 #2 Palm Canyon & Alejo

Cycle (sec):	120	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	0	Average Delay (sec/veh):	24.0
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Palm Canyon						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0	0	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	109	792	42	73	124	39	239	117	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	109	792	42	73	124	39	239	117	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	109	792	42	73	124	39	239	117	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	109	792	42	73	124	39	239	117	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	109	792	42	73	124	39	239	117	324
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	0.88	0.88	0.90	0.92	0.92	0.90	0.95	0.81
Lanes:	0.00	0.00	0.00	0.23	1.68	0.09	1.00	0.76	0.24	1.00	1.00	1.00
Final Sat.:	0	0	0	388	2817	149	1718	1326	417	1718	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.28	0.28	0.04	0.09	0.09	0.14	0.06	0.21
Crit Moves:					****		****					****
Green/Cycle:	0.00	0.00	0.00	0.53	0.53	0.53	0.27	0.19	0.19	0.47	0.39	0.39
Volume/Cap:	0.00	0.00	0.00	0.53	0.53	0.53	0.20	0.49	0.49	0.39	0.16	0.53
Uniform Del:	0.0	0.0	0.0	18.7	18.7	18.7	33.4	43.4	43.4	19.8	23.5	27.9
IncremntDel:	0.0	0.0	0.0	0.3	0.3	0.3	0.3	1.1	1.1	0.4	0.1	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:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	19.1	19.1	19.1	33.7	44.5	44.5	20.2	23.6	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.1	19.1	19.1	33.7	44.5	44.5	20.2	23.6	28.8
LOS by Move:	A	A	A	B	B	B	C	D	D	C	C	C
HCM2kAvgQ:	0	0	0	12	12	12	2	6	6	6	3	9

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

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

Intersection #3 Palm Canyon & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.350
Loss Time (sec):	0	Average Delay (sec/veh):	17.0
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Palm Canyon						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
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	0	0	1	2	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	180	806	55	0	97	29	126	87	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	180	806	55	0	97	29	126	87	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	180	806	55	0	97	29	126	87	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	806	55	0	97	29	126	87	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	180	806	55	0	97	29	126	87	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	0.84	0.81	1.00	0.92	0.92	0.90	0.95	1.00
Lanes:	0.00	0.00	0.00	0.55	2.45	1.00	0.00	0.77	0.23	1.00	1.00	0.00
Final Sat.:	0	0	0	878	3932	1537	0	1349	403	1718	1809	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.04	0.00	0.07	0.07	0.07	0.05	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.59	0.59	0.59	0.00	0.21	0.21	0.41	0.41	0.00
Volume/Cap:	0.00	0.00	0.00	0.35	0.35	0.06	0.00	0.35	0.35	0.19	0.12	0.00
Uniform Del:	0.0	0.0	0.0	13.0	13.0	10.7	0.0	40.8	40.8	22.8	21.6	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.6	0.6	0.1	0.1	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	13.1	13.1	10.7	0.0	41.4	41.4	22.9	21.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.1	13.1	10.7	0.0	41.4	41.4	22.9	21.7	0.0
LOS by Move:	A	A	A	B	B	B	A	D	D	C	C	A
HCM2kAvgQ:	0	0	0	7	7	1	0	4	4	3	2	0

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

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

Intersection #4 Palm Canyon & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	0	Average Delay (sec/veh):	23.5
Optimal Cycle:	29	Level Of Service:	C

Street Name:	Palm Canyon						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0 0	0	0 1	1 1	0	0 0	1 0	1	1 1	1 0	0
Volume Module:												
Base Vol:	0	0	0	207	632	39	0	180	36	217	179	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	207	632	39	0	180	36	217	179	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	207	632	39	0	180	36	217	179	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	207	632	39	0	180	36	217	179	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	207	632	39	0	180	36	217	179	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.83	0.83	0.83	1.00	0.95	0.81	0.88	0.88	1.00
Lanes:	0.00	0.00	0.00	0.71	2.16	0.13	0.00	1.00	1.00	1.64	1.36	0.00
Final Sat.:	0	0	0	1116	3406	210	0	1809	1537	2749	2267	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.10	0.02	0.08	0.08	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.51	0.51	0.51	0.00	0.27	0.27	0.22	0.49	0.00
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.36	0.09	0.36	0.16	0.00
Uniform Del:	0.0	0.0	0.0	17.7	17.7	17.7	0.0	35.2	32.4	39.9	16.9	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.5	0.1	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:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	17.8	17.8	17.8	0.0	35.6	32.5	40.2	17.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.8	17.8	17.8	0.0	35.6	32.5	40.2	17.0	0.0
LOS by Move:	A	A	A	B	B	B	A	D	C	D	B	A
HCM2kAvgQ:	0	0	0	7	7	7	0	5	1	7	2	0

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

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

Intersection #5 Indian Canyon & Vista Chino

Cycle (sec):	120	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	0	Average Delay (sec/veh):	26.5
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Indian Canyon						Vista Chino					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	221	739	277	80	392	62	61	249	15	96	319	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	739	277	80	392	62	61	249	15	96	319	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	739	277	80	392	62	61	249	15	96	319	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	739	277	80	392	62	61	249	15	96	319	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	739	277	80	392	62	61	249	15	96	319	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.87	0.87	0.90	0.90	0.81	0.90	0.90	0.90	0.90	0.87	0.87
Lanes:	1.00	1.45	0.55	1.00	2.00	1.00	1.00	1.89	0.11	1.00	1.46	0.54
Final Sat.:	1718	2397	899	1718	3437	1537	1718	3212	194	1718	2408	891
Capacity Analysis Module:												
Vol/Sat:	0.13	0.31	0.31	0.05	0.11	0.04	0.04	0.08	0.08	0.06	0.13	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.68	0.59	0.59	0.41	0.32	0.32	0.07	0.19	0.19	0.13	0.25	0.25
Volume/Cap:	0.26	0.52	0.52	0.25	0.36	0.13	0.52	0.42	0.42	0.42	0.52	0.52
Uniform Del:	7.7	14.6	14.6	22.1	31.4	29.0	54.0	43.0	43.0	47.6	38.6	38.6
IncremntDel:	0.2	0.3	0.3	0.4	0.2	0.1	4.2	0.4	0.4	1.2	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:	7.9	14.9	14.9	22.5	31.6	29.1	58.3	43.5	43.5	48.8	39.2	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	14.9	14.9	22.5	31.6	29.1	58.3	43.5	43.5	48.8	39.2	39.2
LOS by Move:	A	B	B	C	C	C	E	D	D	D	D	D
HCM2kAvgQ:	3	12	12	2	6	2	3	5	5	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 #6 Indian Canyon & Tachevah

Cycle (sec):	120	Critical Vol./Cap.(X):	0.317
Loss Time (sec):	0	Average Delay (sec/veh):	9.7
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Indian Canyon						Tachevah					
Approach:	North Bound			South 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:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	51	804	39	118	411	25	17	47	12	8	103	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	804	39	118	411	25	17	47	12	8	103	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	804	39	118	411	25	17	47	12	8	103	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	804	39	118	411	25	17	47	12	8	103	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	804	39	118	411	25	17	47	12	8	103	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.45	0.90	0.90	0.29	0.90	0.90	0.89	0.89	0.81	0.59	0.95	0.81
Lanes:	1.00	1.91	0.09	1.00	1.89	0.11	0.27	0.73	1.00	1.00	1.00	1.00
Final Sat.:	859	3255	158	544	3211	195	447	1237	1537	1129	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.22	0.13	0.13	0.04	0.04	0.01	0.01	0.06	0.07
Crit Moves:		****										****
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.08	0.32	0.32	0.28	0.16	0.16	0.17	0.17	0.04	0.03	0.26	0.32
Uniform Del:	3.1	3.9	3.9	3.8	3.4	3.4	37.8	37.8	36.7	36.6	38.6	39.1
IncremntDel:	0.0	0.1	0.1	0.4	0.0	0.0	0.2	0.2	0.0	0.1	0.3	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:	3.2	4.0	4.0	4.1	3.4	3.4	38.0	38.0	36.7	36.7	38.9	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.2	4.0	4.0	4.1	3.4	3.4	38.0	38.0	36.7	36.7	38.9	39.7
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	5	5	1	2	2	2	2	0	0	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 #7 Indian Canyon & Tamarisk

Cycle (sec):	120	Critical Vol./Cap.(X):	0.316
Loss Time (sec):	0	Average Delay (sec/veh):	5.5
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Indian Canyon						Tamarisk					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	30	921	12	12	384	13	14	14	11	4	39	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	921	12	12	384	13	14	14	11	4	39	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	921	12	12	384	13	14	14	11	4	39	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	921	12	12	384	13	14	14	11	4	39	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	921	12	12	384	13	14	14	11	4	39	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.85	0.85	0.85	0.90	0.90	0.90
Lanes:	1.00	1.97	0.03	1.00	1.93	0.07	0.36	0.36	0.28	0.06	0.61	0.33
Final Sat.:	1718	3386	44	1718	3308	112	582	582	457	107	1041	561
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.01	0.12	0.12	0.02	0.02	0.02	0.04	0.04	0.04
Crit Moves:		****		****							****	
Green/Cycle:	0.88	0.86	0.86	0.79	0.77	0.77	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.03	0.32	0.32	0.03	0.15	0.15	0.20	0.20	0.20	0.32	0.32	0.32
Uniform Del:	0.9	1.6	1.6	2.7	3.7	3.7	47.8	47.8	47.8	48.5	48.5	48.5
IncremntDel:	0.0	0.1	0.1	0.0	0.0	0.0	0.5	0.5	0.5	0.9	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:	0.9	1.7	1.7	2.7	3.7	3.7	48.3	48.3	48.3	49.4	49.4	49.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.9	1.7	1.7	2.7	3.7	3.7	48.3	48.3	48.3	49.4	49.4	49.4
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	4	4	0	2	2	1	1	1	2	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 Indian Canyon & Alejo

Cycle (sec):	120	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	0	Average Delay (sec/veh):	23.9
Optimal Cycle:	37	Level Of Service:	C

Street Name:	Indian Canyon						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0	0 1	1 0	1	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	316	791	61	238	0	147	41	184	0	0	183	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:	316	791	61	238	0	147	41	184	0	0	183	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:	316	791	61	238	0	147	41	184	0	0	183	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	791	61	238	0	147	41	184	0	0	183	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:	316	791	61	238	0	147	41	184	0	0	183	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.89	0.90	1.00	0.81	0.32	0.95	1.00	1.00	0.84	0.84
Lanes:	1.00	1.86	0.14	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.02	0.98
Final Sat.:	1718	3156	243	1718	0	1537	608	1809	0	0	1624	1562
Capacity Analysis Module:												
Vol/Sat:	0.18	0.25	0.25	0.14	0.00	0.10	0.07	0.10	0.00	0.00	0.11	0.11
Crit Moves:		****		****							****	
Green/Cycle:	0.79	0.50	0.50	0.28	0.00	0.28	0.22	0.22	0.00	0.00	0.22	0.22
Volume/Cap:	0.25	0.50	0.50	0.50	0.00	0.35	0.30	0.45	0.00	0.00	0.50	0.50
Uniform Del:	3.4	20.1	20.1	14.0	0.0	34.8	38.7	40.2	0.0	0.0	40.7	40.7
IncremntDel:	0.1	0.2	0.2	0.8	0.0	0.5	1.2	0.8	0.0	0.0	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	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	3.5	20.3	20.3	14.8	0.0	35.3	39.9	41.0	0.0	0.0	41.2	41.2
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:	3.5	20.3	20.3	14.8	0.0	35.3	39.9	41.0	0.0	0.0	41.2	41.2
LOS by Move:	A	C	C	B	A	D	D	D	A	A	D	D
HCM2kAvgQ:	3	11	11	8	0	4	2	6	0	0	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 Indian Canyon & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.284
Loss Time (sec):	0	Average Delay (sec/veh):	10.4
Optimal Cycle:	20	Level Of Service:	B

Street Name:	Indian Canyon						Amado					
Approach:	North Bound			South 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 1	2	0 1	0	0	0 0 0	1	0 1	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	65	1037	91	0	0	0	55	106	0	0	40	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:	65	1037	91	0	0	0	55	106	0	0	40	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:	65	1037	91	0	0	0	55	106	0	0	40	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1037	91	0	0	0	55	106	0	0	40	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:	65	1037	91	0	0	0	55	106	0	0	40	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.81	1.00	1.00	1.00	0.64	0.95	1.00	1.00	0.95	0.81
Lanes:	0.18	2.82	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	289	4610	1537	0	0	0	1214	1809	0	0	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.06	0.00	0.00	0.00	0.05	0.06	0.00	0.00	0.02	0.06
Crit Moves:		****						****				
Green/Cycle:	0.79	0.79	0.79	0.00	0.00	0.00	0.21	0.21	0.00	0.00	0.21	0.21
Volume/Cap:	0.28	0.28	0.07	0.00	0.00	0.00	0.22	0.28	0.00	0.00	0.11	0.27
Uniform Del:	3.3	3.3	2.7	0.0	0.0	0.0	39.6	40.1	0.0	0.0	38.6	40.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.0	0.0	0.1	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	3.3	3.3	2.7	0.0	0.0	0.0	40.0	40.5	0.0	0.0	38.7	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:	3.3	3.3	2.7	0.0	0.0	0.0	40.0	40.5	0.0	0.0	38.7	40.4
LOS by Move:	A	A	A	A	A	A	D	D	A	A	D	D
HCM2kAvgQ:	4	4	1	0	0	0	2	3	0	0	1	3

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

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

Intersection #10 Indian Canyon & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	0	Average Delay (sec/veh):	23.6
Optimal Cycle:	31	Level Of Service:	C

Street Name:	Indian Canyon						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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	1	2	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	2
Volume Module:												
Base Vol:	43	949	117	0	0	0	82	187	0	1	176	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	949	117	0	0	0	82	187	0	1	176	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	949	117	0	0	0	82	187	0	1	176	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	949	117	0	0	0	82	187	0	1	176	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	949	117	0	0	0	82	187	0	1	176	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.81	1.00	1.00	1.00	0.90	0.95	1.00	0.95	0.95	0.71
Lanes:	0.13	2.87	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.01	0.99	2.00
Final Sat.:	213	4696	1537	0	0	0	1718	1809	0	10	1799	2706
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.08	0.00	0.00	0.00	0.05	0.10	0.00	0.10	0.10	0.07
Crit Moves:		****					****				****	
Green/Cycle:	0.50	0.50	0.50	0.00	0.00	0.00	0.26	0.26	0.00	0.24	0.34	0.34
Volume/Cap:	0.40	0.40	0.15	0.00	0.00	0.00	0.24	0.40	0.00	0.40	0.29	0.21
Uniform Del:	18.7	18.7	16.2	0.0	0.0	0.0	35.3	37.0	0.0	38.2	29.4	28.6
IncremntDel:	0.1	0.1	0.1	0.0	0.0	0.0	0.4	0.6	0.0	0.6	0.3	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	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	18.8	18.8	16.3	0.0	0.0	0.0	35.6	37.6	0.0	38.8	29.6	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:	18.8	18.8	16.3	0.0	0.0	0.0	35.6	37.6	0.0	38.8	29.6	28.7
LOS by Move:	B	B	B	A	A	A	D	D	A	D	C	C
HCM2kAvgQ:	8	8	2	0	0	0	2	6	0	6	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 #11 Indian Canyon & Arenas

Cycle (sec):	120	Critical Vol./Cap.(X):	0.295
Loss Time (sec):	0	Average Delay (sec/veh):	9.3
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Indian Canyon						Arenas					
Approach:	North Bound			South 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 1	2	0 1	0	0	0 0 0	1	0 1	0 0	0	0	0 1 0
Volume Module:												
Base Vol:	41	1074	94	0	0	0	48	60	0	0	55	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:	41	1074	94	0	0	0	48	60	0	0	55	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:	41	1074	94	0	0	0	48	60	0	0	55	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1074	94	0	0	0	48	60	0	0	55	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:	41	1074	94	0	0	0	48	60	0	0	55	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.81	1.00	1.00	1.00	0.76	0.95	1.00	1.00	0.89	0.89
Lanes:	0.11	2.89	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.48	0.52
Final Sat.:	181	4733	1537	0	0	0	1447	1809	0	0	812	871
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.06	0.00	0.00	0.00	0.03	0.03	0.00	0.00	0.07	0.07
Crit Moves:		****									****	
Green/Cycle:	0.77	0.77	0.77	0.00	0.00	0.00	0.23	0.23	0.00	0.00	0.23	0.23
Volume/Cap:	0.29	0.29	0.08	0.00	0.00	0.00	0.14	0.14	0.00	0.00	0.29	0.29
Uniform Del:	4.1	4.1	3.4	0.0	0.0	0.0	36.8	36.8	0.0	0.0	38.2	38.2
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	4.1	4.1	3.4	0.0	0.0	0.0	37.0	37.0	0.0	0.0	38.6	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.1	4.1	3.4	0.0	0.0	0.0	37.0	37.0	0.0	0.0	38.6	38.6
LOS by Move:	A	A	A	A	A	A	D	D	A	A	D	D
HCM2kAvgQ:	4	4	1	0	0	0	1	2	0	0	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 #12 Indian Canyon & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	0	Average Delay (sec/veh):	20.2
Optimal Cycle:	30	Level Of Service:	C

Street Name:	Indian Canyon						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			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 1	2	0 1	0	0	0 0 0	1	0 1	0 0	0	0 1	1 1
Volume Module:												
Base Vol:	33	706	168	0	0	0	66	300	0	0	510	406
Growth Adj:	1.00	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	706	168	0	0	0	66	300	0	0	510	406
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	706	168	0	0	0	66	300	0	0	510	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	706	168	0	0	0	66	300	0	0	510	406
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	706	168	0	0	0	66	300	0	0	510	406
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.81	1.00	1.00	1.00	0.90	0.95	1.00	1.00	0.84	0.84
Lanes:	0.13	2.87	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.67	1.33
Final Sat.:	219	4694	1537	0	0	0	1718	1809	0	0	2681	2134
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.11	0.00	0.00	0.00	0.04	0.17	0.00	0.00	0.19	0.19
Crit Moves:		****					****				****	
Green/Cycle:	0.40	0.40	0.40	0.00	0.00	0.00	0.60	0.60	0.00	0.00	0.50	0.50
Volume/Cap:	0.38	0.38	0.28	0.00	0.00	0.00	0.12	0.27	0.00	0.00	0.38	0.38
Uniform Del:	25.7	25.7	24.5	0.0	0.0	0.0	10.3	11.3	0.0	0.0	18.4	18.4
IncremntDel:	0.1	0.1	0.2	0.0	0.0	0.0	0.1	0.1	0.0	0.0	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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	25.8	25.8	24.8	0.0	0.0	0.0	10.4	11.5	0.0	0.0	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:	25.8	25.8	24.8	0.0	0.0	0.0	10.4	11.5	0.0	0.0	18.5	18.5
LOS by Move:	C	C	C	A	A	A	B	B	A	A	B	B
HCM2kAvgQ:	7	7	4	0	0	0	1	5	0	0	7	7

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

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

Intersection #13 Calle Encilia & Alejo

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: C[20.6]

Street Name:	Calle Encilia						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0 1	0		0 1 0	0	0
Volume Module:												
Base Vol:	88	0	67	0	0	0	0	361	168	80	262	0
Growth Adj:	1.00	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	0	67	0	0	0	0	361	168	80	262	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	67	0	0	0	0	361	168	80	262	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	88	0	67	0	0	0	0	361	168	80	262	0
Critical Gap Module:												
Critical Gp:	6.4	6.6	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	867	867	445	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	529	xxxx	xxxxx
Potent Cap.:	319	288	607	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1023	xxxx	xxxxx
Move Cap.:	299	264	607	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1023	xxxx	xxxxx
Volume/Cap:	0.29	0.00	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	383	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	20.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		20.6		xxxxx			xxxxx			xxxxx		
ApproachLOS:		C		*			*			*		

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

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

Intersection #14 Calle Encilia & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	0	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Calle Encilia						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	165	0	69	19	206	0	0	249	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	165	0	69	19	206	0	0	249	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	165	0	69	19	206	0	0	249	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	165	0	69	19	206	0	0	249	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	165	0	69	19	206	0	0	249	155
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.71	0.00	0.29	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	450	0	188	566	617	0	0	641	732
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.37	xxxx	0.37	0.03	0.33	xxxx	xxxx	0.39	0.21
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	11.2	0.0	11.2	9.1	11.0	0.0	0.0	11.5	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.2	0.0	11.2	9.1	11.0	0.0	0.0	11.5	8.7
LOS by Move:	*	*	*	B	*	B	A	B	*	*	B	A
ApproachDel:	xxxxxx			11.2			10.9			10.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			11.2			10.9			10.4		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.5	0.5	0.0	0.5	0.0	0.0	0.6	0.3

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

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

Intersection #15 Calle Encilia & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.234
Loss Time (sec):	0	Average Delay (sec/veh):	16.8
Optimal Cycle:	19	Level Of Service:	B

Street Name:	Calle Encilia						Tahquitz Canyon					
Approach:	North Bound			South 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:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	7	85	47	63	216	11	14	275	18	51	347	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	85	47	63	216	11	14	275	18	51	347	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	85	47	63	216	11	14	275	18	51	347	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	85	47	63	216	11	14	275	18	51	347	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	85	47	63	216	11	14	275	18	51	347	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.95	0.81	0.63	0.95	0.81	0.43	0.90	0.90	0.49	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.78	0.22
Final Sat.:	968	1809	1537	1206	1809	1537	818	3197	209	926	3017	365
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.03	0.05	0.12	0.01	0.02	0.09	0.09	0.06	0.12	0.12
Crit Moves:					****						****	
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.01	0.09	0.06	0.10	0.23	0.01	0.03	0.18	0.18	0.11	0.23	0.23
Uniform Del:	14.5	15.2	14.9	15.2	16.4	14.5	15.8	17.0	17.0	16.5	17.6	17.6
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.1	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:	14.6	15.2	14.9	15.3	16.5	14.6	15.9	17.1	17.1	16.6	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:	14.6	15.2	14.9	15.3	16.5	14.6	15.9	17.1	17.1	16.6	17.7	17.7
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	2	1	1	4	0	0	3	3	1	4	4

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

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

Intersection #16 Calle Encilia & Arenas

Cycle (sec):	120	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	0	Average Delay (sec/veh):	15.8
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Calle Encilia						Arenas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	42	96	12	13	393	94	32	34	61	17	57	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	96	12	13	393	94	32	34	61	17	57	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	96	12	13	393	94	32	34	61	17	57	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	96	12	13	393	94	32	34	61	17	57	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	96	12	13	393	94	32	34	61	17	57	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.81	0.19	0.25	0.27	0.48	0.23	0.77	1.00
Final Sat.:	550	537	67	597	542	130	136	144	259	115	386	564
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.02	0.73	0.73	0.24	0.24	0.24	0.15	0.15	0.02
Crit Moves:		****				****		****			****	
Delay/Veh:	9.5	9.6	9.6	8.8	20.2	20.2	10.9	10.9	10.9	10.3	10.3	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	9.6	9.6	8.8	20.2	20.2	10.9	10.9	10.9	10.3	10.3	8.6
LOS by Move:	A	A	A	A	C	C	B	B	B	B	B	A
ApproachDel:		9.5			19.9			10.9			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.5			19.9			10.9			10.0	
LOS by Appr:		A			C			B			B	
AllWayAvgQ:	0.1	0.2	0.2	0.0	2.3	2.3	0.3	0.3	0.3	0.1	0.1	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 #17 Calle Encilia & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	0	Average Delay (sec/veh):	15.3
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Calle Encilia						Ramon					
Approach:	North Bound			South 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	1! 0	0	1	0	0 1	0	1	0	1	1 0
Volume Module:												
Base Vol:	2	12	14	172	57	189	17	438	7	19	693	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	12	14	172	57	189	17	438	7	19	693	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	12	14	172	57	189	17	438	7	19	693	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	12	14	172	57	189	17	438	7	19	693	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	12	14	172	57	189	17	438	7	19	693	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.72	0.84	0.84	0.26	0.90	0.90	0.42	0.89	0.89
Lanes:	0.07	0.43	0.50	1.00	0.23	0.77	1.00	1.97	0.03	1.00	1.71	0.29
Final Sat.:	119	715	835	1375	371	1230	496	3376	54	803	2882	482
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.13	0.15	0.15	0.03	0.13	0.13	0.02	0.24	0.24
Crit Moves:					****						****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.04	0.04	0.04	0.32	0.39	0.39	0.06	0.21	0.21	0.04	0.39	0.39
Uniform Del:	22.7	22.7	22.7	25.5	26.4	26.4	9.4	10.5	10.5	9.3	12.0	12.0
IncremntDel:	0.0	0.0	0.0	0.3	0.4	0.4	0.1	0.1	0.1	0.0	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:	22.7	22.7	22.7	25.9	26.8	26.8	9.5	10.5	10.5	9.4	12.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	22.7	22.7	25.9	26.8	26.8	9.5	10.5	10.5	9.4	12.1	12.1
LOS by Move:	C	C	C	C	C	C	A	B	B	A	B	B
HCM2kAvgQ:	1	1	1	4	7	7	0	4	4	0	8	8

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

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

Intersection #18 Calle El Segundo & Alejo

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[15.6]

Street Name:	Calle El Segundo						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	53	0	63	0	0	0	0	389	42	48	288	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	53	0	63	0	0	0	0	389	42	48	288	0
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	53	0	63	0	0	0	0	389	42	48	288	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	53	0	63	0	0	0	0	389	42	48	288	0
Critical Gap Module:												
Critical Gp:	6.4	6.6	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	794	794	410	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	431	xxxx	xxxxx
Potent Cap.:	353	317	635	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1113	xxxx	xxxxx
Move Cap.:	341	303	635	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1113	xxxx	xxxxx
Volume/Cap:	0.16 0.00		0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT
Shared Cap.:	xxxx	456	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		15.6		xxxxx			xxxxx			xxxxx		
ApproachLOS:		C		*			*			*		

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

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

Intersection #19 Calle El Segundo & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	0	Average Delay (sec/veh):	15.2
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Calle El Segundo						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	243	89	24	9	79	14	13	189	213	23	208	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	89	24	9	79	14	13	189	213	23	208	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	89	24	9	79	14	13	189	213	23	208	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	89	24	9	79	14	13	189	213	23	208	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	89	24	9	79	14	13	189	213	23	208	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.73	0.27	1.00	0.10	0.90	1.00	0.06	0.94	1.00	0.10	0.90	1.00
Final Sat.:	369	135	586	48	418	515	34	495	592	51	458	562
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.04	0.19	0.19	0.03	0.38	0.38	0.36	0.45	0.45	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	21.1	21.1	8.8	11.3	11.3	9.2	13.0	13.0	11.5	14.6	14.6	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	21.1	8.8	11.3	11.3	9.2	13.0	13.0	11.5	14.6	14.6	8.8
LOS by Move:	C	C	A	B	B	A	B	B	B	B	B	A
ApproachDel:	20.3			11.0			12.3			14.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	20.3			11.0			12.3			14.4		
LOS by Appr:	C			B			B			B		
AllWayAvgQ:	1.6	1.6	0.0	0.2	0.2	0.0	0.6	0.6	0.5	0.7	0.7	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 #20 Calle El Segundo & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.208
Loss Time (sec):	0	Average Delay (sec/veh):	12.8
Optimal Cycle:	18	Level Of Service:	B

Street Name:	Calle El Segundo						Tahquitz Canyon					
Approach:	North Bound			South 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 1	0	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	14	89	28	66	90	26	36	315	25	45	401	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:	14	89	28	66	90	26	36	315	25	45	401	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:	14	89	28	66	90	26	36	315	25	45	401	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	89	28	66	90	26	36	315	25	45	401	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:	14	89	28	66	90	26	36	315	25	45	401	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.73	0.73	0.73	0.42	0.89	0.89	0.49	0.88	0.88
Lanes:	0.21	1.36	0.43	0.72	0.99	0.29	1.00	1.85	0.15	1.00	1.68	0.32
Final Sat.:	329	2091	658	1002	1366	395	796	3149	250	933	2826	529
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.07	0.07	0.05	0.10	0.10	0.05	0.14	0.14
Crit Moves:					****						****	
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.68	0.68	0.68	0.68	0.68	0.68
Volume/Cap:	0.13	0.13	0.13	0.21	0.21	0.21	0.07	0.15	0.15	0.07	0.21	0.21
Uniform Del:	29.2	29.2	29.2	30.0	30.0	30.0	6.3	6.7	6.7	6.3	7.0	7.0
IncremntDel:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	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:	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	29.3	29.3	30.1	30.1	30.1	6.4	6.7	6.7	6.4	7.1	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	29.3	29.3	30.1	30.1	30.1	6.4	6.7	6.7	6.4	7.1	7.1
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	3	3	3	0	2	2	1	3	3

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

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

Intersection #21 Calle El Segundo & Ramon

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: E[48.9]

Street Name:	Calle El Segundo								Ramon							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	2	0 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		97	0	54		22	617	0		0	797	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:	0	0	0		97	0	54		22	617	0		0	797	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:	0	0	0		97	0	54		22	617	0		0	797	106	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		97	0	54		22	617	0		0	797	106	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.9	6.6	7.0		4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.6	4.1	3.3		2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1203	1511	452		903	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		173	116	547		730	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		169	112	547		730	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.57	0.00	0.10		0.03	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		10.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		B	*	*		*	*	*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	224	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	4.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	48.9	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	E	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				48.9				xxxxxx				xxxxxx			
ApproachLOS:	*				E				*				*			

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

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

Intersection #22 Avenida Caballeros & Alejo

Cycle (sec):	120	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	0	Average Delay (sec/veh):	18.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Avenida Caballeros						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	52	174	29	27	267	41	39	329	55	13	197	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	174	29	27	267	41	39	329	55	13	197	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	174	29	27	267	41	39	329	55	13	197	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	174	29	27	267	41	39	329	55	13	197	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	174	29	27	267	41	39	329	55	13	197	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.86	0.14	1.00	0.87	0.13	0.11	0.89	1.00	0.06	0.94	1.00
Final Sat.:	431	401	67	448	424	65	53	447	551	29	433	505
Capacity Analysis Module:												
Vol/Sat:	0.12	0.43	0.43	0.06	0.63	0.63	0.74	0.74	0.10	0.45	0.45	0.04
Crit Moves:			****			****		****			****	
Delay/Veh:	11.6	14.9	14.9	10.8	20.1	20.1	25.6	25.6	9.6	15.5	15.5	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	14.9	14.9	10.8	20.1	20.1	25.6	25.6	9.6	15.5	15.5	9.6
LOS by Move:	B	B	B	B	C	C	D	D	A	C	C	A
ApproachDel:		14.2			19.3			23.5			15.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.2			19.3			23.5			15.0	
LOS by Appr:		B			C			C			B	
AllWayAvgQ:	0.1	0.6	0.6	0.1	1.4	1.4	2.2	2.2	0.1	0.7	0.7	0.0

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

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

Intersection #23 Avenida Caballeros & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	0	Average Delay (sec/veh):	13.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Avenida Caballeros						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	49	192	20	20	321	26	31	158	74	10	146	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	192	20	20	321	26	31	158	74	10	146	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	192	20	20	321	26	31	158	74	10	146	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	192	20	20	321	26	31	158	74	10	146	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	192	20	20	321	26	31	158	74	10	146	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.24	1.20	0.56	0.12	1.77	0.11
Final Sat.:	457	492	539	478	520	569	117	612	300	58	859	53
Capacity Analysis Module:												
Vol/Sat:	0.11	0.39	0.04	0.04	0.62	0.05	0.27	0.26	0.25	0.17	0.17	0.17
Crit Moves:		****			****		****			****		
Delay/Veh:	11.0	13.7	9.2	10.2	18.9	9.0	11.9	11.5	11.0	11.0	10.9	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	13.7	9.2	10.2	18.9	9.0	11.9	11.5	11.0	11.0	10.9	10.8
LOS by Move:	B	B	A	B	C	A	B	B	B	B	B	B
ApproachDel:		12.9			17.8			11.4			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.9			17.8			11.4			10.9	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.1	0.6	0.0	0.0	1.4	0.0	0.3	0.3	0.3	0.2	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 #24 Avenida Caballeros & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.309
Loss Time (sec):	0	Average Delay (sec/veh):	17.2
Optimal Cycle:	21	Level Of Service:	B

Street Name:	Avenida Caballeros						Tahquitz Canyon					
Approach:	North Bound			South 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:	1 0	1 0	1	1 0	0 1	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	39	129	41	153	225	41	33	400	15	43	483	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:	39	129	41	153	225	41	33	400	15	43	483	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:	39	129	41	153	225	41	33	400	15	43	483	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	129	41	153	225	41	33	400	15	43	483	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:	39	129	41	153	225	41	33	400	15	43	483	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.95	0.81	0.59	0.93	0.93	0.35	0.90	0.90	0.42	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	1.00	1.93	0.07	1.00	1.81	0.19
Final Sat.:	870	1809	1537	1112	1495	272	669	3296	124	796	3056	329
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.03	0.14	0.15	0.15	0.05	0.12	0.12	0.05	0.16	0.16
Crit Moves:					****						****	
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	0.09	0.15	0.05	0.28	0.31	0.31	0.10	0.24	0.24	0.11	0.31	0.31
Uniform Del:	16.5	16.9	16.2	18.3	18.5	18.5	15.0	16.2	16.2	15.1	17.0	17.0
IncremntDel:	0.1	0.1	0.0	0.3	0.2	0.2	0.1	0.1	0.1	0.1	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:	16.6	17.0	16.2	18.5	18.7	18.7	15.1	16.3	16.3	15.2	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	17.0	16.2	18.5	18.7	18.7	15.1	16.3	16.3	15.2	17.1	17.1
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	3	1	3	6	6	1	4	4	1	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 #25 Avenida Caballeros & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.389
Loss Time (sec):	0	Average Delay (sec/veh):	12.5
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Avenida Caballeros						Ramon					
Approach:	North Bound			South 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	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	159	0	193	50	646	0	0	734	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	159	0	193	50	646	0	0	734	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	159	0	193	50	646	0	0	734	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	159	0	193	50	646	0	0	734	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	159	0	193	50	646	0	0	734	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.74	1.00	0.81	0.25	0.90	1.00	1.00	0.88	0.88
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.66	0.34
Final Sat.:	0	0	0	1411	0	1537	483	3437	0	0	2785	565
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.13	0.10	0.19	0.00	0.00	0.26	0.26
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.32	0.00	0.32	0.68	0.68	0.00	0.00	0.68	0.68
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.39	0.15	0.28	0.00	0.00	0.39	0.39
Uniform Del:	0.0	0.0	0.0	31.0	0.0	31.5	7.0	7.7	0.0	0.0	8.5	8.5
IncremntDel:	0.0	0.0	0.0	0.5	0.0	0.5	0.2	0.1	0.0	0.0	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	31.5	0.0	32.0	7.2	7.8	0.0	0.0	8.6	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.5	0.0	32.0	7.2	7.8	0.0	0.0	8.6	8.6
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	6	1	5	0	0	7	7

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

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

Intersection #26 Hermosa & Amado

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[12.3]

Street Name:	Hermosa						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0	1! 0	0	0 1 0	0	1	0 1 0	0	1
Volume Module:												
Base Vol:	7 20 0	11	9	5	3	243	5	3	149	13		
Growth Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	7 20 0	11	9	5	3	243	5	3	149	13		
User Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	7 20 0	11	9	5	3	243	5	3	149	13		
Reduct Vol:	0 0 0	0	0	0	0	0	0	0	0	0		
FinalVolume:	7 20 0	11	9	5	3	243	5	3	149	13		
Critical Gap Module:												
Critical Gp:	7.2 6.6 xxxxx	7.2	6.6	6.3	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx		
FollowUpTim:	3.5 4.0 xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx		
Capacity Module:												
Cnflict Vol:	418 417 xxxxx	417	409	149	162	xxxx	xxxxx	248	xxxx	xxxxx		
Potent Cap.:	540 522 xxxxx	541	527	890	1399	xxxx	xxxxx	1300	xxxx	xxxxx		
Move Cap.:	529 520 xxxxx	524	525	890	1399	xxxx	xxxxx	1300	xxxx	xxxxx		
Volume/Cap:	0.01 0.04 xxxx	0.02	0.02	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx		
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx		
Control Del:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.8	xxxx	xxxxx		
LOS by Move:	* * *	*	*	*	A	*	*	A	*	*		
Movement:	LT - LTR - RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT		
Shared Cap.:	522 xxxx xxxxx	xxxx	571	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	0.2 xxxx xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx		
Shrd ConDel:	12.3 xxxx xxxxx	xxxxx	11.6	xxxxx	7.6	xxxx	xxxxx	7.8	xxxx	xxxxx		
Shared LOS:	B * *	*	B	*	A	*	*	A	*	*		
ApproachDel:	12.3		11.6		xxxxxx			xxxxxx				
ApproachLOS:	B		B		*			*				

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

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

Intersection #27 Hermosa & Tahquitz Canyon

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[15.5]

Street Name:	Hermosa						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	8	5	24	3	3	8	18	536	3	25	483	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	5	24	3	3	8	18	536	3	25	483	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	5	24	3	3	8	18	536	3	25	483	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	5	24	3	3	8	18	536	3	25	483	9
Critical Gap Module:												
Critical Gp:	7.6	6.6	7.0	7.6	6.6	7.0	4.2	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.6	4.1	3.3	3.6	4.1	3.3	2.3	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	867	1116	270	844	1113	246	492	xxxx	xxxxx	539	xxxx	xxxxx
Potent Cap.:	242	202	719	251	203	745	1047	xxxx	xxxxx	1005	xxxx	xxxxx
Move Cap.:	229	193	719	231	194	745	1047	xxxx	xxxxx	1005	xxxx	xxxxx
Volume/Cap:	0.03	0.03	0.03	0.01	0.02	0.01	0.02	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	393	xxxxx	xxxx	357	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.1	xxxxx	xxxxx	15.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:		15.1			15.5		xxxxxx			xxxxxx		
ApproachLOS:		C			C		*			*		

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

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

Intersection #28 Sunrise & Alejo

Cycle (sec):	120	Critical Vol./Cap.(X):	0.441
Loss Time (sec):	0	Average Delay (sec/veh):	17.7
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Sunrise						Alejo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	95	925	29	52	872	49	69	167	151	30	132	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:	95	925	29	52	872	49	69	167	151	30	132	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:	95	925	29	52	872	49	69	167	151	30	132	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	925	29	52	872	49	69	167	151	30	132	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:	95	925	29	52	872	49	69	167	151	30	132	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.81	0.90	0.95	0.81
Lanes:	1.00	1.94	0.06	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1718	3319	104	1718	3228	181	1718	1809	1537	1718	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.03	0.27	0.27	0.04	0.09	0.10	0.02	0.07	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.74	0.67	0.67	0.68	0.61	0.61	0.26	0.22	0.22	0.21	0.17	0.17
Volume/Cap:	0.20	0.42	0.42	0.12	0.44	0.44	0.24	0.41	0.44	0.13	0.43	0.22
Uniform Del:	5.8	9.3	9.3	6.5	12.3	12.3	34.3	39.9	40.2	38.3	44.7	43.0
IncremntDel:	0.2	0.1	0.1	0.1	0.1	0.1	0.4	0.7	0.9	0.2	1.0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.0	9.4	9.4	6.7	12.5	12.5	34.7	40.6	41.1	38.5	45.7	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.0	9.4	9.4	6.7	12.5	12.5	34.7	40.6	41.1	38.5	45.7	43.4
LOS by Move:	A	A	A	A	B	B	C	D	D	D	D	D
HCM2kAvgQ:	1	8	8	1	9	9	2	5	5	1	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 #29 Sunrise & Amado

Cycle (sec):	120	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	0	Average Delay (sec/veh):	9.7
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Sunrise						Amado					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 1	1 0	0 1	0
Volume Module:												
Base Vol:	68	945	19	10	973	51	73	84	96	16	39	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	945	19	10	973	51	73	84	96	16	39	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	945	19	10	973	51	73	84	96	16	39	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	945	19	10	973	51	73	84	96	16	39	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	945	19	10	973	51	73	84	96	16	39	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.59	0.95	0.81	0.50	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	1.90	0.10	1.00	1.00	1.00	1.00	0.80	0.20
Final Sat.:	1718	3359	68	1718	3243	170	1123	1809	1537	944	1395	358
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.01	0.30	0.30	0.06	0.05	0.06	0.02	0.03	0.03
Crit Moves:	****				****		****					
Green/Cycle:	0.84	0.82	0.82	0.76	0.74	0.74	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.14	0.34	0.34	0.02	0.40	0.40	0.40	0.29	0.39	0.11	0.17	0.17
Uniform Del:	2.5	2.6	2.6	3.5	5.7	5.7	45.2	44.3	45.1	43.0	43.5	43.5
IncremntDel:	0.1	0.1	0.1	0.0	0.1	0.1	1.5	0.6	1.0	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:	2.6	2.7	2.7	3.5	5.8	5.8	46.7	44.9	46.1	43.3	43.8	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.6	2.7	2.7	3.5	5.8	5.8	46.7	44.9	46.1	43.3	43.8	43.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	5	5	0	7	7	3	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 #30 Sunrise & Tahquitz Canyon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	0	Average Delay (sec/veh):	28.4
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Sunrise						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
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	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	63	732	87	163	725	89	99	460	74	148	513	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	732	87	163	725	89	99	460	74	148	513	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	732	87	163	725	89	99	460	74	148	513	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	732	87	163	725	89	99	460	74	148	513	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	732	87	163	725	89	99	460	74	148	513	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.89	0.89	0.88	0.89	0.89	0.90	0.89	0.89	0.90	0.90	0.81
Lanes:	2.00	1.79	0.21	2.00	1.78	0.22	1.00	1.72	0.28	1.00	2.00	1.00
Final Sat.:	3334	3023	359	3334	3012	370	1718	2898	466	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.05	0.24	0.24	0.06	0.16	0.16	0.09	0.15	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.45	0.45	0.09	0.50	0.50	0.42	0.30	0.30	0.46	0.33	0.33
Volume/Cap:	0.48	0.54	0.54	0.54	0.48	0.48	0.25	0.54	0.54	0.36	0.45	0.30
Uniform Del:	56.4	23.8	23.8	52.1	19.5	19.5	21.7	35.3	35.3	20.6	31.7	30.0
IncremntDel:	2.7	0.4	0.4	1.9	0.2	0.2	0.3	0.6	0.6	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:	59.1	24.2	24.2	54.0	19.7	19.7	22.0	35.9	35.9	21.2	32.0	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:	59.1	24.2	24.2	54.0	19.7	19.7	22.0	35.9	35.9	21.2	32.0	30.3
LOS by Move:	E	C	C	D	B	B	C	D	D	C	C	C
HCM2kAvgQ:	2	12	12	4	10	10	2	9	9	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 #31 Sunrise & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	0	Average Delay (sec/veh):	31.0
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Sunrise						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	185	492	131	260	536	91	103	585	153	118	618	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	492	131	260	536	91	103	585	153	118	618	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	492	131	260	536	91	103	585	153	118	618	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	492	131	260	536	91	103	585	153	118	618	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	492	131	260	536	91	103	585	153	118	618	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.90	0.81	0.90	0.90	0.81	0.90	0.90	0.81
Lanes:	1.00	1.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1718	2630	700	1718	3437	1537	1718	3437	1537	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.15	0.16	0.06	0.06	0.17	0.10	0.07	0.18	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.56	0.32	0.32	0.59	0.35	0.35	0.40	0.29	0.29	0.41	0.31	0.31
Volume/Cap:	0.31	0.58	0.58	0.45	0.45	0.17	0.35	0.58	0.34	0.37	0.58	0.42
Uniform Del:	13.6	33.7	33.7	14.2	30.3	27.2	24.4	36.0	33.1	23.6	34.8	32.8
IncremntDel:	0.3	0.8	0.8	0.6	0.3	0.2	0.7	0.8	0.4	0.7	0.8	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:	13.9	34.5	34.5	14.8	30.6	27.4	25.1	36.8	33.6	24.4	35.6	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:	13.9	34.5	34.5	14.8	30.6	27.4	25.1	36.8	33.6	24.4	35.6	33.4
LOS by Move:	B	C	C	B	C	C	C	D	C	C	D	C
HCM2kAvgQ:	4	10	10	6	8	2	3	10	4	3	10	6

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

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

Intersection #32 Sunrise & Mesquite

Cycle (sec):	120	Critical Vol./Cap.(X):	0.281
Loss Time (sec):	0	Average Delay (sec/veh):	11.0
Optimal Cycle:	26	Level Of Service:	B

Street Name:	Sunrise						Mesquite					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			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	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	19	597	19	71	664	83	46	53	15	7	59	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:	19	597	19	71	664	83	46	53	15	7	59	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:	19	597	19	71	664	83	46	53	15	7	59	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	597	19	71	664	83	46	53	15	7	59	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:	19	597	19	71	664	83	46	53	15	7	59	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.89	0.89	0.58	0.92	0.92	0.55	0.95	0.81
Lanes:	1.00	1.94	0.06	1.00	1.78	0.22	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1718	3314	105	1718	3003	375	1093	1363	386	1049	1809	1537
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.04	0.22	0.22	0.04	0.04	0.04	0.01	0.03	0.05
Crit Moves:	****				****							****
Green/Cycle:	0.71	0.67	0.67	0.83	0.79	0.79	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.04	0.27	0.27	0.10	0.28	0.28	0.24	0.22	0.22	0.04	0.19	0.28
Uniform Del:	5.0	7.9	7.9	2.2	3.5	3.5	42.8	42.6	42.6	41.2	42.4	43.1
IncremntDel:	0.0	0.1	0.1	0.1	0.1	0.1	0.7	0.4	0.4	0.1	0.3	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:	5.1	7.9	7.9	2.3	3.6	3.6	43.4	43.0	43.0	41.3	42.6	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.1	7.9	7.9	2.3	3.6	3.6	43.4	43.0	43.0	41.3	42.6	43.7
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	5	5	1	4	4	2	2	2	0	2	3

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

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

Intersection #33 Sunrise & Palm Canyon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	0	Average Delay (sec/veh):	24.7
Optimal Cycle:	47	Level Of Service:	C

Street Name:	Sunrise						Palm Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1	1 0	2 0	1	1 0	2 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	86	209	225	345	231	75	71	684	49	243	786	374
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	209	225	345	231	75	71	684	49	243	786	374
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	209	225	345	231	75	71	684	49	243	786	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	209	225	345	231	75	71	684	49	243	786	374
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	209	225	345	231	75	71	684	49	243	786	374
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.83	0.83	0.88	0.87	0.87	0.88	0.90	0.81	0.88	0.90	0.81
Lanes:	2.00	1.00	1.00	2.00	1.51	0.49	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3334	1584	1584	3334	2498	811	3334	3437	1537	3334	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.14	0.10	0.09	0.09	0.02	0.20	0.03	0.07	0.23	0.24
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.27	0.27	0.20	0.37	0.37	0.04	0.38	0.38	0.14	0.48	0.68
Volume/Cap:	0.25	0.48	0.52	0.52	0.25	0.25	0.48	0.52	0.08	0.52	0.48	0.36
Uniform Del:	41.2	30.3	30.7	35.7	21.8	21.8	46.6	23.6	19.6	39.8	17.5	6.7
IncremntDel:	0.4	0.4	0.6	0.7	0.1	0.1	2.4	0.4	0.1	1.0	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:	41.6	30.7	31.2	36.4	21.9	21.9	49.0	24.0	19.6	40.8	17.7	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	30.7	31.2	36.4	21.9	21.9	49.0	24.0	19.6	40.8	17.7	6.9
LOS by Move:	D	C	C	D	C	C	D	C	B	D	B	A
HCM2kAvgQ:	1	6	7	5	3	3	2	9	1	4	9	5

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

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

Intersection #34 Farrell & Tahquitz Canyon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	0	Average Delay (sec/veh):	24.7
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Farrell						Tahquitz Canyon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	27	371	248	107	467	77	213	626	138	248	589	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:	27	371	248	107	467	77	213	626	138	248	589	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:	27	371	248	107	467	77	213	626	138	248	589	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	371	248	107	467	77	213	626	138	248	589	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:	27	371	248	107	467	77	213	626	138	248	589	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.85	0.85	0.90	0.89	0.89	0.90	0.88	0.88	0.90	0.89	0.89
Lanes:	1.00	1.20	0.80	1.00	1.72	0.28	1.00	1.64	0.36	1.00	1.77	0.23
Final Sat.:	1718	1936	1294	1718	2888	476	1718	2740	604	1718	2980	395
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.06	0.16	0.16	0.12	0.23	0.23	0.14	0.20	0.20
Crit Moves:		****		****				****		****		
Green/Cycle:	0.34	0.31	0.31	0.41	0.37	0.37	0.59	0.36	0.36	0.59	0.37	0.37
Volume/Cap:	0.10	0.63	0.63	0.38	0.44	0.44	0.39	0.63	0.63	0.48	0.54	0.54
Uniform Del:	22.2	29.8	29.8	20.2	23.7	23.7	11.1	26.2	26.2	12.3	25.1	25.1
IncremntDel:	0.2	1.3	1.3	0.8	0.2	0.2	0.5	1.0	1.0	0.7	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:	22.3	31.1	31.1	21.1	24.0	24.0	11.5	27.2	27.2	13.0	25.6	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:	22.3	31.1	31.1	21.1	24.0	24.0	11.5	27.2	27.2	13.0	25.6	25.6
LOS by Move:	C	C	C	C	C	C	B	C	C	B	C	C
HCM2kAvgQ:	1	9	9	3	7	7	4	11	11	5	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 #35 Farrell & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	0	Average Delay (sec/veh):	27.1
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Farrell						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	37	362	93	278	314	35	69	886	40	89	1023	149
Growth Adj:	1.00	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	362	93	278	314	35	69	886	40	89	1023	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	362	93	278	314	35	69	886	40	89	1023	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	362	93	278	314	35	69	886	40	89	1023	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	362	93	278	314	35	69	886	40	89	1023	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	0.90	0.90	0.81	0.90	0.90	0.81
Lanes:	1.00	1.59	0.41	1.00	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1718	2650	681	1718	3046	339	1718	3437	1537	1718	3437	1537
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.16	0.10	0.10	0.04	0.26	0.03	0.05	0.30	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.30	0.21	0.21	0.47	0.39	0.39	0.51	0.44	0.44	0.53	0.47	0.47
Volume/Cap:	0.11	0.64	0.64	0.53	0.27	0.27	0.30	0.58	0.06	0.30	0.64	0.21
Uniform Del:	30.4	42.9	42.9	21.5	25.1	25.1	18.1	25.2	19.2	16.6	24.2	18.8
IncremntDel:	0.1	1.9	1.9	1.1	0.1	0.1	0.7	0.6	0.0	0.6	0.9	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:	30.5	44.8	44.8	22.5	25.2	25.2	18.8	25.7	19.2	17.2	25.0	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:	30.5	44.8	44.8	22.5	25.2	25.2	18.8	25.7	19.2	17.2	25.0	19.0
LOS by Move:	C	D	D	C	C	C	B	C	B	B	C	B
HCM2kAvgQ:	1	9	9	8	5	5	2	13	1	2	15	3

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

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

Intersection #36 El Cielo & Ramon

Cycle (sec):	120	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	0	Average Delay (sec/veh):	23.6
Optimal Cycle:	52	Level Of Service:	C

Street Name:	El Cielo						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	1	0	1	1	1	0	1	1	0	2	0	1	1	0	2	1	0
Volume Module:																				
Base Vol:	115	187	61	421	253	38	27	1159	114	39	1131	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:	115	187	61	421	253	38	27	1159	114	39	1131	469
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	187	61	421	253	38	27	1159	114	39	1131	469
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	187	61	421	253	38	27	1159	114	39	1131	469
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	187	61	421	253	38	27	1159	114	39	1131	469
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.88	0.88	0.81	0.90	0.90	0.81	0.90	0.83	0.83
Lanes:	1.00	1.51	0.49	1.87	1.13	1.00	1.00	2.00	1.00	1.00	2.12	0.88
Final Sat.:	1649	2486	811	3123	1877	1537	1718	3437	1537	1718	3337	1384
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.08	0.08	0.13	0.13	0.02	0.02	0.34	0.07	0.02	0.34	0.34
Crit Moves:			****	****			****				****	
Green/Cycle:	0.13	0.13	0.13	0.24	0.24	0.24	0.03	0.59	0.59	0.04	0.60	0.60
Volume/Cap:	0.52	0.56	0.56	0.56	0.56	0.10	0.56	0.57	0.13	0.57	0.56	0.56
Uniform Del:	48.5	48.7	48.7	40.2	40.2	35.7	57.6	15.3	11.0	56.6	14.5	14.5
IncremntDel:	0.7	1.2	1.2	0.6	0.6	0.1	14.7	0.4	0.1	11.3	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:	49.2	49.9	49.9	40.8	40.8	35.8	72.3	15.7	11.0	67.9	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:	49.2	49.9	49.9	40.8	40.8	35.8	72.3	15.7	11.0	67.9	14.8	14.8
LOS by Move:	D	D	D	D	D	D	E	B	B	E	B	B
HCM2kAvgQ:	5	5	5	8	8	1	2	14	2	2	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 #37 Gene Autry / SR 111& Ramon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	0	Average Delay (sec/veh):	26.9
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Gene Autry / SR 111						Ramon					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	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	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	377	587	215	154	378	211	362	1439	472	195	1101	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	587	215	154	378	211	362	1439	472	195	1101	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	587	215	154	378	211	362	1439	472	195	1101	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	587	215	154	378	211	362	1439	472	195	1101	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	587	215	154	378	211	362	1439	472	195	1101	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.87	0.81	0.88	0.87	0.81	0.88	0.87	0.81	0.88	0.87	0.81
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3334	4938	1537	3334	4938	1537	3334	4938	1537	3334	4938	1537
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.14	0.05	0.08	0.14	0.11	0.29	0.31	0.06	0.22	0.09
Crit Moves:	****					****			****	****		
Green/Cycle:	0.18	0.31	0.31	0.10	0.22	0.22	0.19	0.50	0.50	0.09	0.40	0.40
Volume/Cap:	0.62	0.39	0.46	0.46	0.34	0.62	0.56	0.58	0.62	0.62	0.56	0.23
Uniform Del:	37.6	27.4	28.0	42.4	32.7	35.0	36.4	17.7	18.1	43.5	23.2	19.9
IncremntDel:	1.9	0.2	0.7	1.0	0.2	3.3	1.1	0.4	1.5	3.6	0.4	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:	39.5	27.5	28.7	43.4	32.9	38.3	37.5	18.1	19.7	47.1	23.6	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	27.5	28.7	43.4	32.9	38.3	37.5	18.1	19.7	47.1	23.6	20.1
LOS by Move:	D	C	C	D	C	D	D	B	B	D	C	C
HCM2kAvgQ:	6	5	6	3	4	7	6	12	11	4	10	3

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

Appendix D

Trip Generation References

Hotel Peak Hour Driveway Data

Beverly Hills Hilton Peak Driveway Hour Data

Driveway	Weekday Average									Saturday		
	AM			Mid-day [1]			PM			Mid-day		
	in	out	total	in	out	total	in	out	total	in	out	total
1 (Trader Vic's)	0	2	2	1	2	3	5	2	7	0	0	0
2 (In/out Service Area)	13	2	15	18	5	23	15	4	19	10	2	12
3 (Out only Service Area)	0	10	10	0	14	14	5	7	12	1	4	5
4 (Main Driveway)	104	53	157	102	56	158	119	77	196	59	25	84
5 (Service Lot W. of Wilshire)	0	0	0	0	1	1	1	2	3	0	0	0
6 (Passenger Loading Area)	8	8	16	6	7	13	6	6	12	4	4	8
7 (Taxi Waiting Area)	15	4	19	7	22	29	3	20	23	3	11	14
8 (Out Only Parking & Taxi Area)	0	16	16	0	39	39	0	59	59	1	26	27
Total	**140**	**95**	**235**	**134**	**146**	**280**	**154**	**177**	**331**	**78**	**72**	**150**
Total Without Trader Vicks	**140**	**93**	**233**	**133**	**144**	**277**	**149**	**175**	**324**	**78**	**72**	**150**
Per Room Rate (569 Rooms, minus TV)	**0.25**	**0.16**	**0.41**	**0.23**	**0.25**	**0.49**	**0.26**	**0.31**	**0.57**	**0.14**	**0.13**	**0.26**

Source: *Traffic Study for Beverly Hilton Revitalization Plan* (Fehr & Peers, October 2007).

Traffic counts collected in February, 2007.

Trip Generation Rates for Casinos

San Diego Section NEWSLETTER

INSTITUTE OF TRANSPORTATION ENGINEERS

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Inside This Issue...

April Luncheon and Meeting

Date:	*Thursday April 3, 2008*
Location:	*The Handlery Hotel & Resort* *950 Hotel Circle North* *San Diego, CA 92108* *Tel: 619-398-8336*
Lunch:	*11:30 am - 1:00 pm* *To RSVP contact Solomon Abraham at Parsons* *solomon.abraham@parsons.com*
Speaker:	*Mike Ross from Kimley-Horn*
Topic:	*"Genesee Widening Project"*

Members	*$20*
Non-members	*$25*
Students	*$5*
Public Employees	*$15*

President's Message

by Jon Collins

The workshop and meeting in Dana Point in March was very interesting. We had about 40 of our members attend this joint meeting with the Southern California Section. A total of 89 people were in attendance from both sections. The topic presented included an introduction to the changes in the speed limit definition by John Fisher, which is a highly contentious subject as it has the potential to change speed limit postings throughout the state. Hamid Bahadori from the Automobile Club of Southern California discussed the status of the SAFETEA-LU funding and how the program has evolved from being a transportation infrastructure reconstruction program to become more of a program of special projects.

Monica Suter presented the changes proposed for the MUTCD update in 2010. The proposed changes are very dramatic and have the potential to change how we conduct business. Some changes make common sense like changing most signs from words

Continued on page 2

Feature Article

TRIP GENERATION RATES FOR CASINOS

By Narasimha Prasad of Linscott, Law & Greenspan, Engineers (LLG)

With the gaming compacts throughout the USA in the past 5 to 8 years, several Indian gaming casinos have been built, with many of them in San Diego County. Currently, there are no reliable trip rates for this land use in the ITE Trip Generation manual. Lately, with opposition to these casinos in some communities, the trip rates used to determine trip generation for some of these planned casinos have become contentious. Since collecting data at casinos are proprietary and due to the reluctance of casino operators to permit traffic counts at currently operating casinos, accurate trip rates are hard to come by. Linscott, Law & Greenspan, Engineers, (LLG) recently conducted traffic studies for a few casinos and was able to conduct traffic counts at three existing casinos.

These counts were conducted for a period of seven days at two of the three existing casinos and for five days at the third Casino. Traffic volume counts were conducted at the three casinos between 2005 and 2006. Table 1 summarizes the main features of the three casinos where the traffic counts were conducted.

Trip generation rates were developed as follows:

1. Method I (With Hotel) - The total trips generated at the three casinos were divided by the total gaming area in 1,000 SF.

2. Method II (Without Hotel) - The total trips generated at the three casinos were reduced at the (assumed) rate of 3 trips per hotel room and the remaining trips were divided by the total gaming area in 1,000 SF, to determine trips generated by the gaming area. The hotel trips may be calculated separately, by adding trips at the rate of 3 trips per hotel room.

Trip Generation Rate Calculation

Table 2 summarizes the trip generation and rates for each of the three casinos using the two methods described above. Using Method I, the daily Weekday trip rates vary between 111.24 trips and 121.05 trips per 1,000 SF of gaming area. Using Method II, the daily Weekday trip rates vary between 87.85 trips and 108.58 trips per 1,000 SF of gaming area.

In general, Method I results in better fitted curves with higher R2 values. In other words, higher the R2 value, better the correlation between the gaming area and the trip generation. While the R2 values corresponding to the rates without hotel are lower, they are however, mathematically acceptable.

Trip Generation Rate Determination

Using the above trip rates and gaming areas, Weekda y and Weekend fitted curve equations were developed for both methods. Charts 1 through 4 depict the fitted curves for Method I and Charts 5 through 8 depict the fitted curves for Method II. The resulting trip generation equations, rates and the corresponding R2 values are summarized in Table 3. Both methods yield high R2 values and hence, well fitted curves and equations.

Continued on page 13

Feature Article

The R2 values obtained by Method I are generally higher than the corresponding ones obtained from Method II except for the Weekday PM peak hour. The trip rates thus determined can now be used for casinos with and without hotels.

TABLE 1 - CASINO MAIN FEATURES

Description	Casino "A"	Casino "B"	Casino "C"
Major Access	Freeway / Highway	Freeway / Highway	Freeway / Highway
Gaming Area	59,000 SF	56,000 SF	117,045 SF
Hotel	653 Rooms	200 Rooms	382 Rooms
Gaming Positions			
Slot Machines	1,600	1,800	2,000
Card Tables	50	47	70
Facilities			
Restaurants	7	7	2
Food Court	0	0	1
Bars	2	0	0
Buffet	0	0	1
Lounge	0	0	0
Pavilion	0	0	0
Spa	0	0	1
Golf Course	0	0	1
Events Venue	Yes	Yes	Yes

TABLE 2 - TRIP GENERATION RATES

Casino	Gaming Area (SF)	With Hotel (Method I)				Without Hotel (Method II)			
		Daily		Peak Hour		Daily		Peak Hour	
		ADT	Rate	Volume	Rate[a]	ADT	Rate	Volume	Rate
Weekday (Average of Monday through Friday)									
Casino "A"	59,000	7,142	121.05	522	8.84	5,183	87.85	384	6.52
Casino "B"	56,000	6,229	111.24	385	6.88	5,715	102.05	349	6.24
Casino "C"	117,000	13,855	118.37	924	7.89	12,709	108.58	844	7.21
Weighted Average		**9,075**	**117.33**	**610**	**7.89**	**7,869**	**101.73**	**526**	**6.80**
Weekend (Average of Saturday and Sunday)									
Casino "A"	59,000	9,677	164.02	504	8.53	7,718	130.81	333	5.65
Casino "B"	56,000	9,007	160.83	574	10.25	8,492	151.64	529	9.45
Casino "C"	117,000	16,267	138.98	1,016	8.68	15,121	129.19	916	7.83
		11,650	**150.62**	**698**	**9.02**	**10,444**	**135.02**	**593**	**7.67**

Footnote: a. Per 1,000 SF of gaming area

Continued on page 14

TABLE 3 - TRIP GENERATION EQUATIONS AND R^2 VALUES

Period	Daily		PM Peak Hour	
	Equation	R^2	Equation	R^2
Method I				
Weekday	y = 10038Ln(x) - 33940	0.9166	y = 649.91Ln(x) - 2168.6	0.9133
Weekend	y = 9750.4Ln(x) - 30164	0.9669	y = 663Ln(x) - 2145.4	0.9465
Method II				
Weekday	y = 10329Ln(x) - 36515	0.9113	y = 670.32Ln(x) - 2348.9	0.9428
Weekend	y = 8545.3Ln(x) - 25550	0.9478	y = 664.37Ln(x) - 2256.1	0.8347

ITE Post Office Trip Generation Rates

United States Post Office
(732)

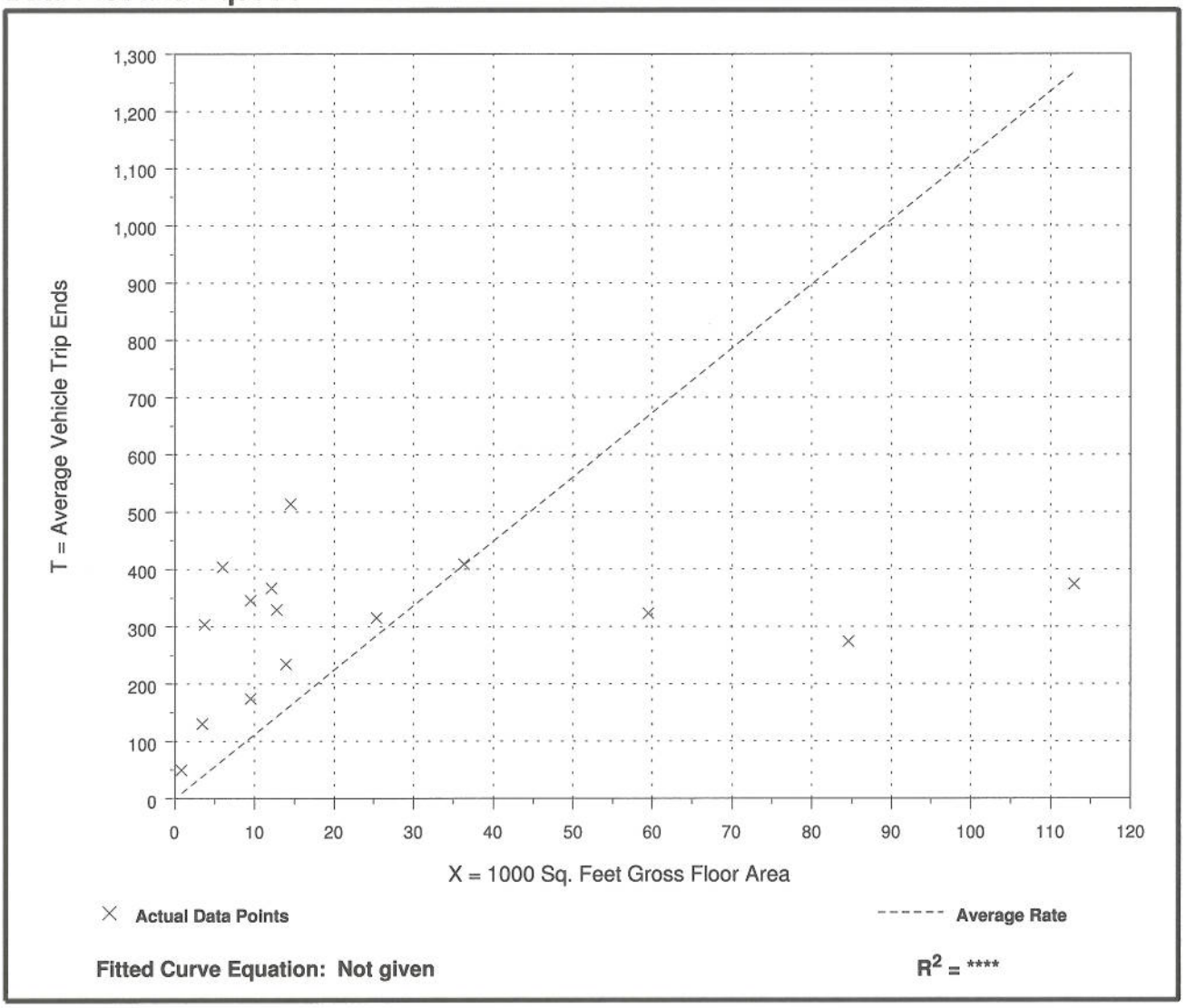
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 15
Average 1000 Sq. Feet GFA: 27
Directional Distribution: 51% entering, 49% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
11.22	3.24 - 80.00	14.25

Data Plot and Equation



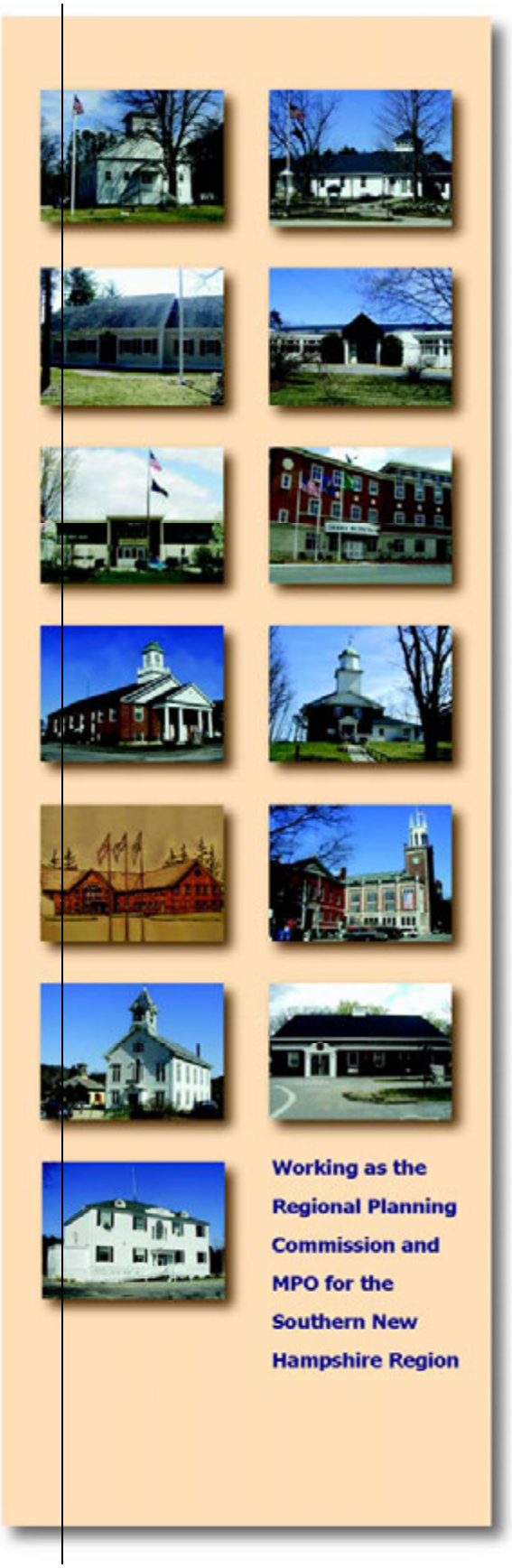
Fitted Curve Equation: Not given

R^2 = ****

Excerpts from

Trip Generation Study

(Southern New Hampshire Planning Commission, October 2010)



Working as the Regional Planning Commission and MPO for the Southern New Hampshire Region

TRIP GENERATION STUDY

October 2010

SNHPC

CHAPTER 7 UNITED STATES POST OFFICE (732)

A U.S. post office is a federal building that contains service windows for mailing packages and letters; post office boxes; offices; sorting and distributing facilities for mail; and vehicle storage areas.

7.1 Data Collection

Sites were selected to collect data shown in Table 7.1. After being evaluated, the data collected at Auburn Post Office and Candia Post Office was not eligible to be added to the database.

Table 7.1 Selected Survey Site

Land Use	**Site**	Address
United States Post Office	Manchester Post Office	955 Goffs Falls Road, Manchester, NH 03103
	Auburn Post Office	30 Raymond RD, Auburn, NH 03032
	Candia Post Office	115 Raymond Road, Candia, NH 03034

7.2 Data Analysis

Trip Summary at the site is shown in Table 7.2.

Table 7.2 Trip Summary at the Site

Site 1	**Manchester Post Office 955 Goffs Falls Rd, Manchester, NH 03103**	
Weekday	Daily Trip Ends (In + Out)	3793
	AM Peak Trip Ends (In + Out)	262 at 10:00 AM
	PM Peak Trip Ends (In + Out)	307 at 2:00 PM
	7-9 AM Peak Hour Trip Ends (In + Out)	238
	4-6 PM Peak Hour Trip Ends (In + Out)	307
Saturday	Daily Trip Ends (In + Out)	3003
	AM Peak Trip Ends (In + Out)	415 at 11:00 AM
	PM Peak Trip Ends (In + Out)	304 at 3:00 PM
Sunday	Daily Trip Ends (In + Out)	1841
	AM Peak Trip Ends (In + Out)	138 at 11:00 AM
	PM Peak Trip Ends (In + Out)	172 at 3:00 PM
Site 2	**Auburn Post Office 30 Raymond Rd, Auburn, NH 03032**	
Weekday	Daily Trip Ends (In + Out)	550
	AM Peak Trip Ends (In + Out)	55 at 10:00 AM
	PM Peak Trip Ends (In + Out)	70 at 2:00 PM
	7-9 AM Peak Hour Trip Ends (In + Out)	43
	4-6 PM Peak Hour Trip Ends (In + Out)	55
Saturday	Daily Trip Ends (In + Out)	370

	AM Peak Trip Ends (In + Out)	87 at 11:00 AM
	PM Peak Trip Ends (In + Out)	11 at 12:00 PM
Sunday	Daily Trip Ends (In + Out)	
	AM Peak Trip Ends (In + Out)	
	PM Peak Trip Ends (In + Out)	
Site 3	**Candia Post Office** **30 Raymond Rd, Auburn, NH 03032**	
Weekday	Daily Trip Ends (In + Out)	706
	AM Peak Trip Ends (In + Out)	80 at 9:00 AM
	PM Peak Trip Ends (In + Out)	71 at 3:00 PM
	7-9 AM Peak Hour Trip Ends (In + Out)	80
	4-6 PM Peak Hour Trip Ends (In + Out)	71
Saturday	Daily Trip Ends (In + Out)	477
	AM Peak Trip Ends (In + Out)	100 at 11:00 AM
	PM Peak Trip Ends (In + Out)	16 at 12:00 PM
Sunday	Daily Trip Ends (In + Out)	1841
	AM Peak Trip Ends (In + Out)	138 at 11:00 AM
	PM Peak Trip Ends (In + Out)	172 at 3:00 PM

7.3 Results

Average vehicle trip ends per unit and directional distribution for each site are shown in Table 7.3.

Table 7.3 Trip Rates for United States Post Office

Site: **Manchester Main United States Post Office** Number of Employees: Approximately 280 per Shift				
Trip Basis		Unit	Average Vehicle Trip Ends per Unit	Directional Distribution
Weekday	Daily	Employee	13.54	50% entering, 50% exiting
	AM Peak Hour of Generator	Employee	0.94	50% entering, 50% exiting
	PM Peak Hour of Generator	Employee	1.10	50% entering, 50% exiting
	One Hour Between 7 am - 9 am	Employee	0.85	50% entering, 50% exiting
	One Hour Between 4 pm – 6 pm	Employee	1.10	50% entering, 50% exiting
Saturday	Daily	Employee	10.73	50% entering, 50% exiting
	AM Peak Hour of Generator	Employee	1.48	50% entering, 50% exiting
	PM Peak Hour of Generator	Employee	1.09	50% entering, 50% exiting
Sunday	Daily	Employee	6.58	50% entering, 50% exiting
	AM Peak Hour of Generator	Employee	0.49	50% entering, 50% exiting
	PM Peak Hour of Generator	Employee	0.61	50% entering, 50% exiting
Site: **Auburn United States Post Office** Number of Employees: Approximately 10 Gross Floor Area: 4,000 sq. ft.				
Trip Basis		Unit	Average Vehicle Trip Ends per Unit	Directional Distributi
Weekday	Daily	Employee/1000 sq. ft	55/137.5	50% entering, 50% exiting
	AM Peak Hour of Generator	Employee/1000 sq .ft	5.5/13.75	49% entering, 51% exiting
	PM Peak Hour of Generator	Employee/1000 sq. ft	7/17.5	48% entering, 52% exiting
	One Hour Between 7 am - 9 am	Employee/1000 sq. ft	4.3/10.75	49% entering, 51% exiting
	One Hour Between 4 pm – 6 pm	Employee/1000 sq. ft	5.5/13.75	48% entering, 52% exiting
Saturday	Daily	Employee/1000 sq. ft	37/92.5	50% entering, 50% exiting

	AM Peak Hour of Generator	Employee/1000 sq. ft	8.7/21.75	46% entering, 54% exiting
	PM Peak Hour of Generator	Employee/1000 sq. ft	1.1/2.75	45% entering, 55% exiting
Sunday	Daily			
	AM Peak Hour of Generator			
	PM Peak Hour of Generator			
Site: Candia **United States Post Office** Number of Employees: 10 Gross Floor Area:3,146 sq. ft.				
Trip Basis		Unit	Average Vehicle Trip Ends per Unit	Directional Distribution
Weekday	Daily	Employee/1000 sq. ft	70.6/224.4	50% entering, 50% exiting
	AM Peak Hour of Generator	Employee/1000 sq. ft	8/25.43	51% entering, 49% exiting
	PM Peak Hour of Generator	Employee/1000 sq. ft	7.1/22.57	49% entering, 51% exiting
	One Hour Between 7 am - 9 am	Employee/1000 sq. ft	8/25.43	51% entering, 49% exiting
	One Hour Between 4 pm – 6 pm	Employee/1000 sq. ft	7.1/22.57	49% entering, 51% exiting
Saturday	Daily	Employee/1000 sq. ft	47.7/151.62	52% entering, 48% exiting
	AM Peak Hour of Generator	Employee/1000 sq. ft	10/31.78	51% entering, 49% exiting
	PM Peak Hour of Generator	Employee/1000 sq. ft	1.6/5.08	44% entering, 56% exiting
Sunday	Daily			
	AM Peak Hour of Generator			
	PM Peak Hour of Generator			

7.4 Comparison of Trip Rates

Comparison of trip rates is shown in Table 7.4. On an average, the average trip rates per employee on a weekday daily, morning and evening peaks of the generator, and morning and evening peaks of the adjacent street traffic are about 60% lower than the average rate provided in the ITE report. The weekend trips closely match the average ITE rates. In most cases, the SNHPC trip rates are within the range of rates in the ITE report, but almost always towards the lower limit.

Table 7.4 Comparison of Trip Rates for United States Post Office

ITE LAND USE CODE 732 UNITED STATES POST OFFICE				
Trip Basis		Unit	Average Vehicle Trip Ends per Unit	ITE Trip Rates Average [Range]
Weekday	Daily	Employee/1000 sq. ft	16.82/61.87	28.32 [13.33 – 92.79] /108.19[35.57-352.42]
	AM Peak Hour of Generator	Employee/1000 sq. ft	1.33/6.60	3.15 [1.02 – 27.80] /12.19[2.99-51.20]
	PM Peak Hour of Generator	Employee/1000 sq. ft	1.50/7.04	3.62 [0.97 – 40.40] /14.67[3.46-82.89]
	One Hour Between 7 am - 9 am	Employee/1000 sq. ft	1.20/5.93	1.94 [0.90 – 22.90] /8.02[2.21-38.17]
	One Hour Between 4 pm – 6 pm	Employee/1000 sq. ft	1.45/6.20	2.74 [0.90 – 40.40] /10.79[3.24-80]
Saturday	Daily	Employee/1000 sq. ft	12.84/41.71	13.69 [7.46 – 46.09] /48.69[18.35-185.89]
	AM Peak Hour of Generator	Employee/1000 sq. ft	2.00/9.27	1.65 [0.97 – 6.00] /5.88[2.40-22.53]
	PM Peak Hour of Generator	Employee/1000 sq. ft	1.11/1.32	
Sunday	Daily	Employee/1000 sq. ft		
	AM Peak Hour of Generator	Employee/1000 sq. ft		
	PM Peak Hour of Generator	Employee/1000 sq. ft		

Appendix E

Signal Warrant Worksheets

FUTURE WITH PROJECT CONDITIONS (YEAR 2026)

Vision Agua Caliente Master Plan

Traffic Signal Warrant Analysis
Warrant 3, Peak Hour

21. CALLE EL SEGUNDO & RAMON ROAD

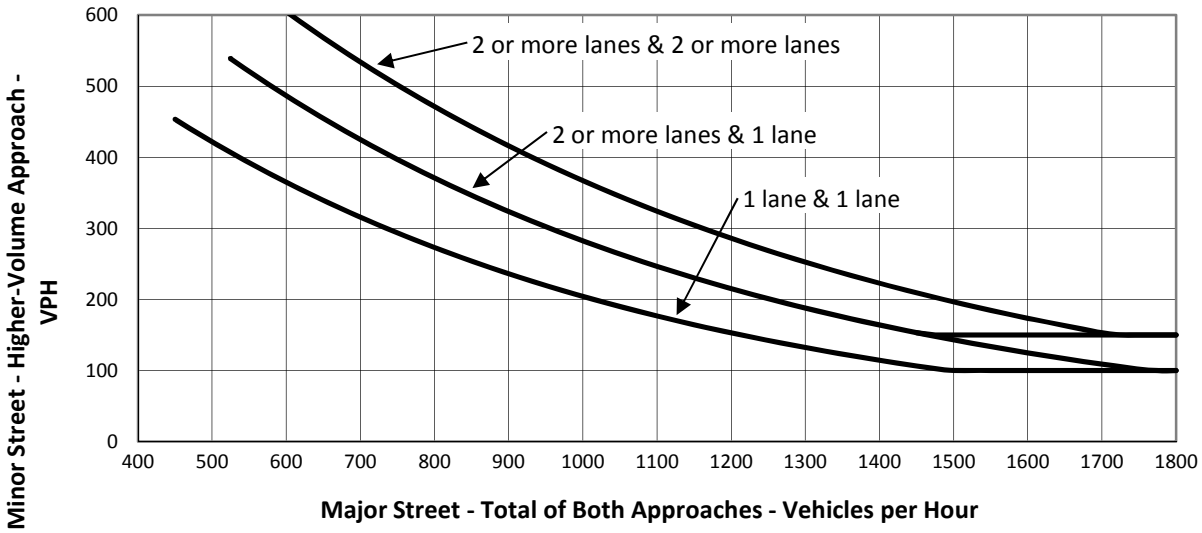
Major Street Name:	Ramon Road	Vehicles per Hour (Peak Hour)	
Minor Street Name:	Calle El Segundo	Major Street (Approach 1):	903
		Major Street (Approach 2):	639
Major Street Lanes:	2	[a] Major Street Left-Turns:	0
Minor Street Lanes:	1	Minor Street (Higher Volume):	151

[b] Urban/Rural: Urban

Vehicles per Hour (Peak Hour)

Major Street (Approach 1):	903	Minimum Major Street Volume:	510
Major Street (Approach 2):	639	Satisfied?	YES
Total Major Street Volume:	1,542		
		Minimum Minor Street Volume:	135
Major Street Left Turns:	0	Satisfied?	YES
Minor Street (Higher Volume):	151		
Total Minor Street Volume:	151	Warrant 3 Satisfied?	**YES**

Figure 4C-3. Warrant 3, Peak Hour [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

FUTURE WITH PROJECT CONDITIONS (YEAR 2026)

Vision Agua Caliente Master Plan

Traffic Signal Warrant Analysis
Warrant 3, Peak Hour

22. AVENIDA CABALLEROS & ALEJO ROAD

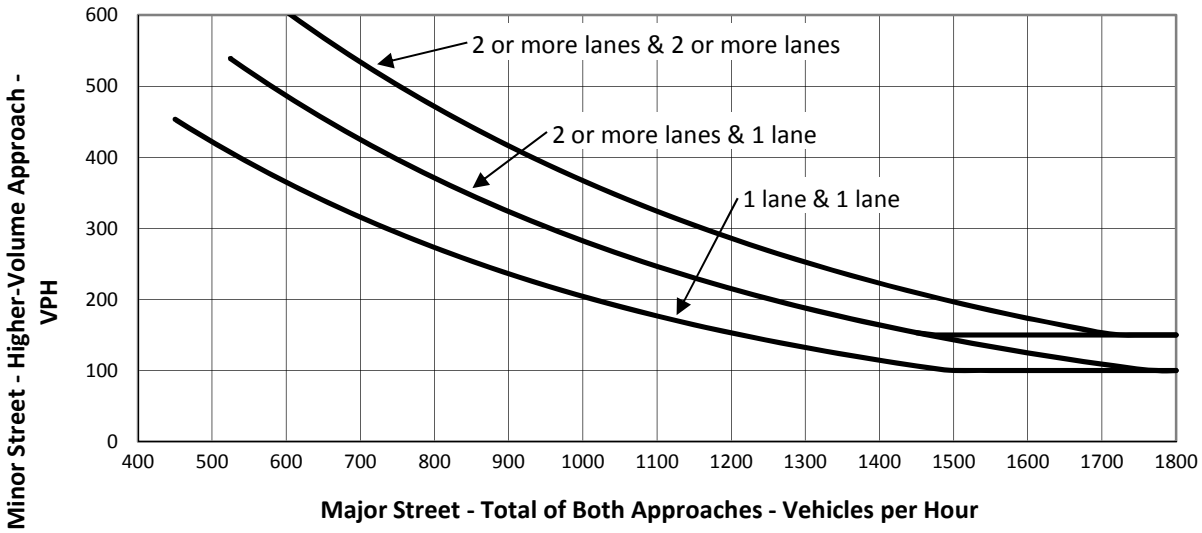
Major Street Name:	Avenida Caballeros	Vehicles per Hour (Peak Hour)	
Minor Street Name:	Avenida Caballeros	Major Street (Approach 1):	423
		Major Street (Approach 2):	230
Major Street Lanes:	1	[a] Major Street Left-Turns:	0
Minor Street Lanes:	1	Minor Street (Higher Volume):	335

[b] Urban/Rural: Urban

Vehicles per Hour (Peak Hour)

Major Street (Approach 1):	423	Minimum Major Street Volume:	450
Major Street (Approach 2):	230	Satisfied?	YES
Total Major Street Volume:	653		
		Minimum Minor Street Volume:	338
Major Street Left Turns:	0	Satisfied?	NO
Minor Street (Higher Volume):	335		
Total Minor Street Volume:	335	Warrant 3 Satisfied?	**NO**

Figure 4C-3. Warrant 3, Peak Hour [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

FUTURE WITH PROJECT CONDITIONS (YEAR 2026)

Vision Agua Caliente Master Plan

Traffic Signal Warrant Analysis
Warrant 3, Peak Hour

27. HERMOSA DRIVE & TAHQUITZ CANYON WAY

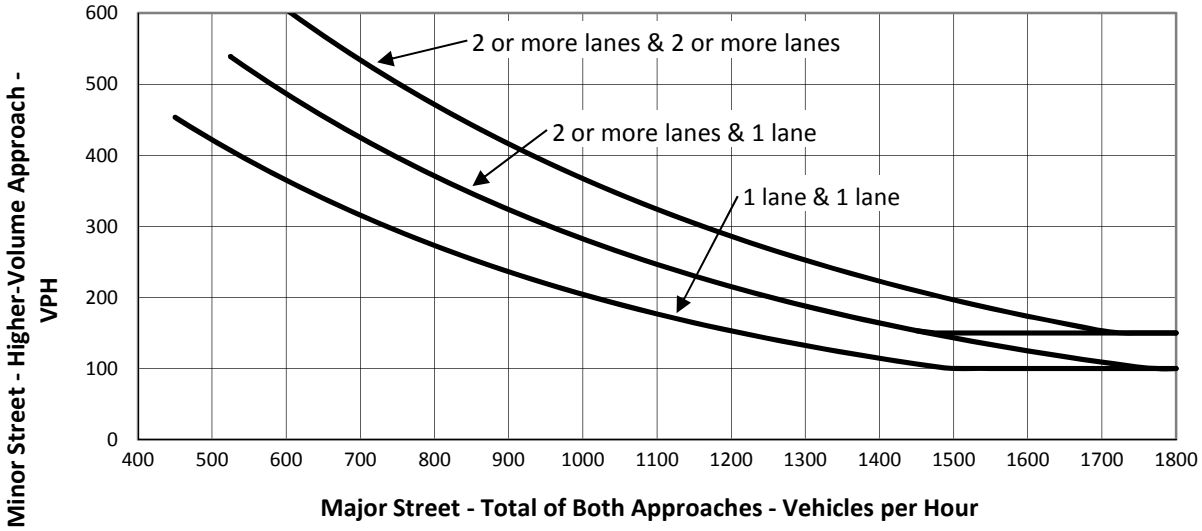
Major Street Name:	Tahquitz Canyon Way	Vehicles per Hour (Peak Hour)	
Minor Street Name:	Hermosa Drive	Major Street (Approach 1):	557
		Major Street (Approach 2):	517
Major Street Lanes:	2	[a] Major Street Left-Turns:	0
Minor Street Lanes:	1	Minor Street (Higher Volume):	37

[b] Urban/Rural: Urban

Vehicles per Hour (Peak Hour)

Major Street (Approach 1):	557	Minimum Major Street Volume:	510
Major Street (Approach 2):	517	Satisfied?	YES
Total Major Street Volume:	1,074		
		Minimum Minor Street Volume:	256
Major Street Left Turns:	0	Satisfied?	NO
Minor Street (Higher Volume):	37		
Total Minor Street Volume:	37	Warrant 3 Satisfied?	**NO**

Figure 4C-3. Warrant 3, Peak Hour [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.