ADDENDUM NO. 1
TO THE FINAL ENVIRONMENTAL IMPACT REPORT
CITY OF CALIMESA
DEVELOPMENT OF TENTATIVE TRACT NUMBERS 30386 AND 30387
SCH NO. 2002011078

Prepared for:

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I. PROJECT INFORMATION

i) Project Title: Addendum No. 1 to the Final Environmental Impact Report City of Calimesa Development of Tentative Tract Numbers 30386 and 30387, SCH No. 2002011078 for **Revisions to Original Approval to Remove the Requirement That Tract 30386 Be Developed as Senior Housing**

ii) Lead Agency Name and Address: City of Calimesa
908 Park Avenue, Calimesa, California 92320-1148

iii) Contact: Mr. Jerry Guarracino

iv) Project Location: The project site is located about two miles east of Interstate 10 and immediately south of the San Bernardino County/Riverside County boundary. The extension of Bryant Street serves as the eastern boundary of Tract 30386 and the Calimesa Country Club serves is located just west of Tract 30386. The cadastral location is in Section 13, Township 2 South, Range 2 West, SBBM.

II. PROJECT DESCRIPTION

A. Introduction

This document is prepared as an Addendum to the Final Environmental Impact Report (2003 EIR) City of Calimesa Development of Tentative Tract Map Numbers 30386 and 30387, SCH No. 2002011078 (FEIR) for Revisions to Original Approval to Remove the Requirement That Tract 30386 Be Developed as Senior Housing. The proposed layout of the Tentative Tract Map (TTM) 30386 is shown on Figure 2-7 of the FEIR, reproduced here as Figure 1. The original approval of both TTM 30386 and 30387 occurred in 2003 and subsequent to approval some improvements have been installed. However, the deep recession interceded before any residences could be developed on the TTM 30386 property. Under the original approval of TTM 30386 a total of 221 single-family residential lots were authorized on the 72.23 acre property. As evaluated in the 2003 EIR the subdivision was approved for single-family residences restricted to senior living. A new developer proposes to acquire TTM 30386 and is requesting that the City remove the senior-living requirement for this tract and allow it to be developed as a standard single-family residential development. The purpose of this environmental document is to evaluate the potential environmental effects of this proposed realignment.

B. Original Project

The following text is abstracted from the 2003 EIR Project Description.

The Tentative Tracts 30386 and 30387 development is proposed as a planned residential development, including recreational uses and a small commercial development component. As one of the City's largest planned communities, the project is viewed as a unique component of the City's land use plans. It also represents a major opportunity area for future growth. The potential exists to set a standard of development for the surrounding area to follow.

In order to provide a planned community that is unique to the area, specific objectives have been established for the Tentative Tracts 30386 and 30387 Development. These include:

- *Creating an identifiable community of large lot single-family residences, ancillary uses and recreational features to maximize the sense of community;*
- *Enhancing natural resources through an integrated open space system with a centralized trail network, which will tie the residential community together;*
- *Providing neighborhood commercial development that serves the needs of local residents;*
- *Allowing for circulation patterns, which serve residential needs without encouraging regional circulation intrusion;*
- *Conserving energy and preventing neglect of the site's natural resources through site design and use of drought-tolerant plant material;*
- *Providing development flexibility for future market changes; and*
- *Proposing a logical phasing plan based on the marketplace and the extension and provision of utilities.*

There are two principal plan components to Tentative Tracts 30386 and 30387 — Land Use and Circulation.

- *Land Use: The land use component identifies proposed land uses and associated project components.*
- *Circulation: The circulation component identifies vehicular and non-vehicular improvements to facilitate movement in the Tentative Tracts 30386 and 30387 development. Roadways, pedestrian paths, bicycle lanes, and local trails are discussed within the overall framework of providing efficient and safe movement patterns within the community.*

The proposed combined subdivision maps consist of 711 single-family lots on approximately 320 acres, for a density of 2.2 D.U/acre. A part of the site currently serves as an active poultry farm. A drainage channel with a minor extent of wetland associated vegetation occurs on the northern portion of the site. Surrounding land uses include low density residential to the north, an undeveloped canyon and golf course to the south and west, and large lot residential housing to the east.

The subdivision maps are proposed as follows:

> *Tentative Tract No. 30386 — This subdivision map includes 221 senior dwellings on approximately 72.23 acres. These dwelling units would be single-family residences, restricted for senior living. The subdivision includes a senior center on approximately 1.32 acres. Approximately 23.9 acres would be developed as permanent open space, including*

a nature trail, and passive open space. Streets within the subdivision are proposed to be private.

Tentative Tract No. 30387 — This subdivision map includes 490 single-family lots (plus one existing residence), a 7.27-acre commercial site, a 15-acre neighborhood city park, a water reservoir site, and approximately 50 acres of additional open space and natural area. The proposed development will require off-site improvements to support the development. These off-site improvements include a sewer connection to the existing line in the Calimesa Country Club Golf Course. The capacity of existing line will also be increased to handle future loads.

Since the original approval, the TTM 30386 tract map has been finalized and the site has been graded. Under the proposed action the area encompassed by TTM 30386 remains the same, 72.23 acres. The new developer proposes to construct 211 residential units instead of 221 residential units, a reduction of 10 units. And the new developer is requesting that the original City approval of the TTM 30386 for senior housing be rescinded and that TTM 30386 be allowed to develop with standard single-family residences. For most of the environmental issues evaluated in the 2003 FEIR the assumption that TTM 30386 would be developed as senior housing did not affect the evaluation in the EIR. But for two environmental issues, traffic impacts and air quality impacts, this assumption did affect the findings in the 2003 FEIR. This is because the trip generation for senior development is typically approximately one-half that of a standard subdivision. As shown on Table 3.4-11 trip generation for TTM 30386 was 5.74 trips per unit for senior single-family residential compared to 9.57 trips per unit for TTTM 30387 for standard single-family residential. With fewer total trips the total vehicle miles traveled by future subdivision residents that was used for the air quality impact forecast in the 2003 FEIR was also undercounted. Therefore, to assist the City of Calimesa to update the effects of allowing TTM 30386 to be developed as a standard single-family residential subdivision, an updated traffic study and air emission forecast has been compiled to fully inform the City Council and public of the effects of this requested change. This updated study demonstrated that with the removal of the Senior Center overall trips from TTM 30386 will be less than previously forecast in the 2003 EIR. Otherwise, this Addendum relies upon the original data contained in the 2003 EIR. No other changes to the project defined in the preceding cited text are proposed at this time.

Pursuant to the provisions of CEQA and State and local CEQA Guidelines, the City is the Lead Agency for the Addendum to the Final Environmental Impact Report (2003 FEIR) City of Calimesa Development of Tentative Tract Map Numbers 30386 and 30387, SCH No. 2002011078 for Revisions to Original Approval to Remove the Requirement That Tract 30386 Be Developed as Senior Housing as outlined above (this will be referred to as the "modified project" in the remainder of this document. This is because the City proposes to modify the original condition of approval requiring senior housing be developed for TTM 30386. TTM 30387 is not being considered in this document as no changes to the original conditions of approval are being proposed. As part of its decision making process, the City is required to review and consider any substantial changes in the project or the potential for significant environmental effects that could result from implementing this modified project relative to the previously approved project as outlined in the 2003 FEIR. The City has compiled this Addendum as the basis for making a new CEQA environmental determination for this modified project.

C. Procedural Background

Pursuant to CEQA and the State CEQA Guidelines, this Addendum has been prepared in order to determine whether the proposed implementation of the modified project, summarized above, would result in conditions that would require a subsequent or supplemental environmental impact report and/or Mitigated Negative Declaration (MND) to be prepared because of changes in circumstances or new or additional adverse environmental impacts. This Addendum also reviews any new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time the FEIR was certified in 2003. This examination includes an analysis in accordance with the provisions of Sections 15164 and 15162 of the State CEQA Guidelines, which outline the criteria and procedures for preparing an Addendum and conducting a second-tier environmental evaluation based on a previously certified EIR.

Also pursuant to CEQA and the State CEQA Guidelines, the City's environmental review of the proposed modified project is limited to examining the environmental effects associated with the physical changes in the environment from implementing the project in comparison to the approved project, i.e., addressing the effects of implementing the Revisions to Original Approval to Remove the Requirement That Tract 30386 Be Developed as Senior Housing. This narrow focus is due to the fact that the previously certified 2003 FEIR has already addressed the environmental impacts of implementing the proposed broader planned development outlined in the in the 2003 FEIR and summarized above. As permitted by CEQA Section 15150 the "Final Environmental Impact Report (2003 FEIR) City of Calimesa Development of Tentative Tract Map Numbers 30386 and 30387, SCH No. 2002011078" is hereby incorporated by reference as part of the Addendum evaluation. A copy of this document is available for review at the City Hall office located at 908 Park Avenue in Calimesa, California (Riverside County).

III. CEQA REQUIREMENTS FOR AN ADDENDUM

This Addendum has been prepared in accordance with the current CEQA Statutes and Guidelines for implementing CEQA. CEQA Section 15164 includes the following procedures for the preparation and use of an Addendum:

> (a) The lead agency or responsibility agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described none of the conditions in Section 15162 calling for the preparation of a subsequent EIR have occurred.
>
> (c) An addendum need not be circulated for public review, but can be included in or attached to the Final EIR or adopted negative declaration.
>
> (d) The decision-making body shall consider the addendum with the Final EIR or adopted negative declaration prior to making a decision on the project.
>
> (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

If changes to a project or its circumstances occur or new information becomes available after certification of an EIR, the lead agency may: (1) prepare a subsequent EIR if the criteria of State CEQA Guidelines Section 15162(a) are met, (2) prepare a subsequent negative declaration, (3) prepare an addendum, or (4) prepare no further documentation. (State CEQA Guidelines Section 15162(b)) When only minor technical changes or additions to the certified EIR are

necessary and none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred, CEQA allows the lead agency to prepare and adopt an addendum. (State CEQA Guidelines, Section 15164(b))

Under Section 15162, a subsequent EIR or negative declaration is required only when:

(1) Substantial changes are proposed in the project which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the negative declaration due to the involvement of any new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative."

IV. ENVIRONMENTAL ANALYSIS OF THE PROPOSED MODIFICATION

As previously described, the City prepared a comprehensive review of TTM's 30386 and 30387 in 2002 and 2003. This Addendum, along with technical studies to update air quality and traffic (see Appendix 1 and Appendix 2, respectively), represents an update of the 2003 FEIR as envisioned by Section 15164 of the State CEQA Guidelines. Following the completion of the new environmental review for the modified project, the City Staff considered the options for CEQA compliance with this second-tier decision under the certified 2003 FEIR. Based on the limited scope of change envisioned by this second-tier modified project and the fact that no new significant impacts result from the modified project, a decision was made to request the City Council to consider an Addendum for the project modifications as the current CEQA environmental determination to update the 2003 FEIR. This 2003 FEIR and Addendum are considered adequate compliance with CEQA to authorize rescinding the condition that requires senior housing for TTM 30386.

Thus, the purpose of this Addendum is to assess the related potential environmental impacts that would result from implementing the modified project, in comparison to the impact forecast contained in the 2003 FEIR. The following evaluation provides an analysis of potential environmental impacts in relation to the facts and findings contained in the 2003 FEIR referenced and

incorporated by reference in this document. The following conclusions were developed regarding potential impacts from approval and implementation of the proposed Revisions to Original Approval to Remove the Requirement That Tract 30386 Be Developed as Senior Housing.

Note that a number of changes in environmental circumstances have occurred over the past nine years few years since the 2003 FEIR was certified. These changes in circumstance are discussed in the following text. No changes in general land use have occurred in the vicinity of the project area shown in Figure 2-7 of the 2003 FEIR.

Biological / Cultural Resources

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

Less than Significant Impact/No Changes or No New Information Requiring Preparation of an additional environmental document. The 2003 FEIR analyzes the biology resource impacts of the original project on pages 3.10.1 through 3.10.13. The 2003 FEIR did not identify any significant biological resources on the project site, and therefore concluded that with implementation of four mitigation measures (3.10.1 through 3.10.4) all biology resource impacts could be controlled to a less than significant level. The primary change in circumstance since 2003 is that the mitigation measures have been implemented in conjunction with the mass grading of the project site. Based on the changes in circumstances since certification of the 2003 FEIR, the project biology impacts have already occurred and the required open space, including the wildlife corridor in the southern portion of the tract has been set aside. Thus, relative to the biological resource impacts identified in the 2003 FEIR, the potential impact of the modified project on biological resources no longer exists because the area to be graded has been graded and the areas to be set aside have been set aside for long-term mitigation as open space.

The 2003 FEIR examined cultural resources within the area of potential effect of the proposed facilities. This evaluation was provided on pages 3.12-1 through 3.12-8 of the FEIR. The evaluation concluded that there were no surface resources of significance within the project area, but six mitigation measures were identified for implementation. The primary change in circumstance since 2003 is that the mitigation measures have been implemented in conjunction with the mass grading of the project site. Based on the changes in circumstances since certification of the 2003 FEIR, the project cultural resource impacts have already occurred and the required monitoring and reporting has already been implemented. Thus, relative to the cultural resource impacts identified in the 2003 FEIR, the potential impact of the modified project on cultural resources no longer exists because the area to be graded has been graded and the areas to be set monitored were monitored during the grading of the project site.

In conclusion, relative to the biological and cultural impacts forecast in the 2003 FEIR for the approved project, no significant adverse change or effect is forecast to occur in approving and implementing the modified project addressed in this Addendum. No additional mitigation is required to support implementation of the proposed modified project.

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

Less than Significant Impact/No Changes or No New Information Requiring Preparation of an EIR. Those project-related environmental resources or issues subject to cumulative effects include the following: aesthetics, air quality, hazards and hazardous materials, hydrology/water quality, land use and planning, noise, public services/recreation, transportation/traffic, and utilities/service systems. The 2003 FEIR concluded that most of the above environmental issues would not experience any significant project specific or cumulatively considerable adverse environmental impact, in most cases with the implementation of identified mitigation measures. Only air quality effects were identified as a significant, unavoidable adverse cumulative impact. Substantiation for this conclusion is provided in the following text.

Aesthetics: The 2003 FEIR analyzes the general aesthetic impacts of the proposed project in Chapter 3, pages 3.3-1 through 3.3-5. The FEIR concluded that due to the degree of human disturbance and limited viewpoints to the project site aesthetic impacts would be less than significant on a project specific and cumulative impact basis. The primary change in circumstances since 2003 is that the project site has been mass graded and has not been landscaped. Because the elimination of the senior housing requirement will allow development to proceed at an earlier date, it will allow implementation of mitigation measure 3.3.1, which requires landscaping to proceed as development occurs. Given the current circumstance, approval of the modified project will benefit aesthetic issues at the existing project site. Therefore, the modified project would have a beneficial effect on aesthetics of the existing visual setting. No additional mitigation measures were identified for implementation, but the disturbed areas of the existing project site will be landscaped and revegetated in accordance with mitigation required in the 2003 FEIR.

Air Quality: Due to the current recession and incrementally more stringent controls over air emissions, ambient air quality has not deteriorated since 2003, and in most cases has improved, since the 2003 FEIR was certified. The FEIR analyzes the project specific air quality impacts on pages 3.5-1 through 3.5-23. Two detailed mitigation measures, 3.5.1 and 3.5.2, were established to reduce construction-related emissions and occupancy emissions. The primary change in circumstances is that the mass grading of the project site has been completed. Based on the original emission forecast, the remaining construction activities will not cause significant adverse impacts, project specific or cumulative, with implementation of the mitigation requirements under measure 3.5.2. Another change is that the vehicle fleet has changed over the past nine years and emissions per vehicle mile traveled have been substantially reduced. These findings combined with the reduced number of trips for TTM 30386 determined that future emissions would not increase as a result of authorizing a standard single family residential subdivision rather than senior housing. Thus, the actual emissions from the modified project will be less than that identified in the 2003 EIR.

Appendix 1 contains a comparison of emissions based on the 2003 emission forecast compared to the May 2013 prepared by Kunzman Associates, Inc. This analysis concluded "*The combined emission from Tract 30386 and Tract 30387 would not create any new significant unavoidable impacts that were not previously disclosed in the FEIR and the increase in Sox and PM10 and analysis of PM 2.5 emissions were all found to be within the SCAQMD's daily thresholds of significance for criteria pollutants of 150 lbs of SOx and PM10 and PM2.5. Therefore, the proposed project's criteria pollutant operational air emissions would create a less*

than significant impact. Thus, the modified project has no potential to significantly increase the emissions previously forecast. No additional significant adverse direct or cumulative air quality effects will result from implementing the modified project when compared to the original project. Identified mitigation measures during construction and occupancy will be carried forward and must be implemented for the modified project.

Hazards and Hazardous Materials: It is unusual for hazards to pose a cumulatively considerable impact on the environment and that is the case for this project. The analysis in the 2003 FEIR discusses onsite potential hazards ranging from past agricultural activities and storage of hazardous materials to Wildland fire hazards on the TTM 30386 site due to the dense vegetation. The Hazards and Hazardous Materials issues are discussed in the 2003 FEIR on pages 2.9-1 through 3.9-10. The identified hazards included onsite historic contamination from past chicken ranching operations and, as noted above, severe Wildland fire hazards. Four mitigation measures were identified (measures 3.9.1 through 3.9.4) to control these potential impacts to a less than significant impact level during site clearing and grading. Regardless, due to the changes in circumstances since 2003, the vegetation onsite has been eliminated and any contamination has been removed prior to or during grading of the project site. As a result, the modified project will not be exposed to any potentially significant cumulative or project specific hazards if it is approved by the City Council. Thus, no significant adverse direct or cumulative hazardous or hazardous material effects will result from implementing the modified project.

Hydrology/Water Quality: The general surface water and groundwater hydrology and water quality impacts of the original TTM 30386 project are analyzed on pages 3.8-1 through 3.8-7 of the 2003 FEIR. The EIR concluded that construction of the project would increase stormwater runoff; adversely impact short and long-term water quality; and reduce groundwater recharge on the property. Five mitigation measures were identified to reduce these impacts to a less than significant project specific and cumulative impact level (measures 3.8.1 through 3.8.5). Since 2003 the site conditions have been changed by grading the site. Most of the mitigation measures have been implemented as part of the construction activities that converted the site to graded development pads. The only measure remaining to be implemented is the long-term urban stormwater management plan implementation of BMPs once the tract is fully developed with residences. Implementation of the modified project will result in the installation of these long-term BMPs and this will be a beneficial impact to the site and downstream hydrology, not an adverse impact. Thus, based on the approval of the modified project, there will be no significant residual cumulative hydrology and water quality impacts of implementing the modified project.

Land Use and Planning: The 2003 FEIR analyzes the general Land Use and Planning impacts of the original project on pages 3.1-1 through 3.1-3 of the FEIR. The only change in the General Plan required by the original project was the designation of 7+ acres of the TTM 30387 site for commercial uses. The original TTM 30386 requirement was fully consistent with the General Plan. However, as part of the overall project the original developer envisioned a gated, senior community would be developed on the TTM 30386 project site. Under this assumption the 2003 FEIR concluded that there would be no adverse land use or planning impacts from implementing the original project. The modified project would eliminate the requirement for senior housing and a traditional single-family subdivision with ten fewer residences would be allowed to develop if it is approved. As previously discussed, the primary change since 2003 is that the project site has been mass graded and remains undeveloped with any housing. The new developer does not see a market for senior housing at this location, but even with the proposed change the project will remain consistent with the City's General Plan. No cumulative

changes in land use or effects on planned land uses will result from implementing the modified project. The traditional single-family residential uses will be consistent with the surrounding land uses which are comparable.

Noise: The 2003 FEIR analyzes the general construction and occupancy noise impacts of the original project on pages 3.6-1 through 3.6-9. The FEIR concluded that minimization measures identified in the FEIR (measures 3.6.1 through 3.6.7) would reduce construction and occupancy noise impacts to a less than significant impact. The primary change in circumstances is that the project site has been mass graded, so the major construction noise activities have already occurred. The remaining construction activities include paving roads and building individual residences. Implementation of measures 3.6.1 through 3.6.3 will need to be implemented for the remaining construction activities in support of TTM 30386. The major source of project-related noise during occupancy will be traffic generation on the circulation system surrounding the project site. The noise model analysis in the 2003 FEIR indicated that at several locations it would be necessary to install sound walls along roadways and that the noise increase along existing roads would be noticeable, but within the range of acceptability defined by the City's noise ordinance. Based on a comparison of the traffic study in the 2003 FEIR with the updated traffic study (refer to Appendix 2) from March 12, 2013, the original forecast for trip generation using senior housing as the land use, the original project (both TT 30386 and TT 30387) was forecast to generate approximately 9,900 daily trips. Under present conditions, including the modified project, cumulative trip generation is forecast to be 9,664 daily trips. The net change in trip generation based on the modified project is estimated to be a reduction of 236 daily vehicle trips with 16 less occurring during the morning peak hour and 18 less occurring during the evening peak hour. Therefore, with reduced trip generation and implementation of noise mitigation measures 3.6.4 through 3.6.7 identified in the 2003 FEIR, no significant change in noise impacts will be caused by the modified project and no additional mitigation will be required to achieve a less than significant noise impact commensurate with that identified in the 2003 EIR.

Population and Housing: The 2003 FEIR concluded that the original project would not displace a substantial number of people or housing and that it would not cause growth inducement because the number of proposed units constituted only 4.2 percent of the total number of residential units allocated within the General Plan. Population and housing impacts were analyzed in the 2003 FEIR on pages 3.2.1 through 3.2.5. Since 2003 the population of the City has grown slowly as the national recession essentially stopped regional housing development. Since the original project was well within the City's anticipated growth scenario within the General Plan, the modified project with ten fewer overall units is forecast to have the same impacts on population and housing. Therefore, the proposed modified Project's impact to population and housing is not forecast to cause a cumulatively considerable population and housing impacts.

Public Services: The 2003 FEIR analyzes the general public service impacts of the original project on pages 3.11-1 through 3.11-8 of the FEIR. The FEIR concluded that public service impacts to fire protection, police, schools, and would be less than significant based on payment of Development Impact Fees (DIF) or school fees for each residence. The modified project when compared to the original project should actually reduce demand on emergency services because it would eliminate the senior housing requirement. Further, discussion with the Calimesa City Manager indicates that payment of the current DIF is still considered by the City to represent sufficient mitigation to offset a project's demands for such public services. Thus, approval of the modified project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new

or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.

Transportation/Traffic: The 2003 FEIR analyzes the general traffic impacts of the original project on pages 3.4-1 through 3.4.38 of the FEIR. The EIR concluded that transportation/traffic impacts to the local circulation system would be less than significant as a result of original project development with implementation of mitigation measures, measures 3.4-1 through 3.4-10. As described in the discussion under noise above, the modified project will generate fewer daily trips when compared to the original project (refer to Appendix 2). The traffic study applied the new modified project trips to the surrounding circulation system and determined that several changes have occurred since 2003, including the installation of several signals that were required in the original traffic study. However, even with the changes in background traffic, the new traffic study concluded that all potential impacts to the circulation system could be mitigated to a less than significant impact level using City thresholds of significance, which is consistent with the 2003 FEIR finding. The specific circulation system impacts and mitigation measures that need to be implemented for the current circumstances are listed on pages 3 through 11 of Appendix 2. Based on the findings in the new traffic study (Appendix 2), with implementation of improvements and project fair share contributions to these improvements, no new cumulative significant adverse traffic or circulation impacts would result from implementing the proposed modified project.

Utilities/Service Systems: The 2003 FEIR analyzes the general utility impacts of the original project on pages 3.11.1 through 3.11-8 of the FEIR. The FEIR concluded that utility and service system impacts would be less than significant based on payment of connection fees for each residence or connection to the existing energy utility systems. Payment of water and sewer fees were identified in mitigation measures 3.11-5 and 3.11-6. Since the other utility systems are enterprise funded or commercial utilities, the 2003 FEIR concluded that without mitigation impacts to these utilities would result in no impact or less than significant impact as a result of project implementation. No other known changes in circumstances have occurred that would affect implementation of the proposed modified project. Thus, no new cumulative considerable or significant demand for utilities and service systems is forecast to result from implementing modified project.

Based on the above analysis, the implementation of the TTM 30386 modified project is not forecast to cause any significant new direct or cumulatively considerable environmental impacts relative to that forecast for the original project in the 2003 FEIR. No unavoidable significant adverse direct or cumulative impacts will result from implementing the proposed modified project, but these issues have been fully described in the previously certified 2003 FEIR and the additional information presented in the preceding evaluation of the project.

c. *ADVERSE IMPACTS ON HUMANS: Does the project have environmental effects on human beings, either directly or indirectly?*

Less than Significant Impact/No Changes or No New Information Requiring Preparation of an EIR. Those project-related environmental resources or issues that pose a potential to have direct or indirect adverse effects on humans include the following: air quality, geology and soils, hazards and hazardous materials, hydrology/water quality, and noise. The 2003 FEIR concluded that all but one of the above environmental issues would **not** experience significant project specific or cumulative adverse environmental impact, with the implementation of identified mitigation measures. Air emissions from the project were determined to cause a

significant unavoidable adverse impact. Based on the analyses in support of this Addendum, implementation of the proposed modified project relative to the project defined in the 2003 FEIR will not result in substantial direct effects on humans any greater than that identified in the FEIR. This is because the scope of the development envisioned by the modified project is slightly smaller than the original project; because air quality has improved and emissions from current vehicles is substantially reduced relative to the 2003 emission forecast; and potential future effects on emergency public service resources will likely be less than the original project.

Air Quality: Please refer to the Air Quality under cumulative impacts, issue "b" above and Appendix 1 to this document. An evaluation of local air quality effects in the 2003 FEIR, such as fugitive dust, indicated that emissions would be a significant during mass grading construction activities and after occupancy. The primary change in circumstances since the FEIR was published is that air quality is slightly improved in the South Coast Air Basin and the mass grading component of the original project has been completed. Based on this circumstance, the remainder of modified project could be constructed without causing any local, public health impacts. Further, according to the emission comparison provided in Appendix 1, the TTM 30386 occupancy emissions will be less than the applicable SCAQMD thresholds of significance. Thus, implementation of the proposed modified project is not forecast to cause any more significant or adverse air quality impacts with direct harm to humans. No additional significant adverse direct effect on humans will result from implementing the proposed modified project. Identified mitigation measures will be carried forward and must be implemented for the modified project.

Geology and Soils: The general project area is located near known faults and is subject to significant fault hazards and the original project evaluation concluded that the site could be subject to substantial groundshaking but no other major geotechnical hazards. The Geology and soils issues are discussed in the 2003 FEIR on pages 3.7-1 through 3.7-8 and a single mitigation measure was identified to control potential groundshaking hazards to acceptable levels in the proposed single-family residential subdivision. The proposed modified project facilities will not expose humans to greater seismic hazards than originally proposed and the total number of residential units has been reduced from 221 to 211. The onsite soils have a moderately high erosion potential, but mitigation imposed as part of the Hydrology/Water Quality discussion ensure that future surface runoff from the project site will not cause significant erosion. The geotechnical circumstances surrounding site geology, other than topographic modifications based on the completed grading, have not changed since 2003 and the graded site has been stabilized to minimize erosion. The identified mitigation measure will be carried forward and must be implemented for the proposed modified Project. Based on the type of development proposed by the modified project, its implementation does not alter the conclusion in the 2003 FEIR that geology and soil impacts can be mitigated to a level of less than significant impact.

Hazards and Hazardous Materials: The only potentially significant hazards associated with the original project are summarized under issue "b" above. All hazards or use of hazardous materials associated with the proposed project can be fully managed by the mitigation measures included in the 2003 FEIR. The primary change since 2003 is that the site has been graded and the Wildland fire hazard has been substantially reduced on the project site. Otherwise, all other potential hazards from historic use of this property were eliminated prior to and during grading activities. Standard management requirements can control potential hazards to a less than significant impact level for the modified project. Based on these findings and the findings in the 2003 FEIR, the proposed modified project does not increase the identified hazard potential from development and the impact remains less than significant.

Hydrology and Water Quality: Please refer to the hydrology and water quality discussion presented under issue "b" above. An evaluation of local hydrology and water quality effects in the 2003 FEIR indicated that with implementation of mitigation measures the original project would not cause a significant exposure to flood hazards or degradation of water quality that could affect humans. This includes offsite, downstream areas that will receive the stormwater runoff after development is completed. Thus, the proposed modified project has no potential to change the scope of or increase impacts to hydrology and water quality issues.

Noise: Please refer to the noise discussion presented under issue "b" above. An evaluation of on- and off-site noise effects in the 2003 FEIR indicated that onsite construction noise activities (the worst of which have been concluded during the mass grading of the project site) could be controlled to a less than significant impact level. The modified project will cause less overall construction impacts than outlined in the FEIR due to the amount of construction already completed at the project site. Over the long term noise impacts will be comparable both on and offsite due to traffic on the local roadway system. The modified project will generate less traffic but this small increment change is insufficient to cause a substantial reduction in noise generation from the project. Long-term mitigation is identified to protect onsite development through the use of sound walls adjacent to major roadways adjacent to the project site. Thus, the proposed modified project has no potential to significantly increase the long-term direct noise effect on humans its implementation.

Based on the above analysis, the implementation of the modified project is **not** forecast to cause significant direct and indirect impacts on humans, which is consistent with the findings in the 2003 FEIR.

V. CONCLUSION

The earlier analyses presented in the 2003 FEIR were used as a basis for analysis in this Addendum, updated with current information from sources cited, referenced and attached. Upon review of the 2003 FEIR, the information contained in this Addendum and all of the supporting evidence, it is the conclusion of this Addendum that the potential adverse environmental impacts from implementation of the proposed modified project, as defined in Section IV of this document, will not be significantly greater than that identified within the FEIR, and should be less due to changes in circumstances and changes in project impacts at the present time. In fact, the potential adverse environmental impact should be less for demand for emergency public services because of eliminating the senior housing requirement. There are no new significant impacts that result from implementing the proposed modified project, as long at the previously identified mitigation and minimization commitments in the 2003 FEIR are implemented for the modified project. This Addendum provides an update of the specific facilities and operational scenarios of the modified project at the project site and identifies the continued need to implement the measures required in the original environmental document to control potentially significant project adverse environmental impacts to a less than significant impact level.

This Addendum provides the City of Calimesa with the information substantiating the conclusion that the installation and occupancy of the modified project at the TTM 30386 site will not cause substantial additional physical changes in the environment which would require preparation and processing of a new negative declaration or an updated environmental impact report. Such documentation would only be required due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects on the original project. The facts and findings cited above from the 2003 FEIR and provided in this

Addendum allow the City to use an Addendum in accordance with Section 15164(a) of the State CEQA Guidelines for this modified project.

Pursuant to CEQA Section 15164, the certified 2003 FEIR, as updated with this Addendum, can be relied upon for documentation of the effects of the modified project on the environment. Because the changes in the project do not exceed the thresholds outlined in Sections 15162 and 15164 of the State CEQA Guidelines, no further analysis of the environmental impacts of the modified project is required in a Supplemental/Subsequent EIR or MND. The proposed TTM 30386 project modifications do not substantially alter the conclusions contained in the referenced EIR as previously certified. The analysis presented above of the changes and additions to the approved TTM 30386 modified project components justify the issuance of an Addendum to the previous EIR.

This Addendum to the 2003 FEIR for the modified project incorporates the changes or additions necessary to make the certified environmental documents adequate under CEQA for the proposed modified project. This Addendum includes the previously certified 2003 FEIR, this document and all staff reports and information submitted to the decision-makers regarding environmental issues affected by the proposed future implementation of TTM 30386 with standard residential development instead of senior housing. This Addendum is intended as an additional information document to provide decision-makers and others, as appropriate, with an objective assessment of potential environmental impacts associated with the modified project.

VI. REVIEW AUTHORITY

The City of Calimesa serves as the CEQA lead agency for this second-tier review of the TTM 30386 project. It is recommended that an Addendum be adopted as the appropriate CEQA environmental determination for this modified project if the City decides to approve the modifications for implementation.

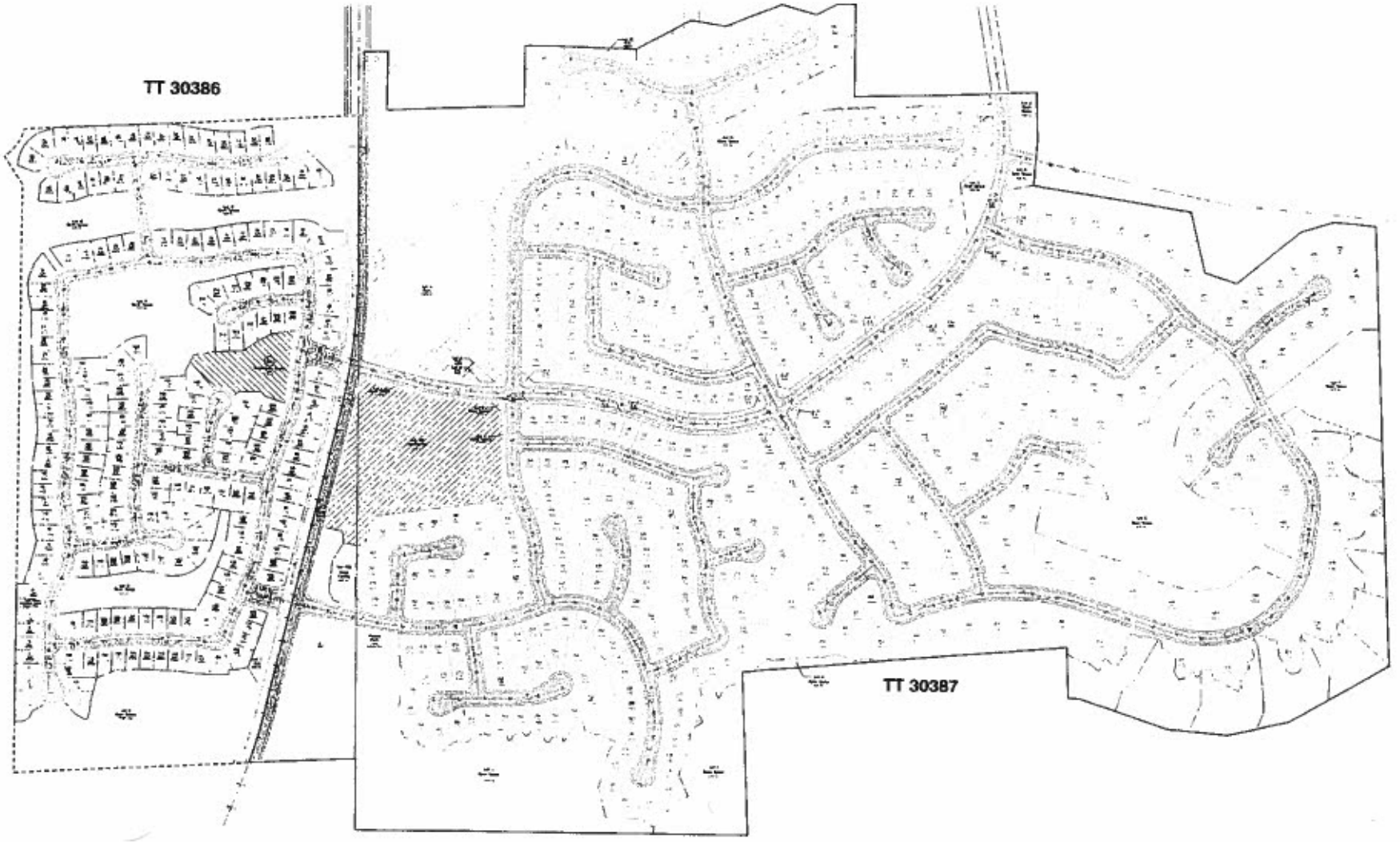
VII. CERTIFICATION

City of Calimesa

FIGURES

FIGURE 1

Figure 2.7: Site Plan



APPENDIX 1

KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

May 22, 2013

Mr. Steve Ludwig, Executive Vice President
HIGHPOINTE COMMUNITIES
20 Enterprise, Suite 320
Aliso Viejo, CA 92656

Dear Mr. Ludwig:

INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide this analysis to determine the criteria pollutant emissions impacts from the revised JP Ranch Tentative Tract Map No. 30386 (Tract 30386), which is proposed to be changed from 221 senior residential dwelling units to 211 single-family detached residential dwelling units (proposed project). This letter report also provides a comparison of the entire JP Ranch with the proposed project air emissions to the previously calculated air emissions in the Development of Tentative Tract Numbers 30386 and 30387 Final Environmental Impact Report, (FEIR) prepared by Willdan, February 2003.

FEIR AIR EMISSIONS CALCULATIONS

The FEIR analyzed the impacts of development of 221 senior residential dwelling units on 72.23 acres and a 34,400 square foot senior center on approximately 1.32 acres for Tract 30386. The FEIR also analyzed the impacts of development of 490 single-family detached residential dwelling units, a 72,700 square foot commercial retail site on 7.27 acres, and a 14.88 acre city park for Tentative Tract No. 30387 (Tract 30387).

The FEIR found that the worst-case daily construction emissions of JP Ranch would occur during rough grading and would generate 49 pounds of reactive organic gases (ROG), 646 pounds of nitrous oxides (NOx), 240 pounds of carbon monoxide (CO), 76 pounds of sulfur oxides (SOx), and 408 pounds of particulate matter (PM10). The FEIR did not provide PM2.5 emissions, since they were not required to be analyzed in 2003. The FEIR found that construction activities would result in a significant unavoidable impact based on exceeding SCAQMD thresholds for NOx and PM10 emissions.

The FEIR also found that the on-going operations of JP Ranch would generate 95.2 pounds of ROG, 61.1 pounds of NOx, 952.4 pounds of CO, 0.4 pounds of SOx, and 52.7 pounds of PM10. The FEIR found that operational activities would result in a significant unavoidable impact based on exceeding SCAQMD thresholds for ROG, NOx, and CO emissions.

In order to determine the percentage of the above operational emissions associated with Tract 30386 and Tract 30387, the CalEEMod model was utilized and was run twice, once for the development

proposed for Tract 30386 and then for the development proposed for Tract 30387. The CalEEMod model utilized the year 2005 for operational emissions, since that was the closest year available to the Buildout year 2007 that was utilized in the FEIR.

Table 1 shows the calculated air emission levels from the two CalEEMod model runs as well as the percent breakdown of each analyzed criteria pollutant in the FEIR for Tract 30386. Table 1 found that Tract 30386's portion of the daily air emissions from the FEIR consisted of 25.30 pounds of ROG, 15.74 pounds of NOx, 254.16 pounds of CO, 0.11 pound of SOx, and 14.59 pound of PM10.

CONSTRUCTION EMISSIONS

Tract 30386 has already been graded, the roads have been paved and the recreation center and approximately 30 homes have been constructed. Tract 30387 has been rough graded. Construction of the two tentative tracts are controlled by different developers and are going to be constructed on different timelines. The remainder of Tract 30386 is anticipated to be constructed between 2014 and 2017 and Tract 30387 is anticipated to be constructed between 2017 and 2022.

The construction-related air emissions were calculated with the CalEEMod model and were based on the remaining phases of construction to be completed for both Tract 30386 with 211 single-family detached residential units and Tract 30387. The calculated construction emissions are shown in Table 2. Table 2 shows that none of the calculated criteria pollutants would exceed either the construction-related pollutant levels disclosed in the FEIR or exceed the South Coast Air Quality Management District (SCAQMD) regional thresholds of significance. Therefore, air emissions during construction of the proposed project would result in a less than significant impact.

OPERATIONAL EMISSIONS

The proposed project consists of changing the previously approved 221 senior residential dwelling units detailed in the FEIR for Tract 30386 to 211 single-family detached residential dwelling units. The proposed project also consists of changing the recreation center that was previously open to the public to a private recreation center operated by the homeowner association. The 23.9 acres of open space would remain the same as detailed in the FEIR. No changes have occurred to Tract 30387 from what was analyzed in the FEIR other than the operational year and revised trip generation rates that have been provided in the JP Ranch Traffic Impact Analysis, prepared by Kunzman Associates, Inc. (March 12, 2013).

In order to determine the criteria pollutant emissions impacts from both Tract 30386 with 211 single-family detached residential dwelling units and Tract 30387, the CalEEMod model has been utilized. The analysis was based on the Buildout year of 2017 for Tract 30386 and year 2022 for Tract 30387, the trip length was adjusted to 7 miles to match the trip length used in the FEIR, and the vehicle mix was adjusted to match typical residential uses, which does not include the daily operation of heavy trucks. In addition, per SCAQMD Rule 445, only natural gas only fireplaces are allowed to be installed in the homes and the CalEEMod was adjusted accordingly. All other parameters were based on the default values.

Table 3 provides the calculated worst-case daily summer or winter criteria pollutant emissions levels for Tract 30386 and Tract 30387 and the CalEEMod printouts are included in Appendix A. Table 3 shows that the combined emissions from both Tract 30386 and Tract 30387 would generate daily emissions of: 58.36 pounds of ROG, 27.54 pounds of NOx, 304.87 pounds of CO, 0.57 pound of SOx, 63.98 pounds of PM10, and 5.03 pounds of PM2.5. This results in a daily increase of 0.17 pounds of SOx, and 11.28 pounds of PM10 over the emissions levels calculated in the FEIR. Table 3 also shows that the proposed project would decrease the daily emissions of: ROG by 36.84 pounds, NOx by 33.56 pounds and CO by 647.53 pounds over the emissions levels calculated in the FEIR. The combined emissions from Tract 30386 and Tract 30387 would not create any new significant unavoidable impacts that were not previously disclosed in the FEIR and the increase in SOx and PM10 and analysis of PM2.5 emissions were all found to be within the SCAQMD's daily thresholds of significance for criteria pollutants of 150 pounds of SOx and PM10 and 55 pounds of PM2.5. Therefore, the proposed project's criteria pollutant operational air emissions would create a less than significant impact.

It has been a pleasure to service your needs on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Sincerely,

KUNZMAN ASSOCIATES , INC.	KUNZMAN ASSOCIATES, INC.	KUNZMAN ASSOCIATES, INC.
Greg Tonkovich, INCE/AICP	Carl Ballard, LEED GA	William Kunzman, P.E.
Senior Associate	Principal Associate	Principal

#5318a

Table 1

Percent of Emissions from TTM No. 30386 and Resultant Emissions Levels from FEIR

Source	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO_2	PM10	PM2.5
FEIR - TTM No. 30386 Only[1]						
Area Sources[2]	30.20	1.37	94.57	0.18	11.78	11.77
Energy Usage[3]	0.26	2.26	0.96	0.01	0.18	0.18
Mobile Sources[4]	22.17	63.39	246.23	0.43	21.75	2.56
Total Emissions For TTM No. 30386	**52.63**	**67.02**	**341.76**	**0.62**	**33.71**	**14.51**
FEIR - TTM No. 30387 Only[5]						
Area Sources[2]	75.46	3.04	209.68	0.39	26.11	26.10
Energy Usage[3]	0.63	5.40	2.46	0.03	0.43	0.43
Mobile Sources[4]	69.33	184.68	726.77	1.23	61.48	7.34
Total Emissions For TTM No. 30387	**145.42**	**193.12**	**938.91**	**1.65**	**88.02**	**33.87**
Combined TTM No.s 30386 and 30387[6]	**198.05**	**260.14**	**1280.67**	**2.27**	**121.73**	**48.38**
TTM No. 30386 Percent of FEIR Emissions	**26.6%**	**25.8%**	**26.7%**	**27.3%**	**27.7%**	**30.0%**
Total Emission Levels from FEIR	**95.20**	**61.10**	**952.40**	**0.40**	**52.70**	-
Emission from TTM No. 30386 from FEIR	**25.30**	**15.74**	**254.16**	**0.11**	**14.59**	-
Emission from TTM No. 30387 from FEIR	**69.90**	**45.36**	**698.24**	**0.29**	**38.11**	-

[1] Due to an error in CalEEMod for retirement community land use, single-family housing was used instead with the square-footage based on the retirement community rate of 1,000 sq.ft. per unit and trip generation based on FEIR of 5.74 trips per dwelling unit and 22.88 per 1,000 sq.ft. for senior center.

[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

[3] Energy usage consists of emissions from generation of electricity and on-site natural gas usage.

[4] Mobile sources consist of emissions from vehicles and road dust.

[5] Based on daily trip generation rates of 9.57 per dwelling unit, 2.28 per acre of city park and 42.92 per 1,000 sq.ft. of commercial.

[6] The combined emissions levels is different from the FEIR, since this analysis utilized the CalEEMod model, while the FEIR utilized the URBEMIS 7G model.

Table 2

Construction-Related Regional Criteria Pollutant Emissions[1]

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO_2	PM10	PM2.5
Tentative Tract Map No. 30386						
Building Construction						
On-Site[2]	8.86	70.71	42.55	0.07	3.78	3.50
Off-Site[3]	0.28	2.22	2.07	0.00	2.38	0.11
Total	**9.14**	**72.93**	**44.62**	**0.07**	**6.16**	**3.61**
Architectural Coating						
On-Site	9.90	79.99	45.35	0.07	12.06	8.40
Off-Site	0.16	0.64	1.58	0.00	0.32	0.04
Total	**10.06**	**80.63**	**46.93**	**0.07**	**12.38**	**8.44**
Tentative Tract Map No. 30387						
Finish Grading						
On-Site	9.35	69.80	46.02	0.10	15.43	6.40
Off-Site	0.07	0.09	0.96	0.00	0.27	0.02
Total	**9.42**	**69.89**	**46.98**	**0.10**	**15.70**	**6.42**
Building Construction						
On-Site	3.34	21.78	22.50	0.04	1.20	1.20
Off-Site	1.21	7.45	12.12	0.04	3.42	0.32
Total	**4.55**	**29.23**	**34.62**	**0.08**	**4.62**	**1.52**
Paving						
On-Site	3.04	18.93	19.66	0.03	1.34	1.34
Off-Site	0.04	0.04	0.52	0.00	0.20	0.01
Total	**3.08**	**18.97**	**20.18**	**0.03**	**1.54**	**1.35**
Architectural Coating						
On-Site	37.56	1.41	1.81	0.00	0.08	0.08
Off-Site	0.11	0.11	1.35	0.00	0.53	0.02
Total	**37.67**	**1.52**	**3.16**	**0.00**	**0.61**	**0.10**
Emissions from 2003 FEIR	**49**	**646**	**240**	**76**	**408**	**--[4]**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds	no	no	no	no	no	no

[1] Source: CalEEMod Version 2011.11

[2] On-site emissions from equipment operated on-site that is not operated on public roads.

[3] Off-site emissions from equipment operated on public roads.

[4] The 2003 FEIR did not analyze PM2.5 emissions

Table 3

Operational Emissions

Source	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO_2	PM10	PM2.5
Tentative Tract Map No. 30386 with 211 Single-Family Detached Residential Dwelling Units						
Area Sources[1]	9.30	0.21	17.82	0.00	0.38	0.38
Energy Usage[2]	0.25	2.16	0.92	0.01	0.17	0.17
Mobile Sources[3]	6.81	6.30	73.10	0.13	15.54	1.02
Total Emissions For TTM No. 30386	**16.36**	**8.67**	**91.84**	**0.14**	**16.09**	**1.57**
Emission from TTM No. 30386 from FEIR	**25.30**	**15.74**	**254.16**	**0.11**	**14.59**	**-**
Difference from FEIR to Proposed Project	**-8.94**	**-7.07**	**-162.32**	**0.03**	**1.50**	**-**
Tentative Tract Map No. 30387						
Area Sources[1]	22.91	0.46	39.99	0.00	0.86	0.85
Energy Usage[2]	0.62	5.28	2.41	0.03	0.42	0.42
Mobile Sources[3]	18.47	13.13	170.63	0.40	46.61	2.19
Total Emissions For TTM No. 30387	**42.00**	**18.87**	**213.03**	**0.43**	**47.89**	**3.46**
Emission from TTM No. 30387 from FEIR	**69.90**	**45.36**	**698.24**	**0.29**	**38.11**	**-**
Difference from FEIR	**-27.90**	**-26.49**	**-485.21**	**0.14**	**9.78**	**-**
Combined Tracts 30386 and 30387	**58.36**	**27.54**	**304.87**	**0.57**	**63.98**	**5.03**
Emissions from FEIR	**95.20**	**61.10**	**952.40**	**0.40**	**52.70**	**-**
Difference from FEIR	**-36.84**	**-33.56**	**-647.53**	**0.17**	**11.28**	**-**
SCAQMD Thresholds[3]	**55**	**55**	**550**	**150**	**150**	**55**

[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

[2] Energy usage consists of emissions from generation of electricity and on-site natural gas usage.

[3] Mobile sources consist of emissions from vehicles and road dust.

[4] Source: http://www.aqmd.gov/ceqa/handbook/signthres.pdf

APPENDIX A

CALEEMOD PRINTOUTS

TTM 30386 with 211 Single-Family Homes

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Single Family Housing	211	Dwelling Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Utility Company**	Southern California Edison
Climate Zone	10	**Precipitation Freq (Days)**	28		

1.3 User Entered Comments

Project Characteristics -

Land Use - Proposed TTM 30386 - 211 units SFR on 72.23 acres

Construction Phase - Building Construction

Architectural Coating - Per SCAQMD Rule 1113 as Amended June 3, 2011 by January 1, 2014 architectural coatings are limited to 50 grams VOC/Liter

Vehicle Trips - Trip Rates from JP Ranch Traffic Impact Analysis. Trip length set to 7 miles to match trip length used in the FEIR.

Vechicle Emission Factors - Fleet Mix adjusted for residential use

Vechicle Emission Factors - Fleet Mix adjusted for residential use

Vechicle Emission Factors - Fleet Mix adjusted for residential use

Woodstoves - Per SCAQMD Rule 445 only natural gas only fireplaces are allowed

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					
2014	5.35	35.81	29.51	0.06	1.20	2.17	3.37	0.05	2.17	2.22	0.00	5,450.20	0.00	0.48	0.00	5,460.25
2015	4.90	32.58	28.77	0.06	1.20	1.93	3.13	0.05	1.93	1.98	0.00	5,432.25	0.00	0.44	0.00	5,441.52
2016	18.69	29.64	28.22	0.06	1.20	1.71	2.91	0.05	1.71	1.76	0.00	5,426.85	0.00	0.40	0.00	5,435.35
2017	18.65	2.24	2.59	0.00	0.20	0.18	0.38	0.01	0.18	0.19	0.00	427.16	0.00	0.04	0.00	427.93
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.1 Overall Construction (Maximum Daily Emission)

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					
2014	5.35	35.81	29.51	0.06	0.05	2.17	2.22	0.05	2.17	2.22	0.00	5,450.20	0.00	0.48	0.00	5,460.25
2015	4.90	32.58	28.77	0.06	0.05	1.93	1.98	0.05	1.93	1.98	0.00	5,432.25	0.00	0.44	0.00	5,441.52
2016	18.69	29.64	28.22	0.06	0.05	1.71	1.76	0.05	1.71	1.76	0.00	5,426.85	0.00	0.40	0.00	5,435.35
2017	18.65	2.24	2.59	0.00	0.01	0.18	0.19	0.01	0.18	0.19	0.00	427.16	0.00	0.04	0.00	427.93
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	9.30	0.21	17.82	0.00		0.00	0.38		0.00	0.38	0.00	4,499.96		0.12	0.08	4,527.82
Energy	0.25	2.16	0.92	0.01		0.00	0.17		0.00	0.17		2,756.08		0.05	0.05	2,772.85
Mobile	6.81	5.66	73.10	0.13	15.02	0.52	15.54	0.50	0.52	1.02		11,395.26		0.50		11,405.81
Total	**16.36**	**8.03**	**91.84**	**0.14**	**15.02**	**0.52**	**16.09**	**0.50**	**0.52**	**1.57**	**0.00**	**18,651.30**		**0.67**	**0.13**	**18,706.48**

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	9.30	0.21	17.82	0.00		0.00	0.38		0.00	0.38	0.00	4,499.96		0.12	0.08	4,527.82
Energy	0.25	2.16	0.92	0.01		0.00	0.17		0.00	0.17		2,756.08		0.05	0.05	2,772.85
Mobile	6.81	5.66	73.10	0.13	15.02	0.52	15.54	0.50	0.52	1.02		11,395.26		0.50		11,405.81
Total	**16.36**	**8.03**	**91.84**	**0.14**	**15.02**	**0.52**	**16.09**	**0.50**	**0.52**	**1.57**	**0.00**	**18,651.30**		**0.67**	**0.13**	**18,706.48**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Building Construction - 2014

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	4.74	32.06	23.20	0.04		2.02	2.02		2.02	2.02		4,040.61		0.42		4,049.51
Total	**4.74**	**32.06**	**23.20**	**0.04**		**2.02**	**2.02**		**2.02**	**2.02**		**4,040.61**		**0.42**		**4,049.51**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.27	3.36	1.68	0.01	0.21	0.11	0.32	0.02	0.11	0.12		626.22		0.01		626.49
Worker	0.35	0.39	4.64	0.01	0.99	0.04	1.03	0.04	0.04	0.07		783.36		0.04		784.25
Total	**0.62**	**3.75**	**6.32**	**0.02**	**1.20**	**0.15**	**1.35**	**0.06**	**0.15**	**0.19**		**1,409.58**		**0.05**		**1,410.74**

3.2 Building Construction - 2014

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	4.74	32.06	23.20	0.04		2.02	2.02		2.02	2.02	0.00	4,040.61		0.42		4,049.51
Total	**4.74**	**32.06**	**23.20**	**0.04**		**2.02**	**2.02**		**2.02**	**2.02**	**0.00**	**4,040.61**		**0.42**		**4,049.51**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.27	3.36	1.68	0.01	0.02	0.11	0.12	0.02	0.11	0.12		626.22		0.01		626.49
Worker	0.35	0.39	4.64	0.01	0.04	0.04	0.07	0.04	0.04	0.07		783.36		0.04		784.25
Total	**0.62**	**3.75**	**6.32**	**0.02**	**0.06**	**0.15**	**0.19**	**0.06**	**0.15**	**0.19**		**1,409.58**		**0.05**		**1,410.74**

3.2 Building Construction - 2015

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	4.34	29.16	22.98	0.04		1.80	1.80		1.80	1.80		4,040.61		0.39		4,048.81
Total	**4.34**	**29.16**	**22.98**	**0.04**		**1.80**	**1.80**		**1.80**	**1.80**		**4,040.61**		**0.39**		**4,048.81**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.24	3.07	1.55	0.01	0.21	0.10	0.31	0.02	0.10	0.11		626.81		0.01		627.06
Worker	0.32	0.35	4.24	0.01	0.99	0.04	1.03	0.04	0.04	0.07		764.82		0.04		765.64
Total	**0.56**	**3.42**	**5.79**	**0.02**	**1.20**	**0.14**	**1.34**	**0.06**	**0.14**	**0.18**		**1,391.63**		**0.05**		**1,392.70**

3.2 Building Construction - 2015

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	4.34	29.16	22.98	0.04		1.80	1.80		1.80	1.80	0.00	4,040.61		0.39		4,048.81
Total	**4.34**	**29.16**	**22.98**	**0.04**		**1.80**	**1.80**		**1.80**	**1.80**	**0.00**	**4,040.61**		**0.39**		**4,048.81**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.24	3.07	1.55	0.01	0.02	0.10	0.11	0.02	0.10	0.11		626.81		0.01		627.06
Worker	0.32	0.35	4.24	0.01	0.04	0.04	0.07	0.04	0.04	0.07		764.82		0.04		765.64
Total	**0.56**	**3.42**	**5.79**	**0.02**	**0.06**	**0.14**	**0.18**	**0.06**	**0.14**	**0.18**		**1,391.63**		**0.05**		**1,392.70**

3.2 Building Construction - 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	3.99	26.52	22.80	0.04		1.58	1.58		1.58	1.58		4,040.61		0.36		4,048.10
Total	**3.99**	**26.52**	**22.80**	**0.04**		**1.58**	**1.58**		**1.58**	**1.58**		**4,040.61**		**0.36**		**4,048.10**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.23	2.80	1.45	0.01	0.21	0.09	0.30	0.02	0.09	0.10		629.87		0.01		630.10
Worker	0.30	0.32	3.97	0.01	0.99	0.04	1.03	0.04	0.04	0.07		756.36		0.04		757.14
Total	**0.53**	**3.12**	**5.42**	**0.02**	**1.20**	**0.13**	**1.33**	**0.06**	**0.13**	**0.17**		**1,386.23**		**0.05**		**1,387.24**

3.2 Building Construction - 2016

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	3.99	26.52	22.80	0.04		1.58	1.58		1.58	1.58	0.00	4,040.61		0.36		4,048.10
Total	**3.99**	**26.52**	**22.80**	**0.04**		**1.58**	**1.58**		**1.58**	**1.58**	**0.00**	**4,040.61**		**0.36**		**4,048.10**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.23	2.80	1.45	0.01	0.02	0.09	0.10	0.02	0.09	0.10		629.87		0.01		630.10
Worker	0.30	0.32	3.97	0.01	0.04	0.04	0.07	0.04	0.04	0.07		756.36		0.04		757.14
Total	**0.53**	**3.12**	**5.42**	**0.02**	**0.06**	**0.13**	**0.17**	**0.06**	**0.13**	**0.17**		**1,386.23**		**0.05**		**1,387.24**

3.3 Architectural Coatings - 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					
Archit. Coating	18.27					0.00	0.00		0.00	0.00						0.00
Off-Road	0.37	2.37	1.88	0.00		0.20	0.20		0.20	0.20		281.19		0.03		281.89
Total	**18.64**	**2.37**	**1.88**	**0.00**		**0.20**	**0.20**		**0.20**	**0.20**		**281.19**		**0.03**		**281.89**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.06	0.06	0.78	0.00	0.20	0.01	0.20	0.01	0.01	0.01		149.28		0.01		149.44
Total	**0.06**	**0.06**	**0.78**	**0.00**	**0.20**	**0.01**	**0.20**	**0.01**	**0.01**	**0.01**		**149.28**		**0.01**		**149.44**

3.3 Architectural Coatings - 2016

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	18.27					0.00	0.00		0.00	0.00						0.00
Off-Road	0.37	2.37	1.88	0.00		0.20	0.20		0.20	0.20	0.00	281.19		0.03		281.89
Total	**18.64**	**2.37**	**1.88**	**0.00**		**0.20**	**0.20**		**0.20**	**0.20**	**0.00**	**281.19**		**0.03**		**281.89**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.06	0.06	0.78	0.00	0.01	0.01	0.01	0.01	0.01	0.01		149.28		0.01		149.44
Total	**0.06**	**0.06**	**0.78**	**0.00**	**0.01**	**0.01**	**0.01**	**0.01**	**0.01**	**0.01**		**149.28**		**0.01**		**149.44**

3.3 Architectural Coatings - 2017

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	18.27					0.00	0.00		0.00	0.00						0.00
Off-Road	0.33	2.18	1.87	0.00		0.17	0.17		0.17	0.17		281.19		0.03		281.81
Total	**18.60**	**2.18**	**1.87**	**0.00**		**0.17**	**0.17**		**0.17**	**0.17**		**281.19**		**0.03**		**281.81**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.05	0.06	0.72	0.00	0.20	0.01	0.20	0.01	0.01	0.01		145.97		0.01		146.12
Total	**0.05**	**0.06**	**0.72**	**0.00**	**0.20**	**0.01**	**0.20**	**0.01**	**0.01**	**0.01**		**145.97**		**0.01**		**146.12**

3.3 Architectural Coatings - 2017

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	18.27					0.00	0.00		0.00	0.00						0.00
Off-Road	0.33	2.18	1.87	0.00		0.17	0.17		0.17	0.17	0.00	281.19		0.03		281.81
Total	**18.60**	**2.18**	**1.87**	**0.00**		**0.17**	**0.17**		**0.17**	**0.17**	**0.00**	**281.19**		**0.03**		**281.81**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.05	0.06	0.72	0.00	0.01	0.01	0.01	0.01	0.01	0.01		145.97		0.01		146.12
Total	**0.05**	**0.06**	**0.72**	**0.00**	**0.01**	**0.01**	**0.01**	**0.01**	**0.01**	**0.01**		**145.97**		**0.01**		**146.12**

4.0 Mobile Detail

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	6.81	5.66	73.10	0.13	15.02	0.52	15.54	0.50	0.52	1.02		11,395.26		0.50		11,405.81
Unmitigated	6.81	5.66	73.10	0.13	15.02	0.52	15.54	0.50	0.52	1.02		11,395.26		0.50		11,405.81
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	2,008.72	2,008.72	2008.72	4,544,612	4,544,612
Total	2,008.72	2,008.72	2,008.72	4,544,612	4,544,612

4.3 Trip Type Information

	Miles			Trip %		
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
Single Family Housing	7.00	7.00	7.00	40.20	19.20	40.60

5.0 Energy Detail

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	0.25	2.16	0.92	0.01		0.00	0.17		0.00	0.17		2,756.08		0.05	0.05	2,772.85
NaturalGas Unmitigated	0.25	2.16	0.92	0.01		0.00	0.17		0.00	0.17		2,756.08		0.05	0.05	2,772.85
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	lb/day										lb/day					
Single Family Housing	23426.7	0.25	2.16	0.92	0.01		0.00	0.17		0.00	0.17		2,756.08		0.05	0.05	2,772.85
Total		**0.25**	**2.16**	**0.92**	**0.01**		**0.00**	**0.17**		**0.00**	**0.17**		**2,756.08**		**0.05**	**0.05**	**2,772.85**

5.2 Energy by Land Use - NaturalGas

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	lb/day										lb/day					
Single Family Housing	23.4267	0.25	2.16	0.92	0.01		0.00	0.17		0.00	0.17		2,756.08		0.05	0.05	2,772.85
Total		**0.25**	**2.16**	**0.92**	**0.01**		**0.00**	**0.17**		**0.00**	**0.17**		**2,756.08**		**0.05**	**0.05**	**2,772.85**

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	9.30	0.21	17.82	0.00		0.00	0.38		0.00	0.38	0.00	4,499.96		0.12	0.08	4,527.82
Unmitigated	9.30	0.21	17.82	0.00		0.00	0.38		0.00	0.38	0.00	4,499.96		0.12	0.08	4,527.82
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	0.81					0.00	0.00		0.00	0.00						0.00
Consumer Products	7.52					0.00	0.00		0.00	0.00						0.00
Hearth	0.41	0.00	0.02	0.00		0.00	0.28		0.00	0.28	0.00	4,468.24		0.09	0.08	4,495.43
Landscaping	0.55	0.21	17.79	0.00		0.00	0.10		0.00	0.10		31.73		0.03		32.39
Total	**9.29**	**0.21**	**17.81**	**0.00**		**0.00**	**0.38**		**0.00**	**0.38**	**0.00**	**4,499.97**		**0.12**	**0.08**	**4,527.82**

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	0.81					0.00	0.00		0.00	0.00						0.00
Consumer Products	7.52					0.00	0.00		0.00	0.00						0.00
Hearth	0.41	0.00	0.02	0.00		0.00	0.28		0.00	0.28	0.00	4,468.24		0.09	0.08	4,495.43
Landscaping	0.55	0.21	17.79	0.00		0.00	0.10		0.00	0.10		31.73		0.03		32.39
Total	**9.29**	**0.21**	**17.81**	**0.00**		**0.00**	**0.38**		**0.00**	**0.38**	**0.00**	**4,499.97**		**0.12**	**0.08**	**4,527.82**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

TTM 30386 with 211 Single-Family Homes

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Single Family Housing	211	Dwelling Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Utility Company**	Southern California Edison
Climate Zone	10	**Precipitation Freq (Days)**	28		

1.3 User Entered Comments

Project Characteristics -

Land Use - Proposed TTM 30386 - 211 units SFR on 72.23 acres

Construction Phase - Building Construction

Architectural Coating - Per SCAQMD Rule 1113 as Amended June 3, 2011 by January 1, 2014 architectural coatings are limited to 50 grams VOC/Liter

Vehicle Trips - Trip Rates from JP Ranch Traffic Impact Analysis. Trip length set to 7 miles to match trip length used in the FEIR.

Vechicle Emission Factors - Fleet Mix adjusted for residential use

Vechicle Emission Factors - Fleet Mix adjusted for residential use

Vechicle Emission Factors - Fleet Mix adjusted for residential use

Woodstoves - Per SCAQMD Rule 445 only natural gas only fireplaces are allowed

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					
2014	5.36	35.97	29.17	0.06	1.20	2.17	3.37	0.05	2.17	2.22	0.00	5,358.29	0.00	0.48	0.00	5,368.29
2015	4.91	32.70	28.47	0.06	1.20	1.93	3.13	0.05	1.93	1.98	0.00	5,342.16	0.00	0.44	0.00	5,351.37
2016	18.69	29.75	27.94	0.06	1.20	1.71	2.91	0.05	1.71	1.76	0.00	5,337.83	0.00	0.40	0.00	5,346.28
2017	18.65	2.25	2.49	0.00	0.20	0.18	0.38	0.01	0.18	0.19	0.00	411.06	0.00	0.04	0.00	411.82
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.1 Overall Construction (Maximum Daily Emission)

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					
2014	5.36	35.97	29.17	0.06	0.05	2.17	2.22	0.05	2.17	2.22	0.00	5,358.29	0.00	0.48	0.00	5,368.29
2015	4.91	32.70	28.47	0.06	0.05	1.93	1.98	0.05	1.93	1.98	0.00	5,342.16	0.00	0.44	0.00	5,351.37
2016	18.69	29.75	27.94	0.06	0.05	1.71	1.76	0.05	1.71	1.76	0.00	5,337.83	0.00	0.40	0.00	5,346.28
2017	18.65	2.25	2.49	0.00	0.01	0.18	0.19	0.01	0.18	0.19	0.00	411.06	0.00	0.04	0.00	411.82
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	9.30	0.21	17.82	0.00		0.00	0.38		0.00	0.38	0.00	4,499.96		0.12	0.08	4,527.82
Energy	0.25	2.16	0.92	0.01		0.00	0.17		0.00	0.17		2,756.08		0.05	0.05	2,772.85
Mobile	6.50	6.30	66.88	0.12	15.02	0.52	15.54	0.50	0.52	1.02		10,166.29		0.51		10,176.99
Total	**16.05**	**8.67**	**85.62**	**0.13**	**15.02**	**0.52**	**16.09**	**0.50**	**0.52**	**1.57**	**0.00**	**17,422.33**		**0.68**	**0.13**	**17,477.66**

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	9.30	0.21	17.82	0.00		0.00	0.38		0.00	0.38	0.00	4,499.96		0.12	0.08	4,527.82
Energy	0.25	2.16	0.92	0.01		0.00	0.17		0.00	0.17		2,756.08		0.05	0.05	2,772.85
Mobile	6.50	6.30	66.88	0.12	15.02	0.52	15.54	0.50	0.52	1.02		10,166.29		0.51		10,176.99
Total	**16.05**	**8.67**	**85.62**	**0.13**	**15.02**	**0.52**	**16.09**	**0.50**	**0.52**	**1.57**	**0.00**	**17,422.33**		**0.68**	**0.13**	**17,477.66**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Building Construction - 2014

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	4.74	32.06	23.20	0.04		2.02	2.02		2.02	2.02		4,040.61		0.42		4,049.51
Total	**4.74**	**32.06**	**23.20**	**0.04**		**2.02**	**2.02**		**2.02**	**2.02**		**4,040.61**		**0.42**		**4,049.51**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.28	3.47	1.92	0.01	0.21	0.11	0.32	0.02	0.11	0.13		620.67		0.01		620.96
Worker	0.34	0.43	4.05	0.01	0.99	0.04	1.03	0.04	0.04	0.07		697.00		0.04		697.82
Total	**0.62**	**3.90**	**5.97**	**0.02**	**1.20**	**0.15**	**1.35**	**0.06**	**0.15**	**0.20**		**1,317.67**		**0.05**		**1,318.78**

3.2 Building Construction - 2014

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	4.74	32.06	23.20	0.04		2.02	2.02		2.02	2.02	0.00	4,040.61		0.42		4,049.51
Total	**4.74**	**32.06**	**23.20**	**0.04**		**2.02**	**2.02**		**2.02**	**2.02**	**0.00**	**4,040.61**		**0.42**		**4,049.51**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.28	3.47	1.92	0.01	0.02	0.11	0.13	0.02	0.11	0.13		620.67		0.01		620.96
Worker	0.34	0.43	4.05	0.01	0.04	0.04	0.07	0.04	0.04	0.07		697.00		0.04		697.82
Total	**0.62**	**3.90**	**5.97**	**0.02**	**0.06**	**0.15**	**0.20**	**0.06**	**0.15**	**0.20**		**1,317.67**		**0.05**		**1,318.78**

3.2 Building Construction - 2015

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	4.34	29.16	22.98	0.04		1.80	1.80		1.80	1.80		4,040.61		0.39		4,048.81
Total	**4.34**	**29.16**	**22.98**	**0.04**		**1.80**	**1.80**		**1.80**	**1.80**		**4,040.61**		**0.39**		**4,048.81**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.26	3.16	1.79	0.01	0.21	0.10	0.31	0.02	0.10	0.11		621.19		0.01		621.45
Worker	0.31	0.39	3.69	0.01	0.99	0.04	1.03	0.04	0.04	0.07		680.35		0.04		681.11
Total	**0.57**	**3.55**	**5.48**	**0.02**	**1.20**	**0.14**	**1.34**	**0.06**	**0.14**	**0.18**		**1,301.54**		**0.05**		**1,302.56**

3.2 Building Construction - 2015

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	4.34	29.16	22.98	0.04		1.80	1.80		1.80	1.80	0.00	4,040.61		0.39		4,048.81
Total	**4.34**	**29.16**	**22.98**	**0.04**		**1.80**	**1.80**		**1.80**	**1.80**	**0.00**	**4,040.61**		**0.39**		**4,048.81**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.26	3.16	1.79	0.01	0.02	0.10	0.11	0.02	0.10	0.11		621.19		0.01		621.45
Worker	0.31	0.39	3.69	0.01	0.04	0.04	0.07	0.04	0.04	0.07		680.35		0.04		681.11
Total	**0.57**	**3.55**	**5.48**	**0.02**	**0.06**	**0.14**	**0.18**	**0.06**	**0.14**	**0.18**		**1,301.54**		**0.05**		**1,302.56**

3.2 Building Construction - 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	3.99	26.52	22.80	0.04		1.58	1.58		1.58	1.58		4,040.61		0.36		4,048.10
Total	**3.99**	**26.52**	**22.80**	**0.04**		**1.58**	**1.58**		**1.58**	**1.58**		**4,040.61**		**0.36**		**4,048.10**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.24	2.87	1.69	0.01	0.21	0.09	0.30	0.02	0.09	0.10		624.16		0.01		624.40
Worker	0.29	0.36	3.45	0.01	0.99	0.04	1.03	0.04	0.04	0.07		673.05		0.03		673.77
Total	**0.53**	**3.23**	**5.14**	**0.02**	**1.20**	**0.13**	**1.33**	**0.06**	**0.13**	**0.17**		**1,297.21**		**0.04**		**1,298.17**

3.2 Building Construction - 2016

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	3.99	26.52	22.80	0.04		1.58	1.58		1.58	1.58	0.00	4,040.61		0.36		4,048.10
Total	**3.99**	**26.52**	**22.80**	**0.04**		**1.58**	**1.58**		**1.58**	**1.58**	**0.00**	**4,040.61**		**0.36**		**4,048.10**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.24	2.87	1.69	0.01	0.02	0.09	0.10	0.02	0.09	0.10		624.16		0.01		624.40
Worker	0.29	0.36	3.45	0.01	0.04	0.04	0.07	0.04	0.04	0.07		673.05		0.03		673.77
Total	**0.53**	**3.23**	**5.14**	**0.02**	**0.06**	**0.13**	**0.17**	**0.06**	**0.13**	**0.17**		**1,297.21**		**0.04**		**1,298.17**

3.3 Architectural Coatings - 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					
Archit. Coating	18.27					0.00	0.00		0.00	0.00						0.00
Off-Road	0.37	2.37	1.88	0.00		0.20	0.20		0.20	0.20		281.19		0.03		281.89
Total	**18.64**	**2.37**	**1.88**	**0.00**		**0.20**	**0.20**		**0.20**	**0.20**		**281.19**		**0.03**		**281.89**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.06	0.07	0.68	0.00	0.20	0.01	0.20	0.01	0.01	0.01		132.84		0.01		132.98
Total	**0.06**	**0.07**	**0.68**	**0.00**	**0.20**	**0.01**	**0.20**	**0.01**	**0.01**	**0.01**		**132.84**		**0.01**		**132.98**

3.3 Architectural Coatings - 2016

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	18.27					0.00	0.00		0.00	0.00						0.00
Off-Road	0.37	2.37	1.88	0.00		0.20	0.20		0.20	0.20	0.00	281.19		0.03		281.89
Total	**18.64**	**2.37**	**1.88**	**0.00**		**0.20**	**0.20**		**0.20**	**0.20**	**0.00**	**281.19**		**0.03**		**281.89**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.06	0.07	0.68	0.00	0.01	0.01	0.01	0.01	0.01	0.01		132.84		0.01		132.98
Total	**0.06**	**0.07**	**0.68**	**0.00**	**0.01**	**0.01**	**0.01**	**0.01**	**0.01**	**0.01**		**132.84**		**0.01**		**132.98**

3.3 Architectural Coatings - 2017

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	18.27					0.00	0.00		0.00	0.00						0.00
Off-Road	0.33	2.18	1.87	0.00		0.17	0.17		0.17	0.17		281.19		0.03		281.81
Total	**18.60**	**2.18**	**1.87**	**0.00**		**0.17**	**0.17**		**0.17**	**0.17**		**281.19**		**0.03**		**281.81**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.05	0.06	0.63	0.00	0.20	0.01	0.20	0.01	0.01	0.01		129.87		0.01		130.00
Total	**0.05**	**0.06**	**0.63**	**0.00**	**0.20**	**0.01**	**0.20**	**0.01**	**0.01**	**0.01**		**129.87**		**0.01**		**130.00**

3.3 Architectural Coatings - 2017

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	18.27					0.00	0.00		0.00	0.00						0.00
Off-Road	0.33	2.18	1.87	0.00		0.17	0.17		0.17	0.17	0.00	281.19		0.03		281.81
Total	**18.60**	**2.18**	**1.87**	**0.00**		**0.17**	**0.17**		**0.17**	**0.17**	**0.00**	**281.19**		**0.03**		**281.81**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.05	0.06	0.63	0.00	0.01	0.01	0.01	0.01	0.01	0.01		129.87		0.01		130.00
Total	**0.05**	**0.06**	**0.63**	**0.00**	**0.01**	**0.01**	**0.01**	**0.01**	**0.01**	**0.01**		**129.87**		**0.01**		**130.00**

4.0 Mobile Detail

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	6.50	6.30	66.88	0.12	15.02	0.52	15.54	0.50	0.52	1.02		10,166.29		0.51		10,176.99
Unmitigated	6.50	6.30	66.88	0.12	15.02	0.52	15.54	0.50	0.52	1.02		10,166.29		0.51		10,176.99
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	2,008.72	2,008.72	2008.72	4,544,612	4,544,612
Total	2,008.72	2,008.72	2,008.72	4,544,612	4,544,612

4.3 Trip Type Information

	Miles			Trip %		
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
Single Family Housing	7.00	7.00	7.00	40.20	19.20	40.60

5.0 Energy Detail

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	0.25	2.16	0.92	0.01		0.00	0.17		0.00	0.17		2,756.08		0.05	0.05	2,772.85
NaturalGas Unmitigated	0.25	2.16	0.92	0.01		0.00	0.17		0.00	0.17		2,756.08		0.05	0.05	2,772.85
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	lb/day										lb/day					
Single Family Housing	23426.7	0.25	2.16	0.92	0.01		0.00	0.17		0.00	0.17		2,756.08		0.05	0.05	2,772.85
Total		**0.25**	**2.16**	**0.92**	**0.01**		**0.00**	**0.17**		**0.00**	**0.17**		**2,756.08**		**0.05**	**0.05**	**2,772.85**

5.2 Energy by Land Use - NaturalGas

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	lb/day										lb/day					
Single Family Housing	23.4267	0.25	2.16	0.92	0.01		0.00	0.17		0.00	0.17		2,756.08		0.05	0.05	2,772.85
Total		**0.25**	**2.16**	**0.92**	**0.01**		**0.00**	**0.17**		**0.00**	**0.17**		**2,756.08**		**0.05**	**0.05**	**2,772.85**

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	9.30	0.21	17.82	0.00		0.00	0.38		0.00	0.38	0.00	4,499.96		0.12	0.08	4,527.82
Unmitigated	9.30	0.21	17.82	0.00		0.00	0.38		0.00	0.38	0.00	4,499.96		0.12	0.08	4,527.82
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	0.81					0.00	0.00		0.00	0.00						0.00
Consumer Products	7.52					0.00	0.00		0.00	0.00						0.00
Hearth	0.41	0.00	0.02	0.00		0.00	0.28		0.00	0.28	0.00	4,468.24		0.09	0.08	4,495.43
Landscaping	0.55	0.21	17.79	0.00		0.00	0.10		0.00	0.10		31.73		0.03		32.39
Total	**9.29**	**0.21**	**17.81**	**0.00**		**0.00**	**0.38**		**0.00**	**0.38**	**0.00**	**4,499.97**		**0.12**	**0.08**	**4,527.82**

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	0.81					0.00	0.00		0.00	0.00						0.00
Consumer Products	7.52					0.00	0.00		0.00	0.00						0.00
Hearth	0.41	0.00	0.02	0.00		0.00	0.28		0.00	0.28	0.00	4,468.24		0.09	0.08	4,495.43
Landscaping	0.55	0.21	17.79	0.00		0.00	0.10		0.00	0.10		31.73		0.03		32.39
Total	**9.29**	**0.21**	**17.81**	**0.00**		**0.00**	**0.38**		**0.00**	**0.38**	**0.00**	**4,499.97**		**0.12**	**0.08**	**4,527.82**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Proposed TTM 30387

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
City Park	14.88	Acre
Single Family Housing	478	Dwelling Unit
Supermarket	72.7	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Utility Company**	Southern California Edison
Climate Zone	10	**Precipitation Freq (Days)**	28		

1.3 User Entered Comments

Project Characteristics -

Land Use - Proposed TTM 30387 - 478 SFR, 72,700 sq ft of commercial retail on 7.27 acres, 14.88-acre city park

Construction Phase - Construction schedule provided by applicant

Architectural Coating - Per SCAQMD Rule 1113 as Amended June 3, 2011 by January 1, 2014 architectural coatings will be limited to 50 grams VOC/Liter

Vehicle Trips - Trip Rates from TIA. Trip lengths set to 7 miles to match trip length used in the FEIR.

Vechicle Emission Factors - Fleet mix adjusted for residential use

Vechicle Emission Factors - Fleet mix adjusted for residential use

Vechicle Emission Factors - Fleet mix adjusted for residential use

Woodstoves - Per SCAQMD Rule 445 only natural gas only fireplaces are allowed

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					
2017	9.43	69.88	46.99	0.10	12.61	3.10	15.70	3.32	3.10	6.42	0.00	11,051.28	0.00	0.84	0.00	11,069.00
2018	4.53	29.04	34.61	0.08	3.12	1.49	4.61	0.05	1.46	1.51	0.00	7,626.23	0.00	0.41	0.00	7,634.76
2019	4.17	26.52	33.67	0.08	3.12	1.30	4.42	0.05	1.28	1.33	0.00	7,590.55	0.00	0.38	0.00	7,598.43
2020	3.86	24.26	32.86	0.08	3.12	1.13	4.26	0.05	1.11	1.16	0.00	7,557.82	0.00	0.35	0.00	7,565.07
2021	3.57	22.11	32.21	0.08	3.12	0.98	4.11	0.05	0.96	1.01	0.00	7,543.64	0.00	0.32	0.00	7,550.33
2022	37.67	20.31	31.60	0.08	3.12	1.35	3.98	0.05	1.35	1.35	0.00	7,516.76	0.00	0.30	0.00	7,523.02
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.1 Overall Construction (Maximum Daily Emission)

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					
2017	9.43	69.88	46.99	0.10	12.35	3.10	15.45	3.32	3.10	6.42	0.00	11,051.28	0.00	0.84	0.00	11,069.00
2018	4.53	29.04	34.61	0.08	0.14	1.49	1.63	0.05	1.46	1.51	0.00	7,626.23	0.00	0.41	0.00	7,634.76
2019	4.17	26.52	33.67	0.08	0.14	1.30	1.44	0.05	1.28	1.33	0.00	7,590.55	0.00	0.38	0.00	7,598.43
2020	3.86	24.26	32.86	0.08	0.14	1.13	1.27	0.05	1.11	1.16	0.00	7,557.82	0.00	0.35	0.00	7,565.07
2021	3.57	22.11	32.21	0.08	0.14	0.98	1.12	0.05	0.96	1.01	0.00	7,543.64	0.00	0.32	0.00	7,550.33
2022	37.67	20.31	31.60	0.08	0.14	1.35	1.36	0.05	1.35	1.35	0.00	7,516.76	0.00	0.30	0.00	7,523.02
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	22.91	0.46	39.99	0.00		0.00	0.86		0.00	0.85	0.00	10,194.22		0.26	0.19	10,257.28
Energy	0.62	5.28	2.41	0.03		0.00	0.42		0.00	0.42		6,710.41		0.13	0.12	6,751.25
Mobile	18.47	12.23	170.63	0.40	45.02	1.59	46.61	0.61	1.57	2.19		30,039.49		1.49		30,070.71
Total	**42.00**	**17.97**	**213.03**	**0.43**	**45.02**	**1.59**	**47.89**	**0.61**	**1.57**	**3.46**	**0.00**	**46,944.12**		**1.88**	**0.31**	**47,079.24**

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	22.91	0.46	39.99	0.00		0.00	0.86		0.00	0.85	0.00	10,194.22		0.26	0.19	10,257.28
Energy	0.62	5.28	2.41	0.03		0.00	0.42		0.00	0.42		6,710.41		0.13	0.12	6,751.25
Mobile	18.47	12.23	170.63	0.40	45.02	1.59	46.61	0.61	1.57	2.19		30,039.49		1.49		30,070.71
Total	**42.00**	**17.97**	**213.03**	**0.43**	**45.02**	**1.59**	**47.89**	**0.61**	**1.57**	**3.46**	**0.00**	**46,944.12**		**1.88**	**0.31**	**47,079.24**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Grading - 2017

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					12.34	0.00	12.34	3.31	0.00	3.31						0.00
Off-Road	9.35	69.80	46.02	0.10		3.09	3.09		3.09	3.09		10,856.65		0.83		10,874.18
Total	**9.35**	**69.80**	**46.02**	**0.10**	**12.34**	**3.09**	**15.43**	**3.31**	**3.09**	**6.40**		**10,856.65**		**0.83**		**10,874.18**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.07	0.08	0.96	0.00	0.26	0.01	0.27	0.01	0.01	0.02		194.63		0.01		194.82
Total	**0.07**	**0.08**	**0.96**	**0.00**	**0.26**	**0.01**	**0.27**	**0.01**	**0.01**	**0.02**		**194.63**		**0.01**		**194.82**

3.2 Grading - 2017

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					12.34	0.00	12.34	3.31	0.00	3.31						0.00
Off-Road	9.35	69.80	46.02	0.10		3.09	3.09		3.09	3.09	0.00	10,856.65		0.83		10,874.18
Total	**9.35**	**69.80**	**46.02**	**0.10**	**12.34**	**3.09**	**15.43**	**3.31**	**3.09**	**6.40**	**0.00**	**10,856.65**		**0.83**		**10,874.18**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.07	0.08	0.96	0.00	0.01	0.01	0.02	0.01	0.01	0.02		194.63		0.01		194.82
Total	**0.07**	**0.08**	**0.96**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**194.63**		**0.01**		**194.82**

3.3 Building Construction - 2017

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	3.66	24.08	22.64	0.04		1.39	1.39		1.39	1.39		4,040.61		0.33		4,047.45
Total	**3.66**	**24.08**	**22.64**	**0.04**		**1.39**	**1.39**		**1.39**	**1.39**		**4,040.61**		**0.33**		**4,047.45**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.57	7.08	3.69	0.02	0.58	0.21	0.79	0.04	0.21	0.26		1,726.79		0.03		1,727.38
Worker	0.71	0.75	9.39	0.02	2.55	0.09	2.64	0.10	0.09	0.19		1,897.65		0.09		1,899.52
Total	**1.28**	**7.83**	**13.08**	**0.04**	**3.13**	**0.30**	**3.43**	**0.14**	**0.30**	**0.45**		**3,624.44**		**0.12**		**3,626.90**

3.3 Building Construction - 2017

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	3.66	24.08	22.64	0.04		1.39	1.39		1.39	1.39	0.00	4,040.61		0.33		4,047.45
Total	**3.66**	**24.08**	**22.64**	**0.04**		**1.39**	**1.39**		**1.39**	**1.39**	**0.00**	**4,040.61**		**0.33**		**4,047.45**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.57	7.08	3.69	0.02	0.04	0.21	0.26	0.04	0.21	0.26		1,726.79		0.03		1,727.38
Worker	0.71	0.75	9.39	0.02	0.10	0.09	0.19	0.10	0.09	0.19		1,897.65		0.09		1,899.52
Total	**1.28**	**7.83**	**13.08**	**0.04**	**0.14**	**0.30**	**0.45**	**0.14**	**0.30**	**0.45**		**3,624.44**		**0.12**		**3,626.90**

3.3 Building Construction - 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					
Off-Road	3.34	21.78	22.50	0.04		1.20	1.20		1.20	1.20		4,040.62		0.30		4,046.87
Total	**3.34**	**21.78**	**22.50**	**0.04**		**1.20**	**1.20**		**1.20**	**1.20**		**4,040.62**		**0.30**		**4,046.87**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.53	6.58	3.45	0.02	0.58	0.19	0.77	0.01	0.18	0.19		1,728.27		0.03		1,728.81
Worker	0.66	0.69	8.67	0.02	2.55	0.09	2.64	0.03	0.09	0.12		1,857.34		0.08		1,859.08
Total	**1.19**	**7.27**	**12.12**	**0.04**	**3.13**	**0.28**	**3.41**	**0.04**	**0.27**	**0.31**		**3,585.61**		**0.11**		**3,587.89**

3.3 Building Construction - 2018

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	3.34	21.78	22.50	0.04		1.20	1.20		1.20	1.20	0.00	4,040.62		0.30		4,046.87
Total	**3.34**	**21.78**	**22.50**	**0.04**		**1.20**	**1.20**		**1.20**	**1.20**	**0.00**	**4,040.62**		**0.30**		**4,046.87**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.53	6.58	3.45	0.02	0.04	0.19	0.24	0.01	0.18	0.19		1,728.27		0.03		1,728.81
Worker	0.66	0.69	8.67	0.02	0.10	0.09	0.19	0.03	0.09	0.12		1,857.34		0.08		1,859.08
Total	**1.19**	**7.27**	**12.12**	**0.04**	**0.14**	**0.28**	**0.43**	**0.04**	**0.27**	**0.31**		**3,585.61**		**0.11**		**3,587.89**

3.3 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	3.05	19.73	22.36	0.04		1.03	1.03		1.03	1.03		4,040.62		0.27		4,046.36
Total	**3.05**	**19.73**	**22.36**	**0.04**		**1.03**	**1.03**		**1.03**	**1.03**		**4,040.62**		**0.27**		**4,046.36**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.49	6.15	3.26	0.02	0.58	0.18	0.75	0.01	0.16	0.18		1,729.66		0.02		1,730.16
Worker	0.63	0.63	8.06	0.02	2.55	0.10	2.64	0.03	0.09	0.12		1,820.27		0.08		1,821.91
Total	**1.12**	**6.78**	**11.32**	**0.04**	**3.13**	**0.28**	**3.39**	**0.04**	**0.25**	**0.30**		**3,549.93**		**0.10**		**3,552.07**

3.3 Building Construction - 2019

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	3.05	19.73	22.36	0.04		1.03	1.03		1.03	1.03	0.00	4,040.62		0.27		4,046.36
Total	**3.05**	**19.73**	**22.36**	**0.04**		**1.03**	**1.03**		**1.03**	**1.03**	**0.00**	**4,040.62**		**0.27**		**4,046.36**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.49	6.15	3.26	0.02	0.04	0.18	0.22	0.01	0.16	0.18		1,729.66		0.02		1,730.16
Worker	0.63	0.63	8.06	0.02	0.10	0.10	0.19	0.03	0.09	0.12		1,820.27		0.08		1,821.91
Total	**1.12**	**6.78**	**11.32**	**0.04**	**0.14**	**0.28**	**0.41**	**0.04**	**0.25**	**0.30**		**3,549.93**		**0.10**		**3,552.07**

3.3 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	2.80	17.88	22.24	0.04		0.88	0.88		0.88	0.88		4,040.62		0.25		4,045.85
Total	**2.80**	**17.88**	**22.24**	**0.04**		**0.88**	**0.88**		**0.88**	**0.88**		**4,040.62**		**0.25**		**4,045.85**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.46	5.80	3.09	0.02	0.58	0.16	0.74	0.01	0.15	0.16		1,731.03		0.02		1,731.51
Worker	0.59	0.58	7.53	0.02	2.55	0.10	2.64	0.03	0.09	0.12		1,786.17		0.07		1,787.71
Total	**1.05**	**6.38**	**10.62**	**0.04**	**3.13**	**0.26**	**3.38**	**0.04**	**0.24**	**0.28**		**3,517.20**		**0.09**		**3,519.22**

3.3 Building Construction - 2020

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	2.80	17.88	22.24	0.04		0.88	0.88		0.88	0.88	0.00	4,040.62		0.25		4,045.85
Total	**2.80**	**17.88**	**22.24**	**0.04**		**0.88**	**0.88**		**0.88**	**0.88**	**0.00**	**4,040.62**		**0.25**		**4,045.85**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.46	5.80	3.09	0.02	0.04	0.16	0.21	0.01	0.15	0.16		1,731.03		0.02		1,731.51
Worker	0.59	0.58	7.53	0.02	0.10	0.10	0.19	0.03	0.09	0.12		1,786.17		0.07		1,787.71
Total	**1.05**	**6.38**	**10.62**	**0.04**	**0.14**	**0.26**	**0.40**	**0.04**	**0.24**	**0.28**		**3,517.20**		**0.09**		**3,519.22**

3.3 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	2.56	16.08	22.10	0.04		0.74	0.74		0.74	0.74		4,040.61		0.23		4,045.38
Total	**2.56**	**16.08**	**22.10**	**0.04**		**0.74**	**0.74**		**0.74**	**0.74**		**4,040.61**		**0.23**		**4,045.38**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.44	5.49	2.95	0.02	0.58	0.15	0.73	0.01	0.14	0.15		1,737.19		0.02		1,737.64
Worker	0.57	0.54	7.16	0.02	2.55	0.10	2.64	0.03	0.09	0.12		1,765.84		0.07		1,767.31
Total	**1.01**	**6.03**	**10.11**	**0.04**	**3.13**	**0.25**	**3.37**	**0.04**	**0.23**	**0.27**		**3,503.03**		**0.09**		**3,504.95**

3.3 Building Construction - 2021

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	2.56	16.08	22.10	0.04		0.74	0.74		0.74	0.74	0.00	4,040.61		0.23		4,045.38
Total	**2.56**	**16.08**	**22.10**	**0.04**		**0.74**	**0.74**		**0.74**	**0.74**	**0.00**	**4,040.61**		**0.23**		**4,045.38**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.44	5.49	2.95	0.02	0.04	0.15	0.19	0.01	0.14	0.15		1,737.19		0.02		1,737.64
Worker	0.57	0.54	7.16	0.02	0.10	0.10	0.19	0.03	0.09	0.12		1,765.84		0.07		1,767.31
Total	**1.01**	**6.03**	**10.11**	**0.04**	**0.14**	**0.25**	**0.38**	**0.04**	**0.23**	**0.27**		**3,503.03**		**0.09**		**3,504.95**

3.3 Building Construction - 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					
Off-Road	2.38	14.57	22.04	0.04		0.62	0.62		0.62	0.62		4,040.61		0.21		4,045.05
Total	**2.38**	**14.57**	**22.04**	**0.04**		**0.62**	**0.62**		**0.62**	**0.62**		**4,040.61**		**0.21**		**4,045.05**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.42	5.24	2.81	0.02	0.58	0.14	0.72	0.01	0.13	0.14		1,738.52		0.02		1,738.94
Worker	0.55	0.50	6.75	0.02	2.55	0.10	2.64	0.03	0.09	0.12		1,737.62		0.07		1,739.02
Total	**0.97**	**5.74**	**9.56**	**0.04**	**3.13**	**0.24**	**3.36**	**0.04**	**0.22**	**0.26**		**3,476.14**		**0.09**		**3,477.96**

3.3 Building Construction - 2022

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	2.38	14.57	22.04	0.04		0.62	0.62		0.62	0.62	0.00	4,040.61		0.21		4,045.05
Total	**2.38**	**14.57**	**22.04**	**0.04**		**0.62**	**0.62**		**0.62**	**0.62**	**0.00**	**4,040.61**		**0.21**		**4,045.05**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.42	5.24	2.81	0.02	0.04	0.14	0.18	0.01	0.13	0.14		1,738.52		0.02		1,738.94
Worker	0.55	0.50	6.75	0.02	0.10	0.10	0.19	0.03	0.09	0.12		1,737.62		0.07		1,739.02
Total	**0.97**	**5.74**	**9.56**	**0.04**	**0.14**	**0.24**	**0.37**	**0.04**	**0.22**	**0.26**		**3,476.14**		**0.09**		**3,477.96**

3.4 Paving - 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					
Off-Road	3.04	18.93	19.66	0.03		1.34	1.34		1.34	1.34		2,917.64		0.27		2,923.38
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**3.04**	**18.93**	**19.66**	**0.03**		**1.34**	**1.34**		**1.34**	**1.34**		**2,917.64**		**0.27**		**2,923.38**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.04	0.04	0.52	0.00	0.20	0.01	0.20	0.00	0.01	0.01		133.66		0.01		133.77
Total	**0.04**	**0.04**	**0.52**	**0.00**	**0.20**	**0.01**	**0.20**	**0.00**	**0.01**	**0.01**		**133.66**		**0.01**		**133.77**

3.4 Paving - 2022

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	3.04	18.93	19.66	0.03		1.34	1.34		1.34	1.34	0.00	2,917.64		0.27		2,923.38
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**3.04**	**18.93**	**19.66**	**0.03**		**1.34**	**1.34**		**1.34**	**1.34**	**0.00**	**2,917.64**		**0.27**		**2,923.38**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.04	0.04	0.52	0.00	0.01	0.01	0.01	0.00	0.01	0.01		133.66		0.01		133.77
Total	**0.04**	**0.04**	**0.52**	**0.00**	**0.01**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**		**133.66**		**0.01**		**133.77**

3.5 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	37.36					0.00	0.00		0.00	0.00						0.00
Off-Road	0.20	1.41	1.81	0.00		0.08	0.08		0.08	0.08		281.19		0.02		281.57
Total	**37.56**	**1.41**	**1.81**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**		**281.19**		**0.02**		**281.57**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.11	0.10	1.35	0.00	0.51	0.02	0.53	0.01	0.02	0.02		347.52		0.01		347.80
Total	**0.11**	**0.10**	**1.35**	**0.00**	**0.51**	**0.02**	**0.53**	**0.01**	**0.02**	**0.02**		**347.52**		**0.01**		**347.80**

3.5 Architectural Coating - 2022

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	37.36					0.00	0.00		0.00	0.00						0.00
Off-Road	0.20	1.41	1.81	0.00		0.08	0.08		0.08	0.08	0.00	281.19		0.02		281.57
Total	**37.56**	**1.41**	**1.81**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**	**0.00**	**281.19**		**0.02**		**281.57**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.11	0.10	1.35	0.00	0.02	0.02	0.04	0.01	0.02	0.02		347.52		0.01		347.80
Total	**0.11**	**0.10**	**1.35**	**0.00**	**0.02**	**0.02**	**0.04**	**0.01**	**0.02**	**0.02**		**347.52**		**0.01**		**347.80**

4.0 Mobile Detail

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	18.47	12.23	170.63	0.40	45.02	1.59	46.61	0.61	1.57	2.19		30,039.49		1.49		30,070.71
Unmitigated	18.47	12.23	170.63	0.40	45.02	1.59	46.61	0.61	1.57	2.19		30,039.49		1.49		30,070.71
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Single Family Housing	4,550.56	4,550.56	4550.56	10,295,378	10,295,378
Supermarket	3,104.29	3,104.29	3104.29	3,323,217	3,323,217
Total	7,654.85	7,654.85	7,654.85	13,618,595	13,618,595

4.3 Trip Type Information

	Miles			Trip %		
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
City Park	9.50	7.30	7.30	33.00	48.00	19.00
Single Family Housing	7.00	7.00	7.00	40.20	19.20	40.60

	Miles			Trip %		
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
Supermarket	7.00	7.00	7.00	6.50	74.50	19.00

5.0 Energy Detail

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	0.62	5.28	2.41	0.03		0.00	0.42		0.00	0.42		6,710.41		0.13	0.12	6,751.25
NaturalGas Unmitigated	0.62	5.28	2.41	0.03		0.00	0.42		0.00	0.42		6,710.41		0.13	0.12	6,751.25
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	lb/day										lb/day					
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Single Family Housing	53070.8	0.57	4.89	2.08	0.03		0.00	0.40		0.00	0.40		6,243.63		0.12	0.11	6,281.63
Supermarket	3967.63	0.04	0.39	0.33	0.00		0.00	0.03		0.00	0.03		466.78		0.01	0.01	469.62
Total		**0.61**	**5.28**	**2.41**	**0.03**		**0.00**	**0.43**		**0.00**	**0.43**		**6,710.41**		**0.13**	**0.12**	**6,751.25**

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	lb/day										lb/day					
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Single Family Housing	53.0708	0.57	4.89	2.08	0.03		0.00	0.40		0.00	0.40		6,243.63		0.12	0.11	6,281.63
Supermarket	3.96763	0.04	0.39	0.33	0.00		0.00	0.03		0.00	0.03		466.78		0.01	0.01	469.62
Total		**0.61**	**5.28**	**2.41**	**0.03**		**0.00**	**0.43**		**0.00**	**0.43**		**6,710.41**		**0.13**	**0.12**	**6,751.25**

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	22.91	0.46	39.99	0.00		0.00	0.86		0.00	0.85	0.00	10,194.22		0.26	0.19	10,257.28
Unmitigated	22.91	0.46	39.99	0.00		0.00	0.86		0.00	0.85	0.00	10,194.22		0.26	0.19	10,257.28
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	2.30					0.00	0.00		0.00	0.00						0.00
Consumer Products	18.48					0.00	0.00		0.00	0.00						0.00
Hearth	0.93	0.00	0.05	0.00		0.00	0.64		0.00	0.63	0.00	10,122.35		0.19	0.19	10,183.96
Landscaping	1.21	0.46	39.94	0.00		0.00	0.22		0.00	0.22		71.87		0.07		73.33
Total	**22.92**	**0.46**	**39.99**	**0.00**		**0.00**	**0.86**		**0.00**	**0.85**	**0.00**	**10,194.22**		**0.26**	**0.19**	**10,257.29**

6.2 Area by SubCategory

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	2.30					0.00	0.00		0.00	0.00						0.00
Consumer Products	18.48					0.00	0.00		0.00	0.00						0.00
Hearth	0.93	0.00	0.05	0.00		0.00	0.64		0.00	0.63	0.00	10,122.35		0.19	0.19	10,183.96
Landscaping	1.21	0.46	39.94	0.00		0.00	0.22		0.00	0.22		71.87		0.07		73.33
Total	**22.92**	**0.46**	**39.99**	**0.00**		**0.00**	**0.86**		**0.00**	**0.85**	**0.00**	**10,194.22**		**0.26**	**0.19**	**10,257.29**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Proposed TTM 30387

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
City Park	14.88	Acre
Single Family Housing	478	Dwelling Unit
Supermarket	72.7	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Utility Company**	Southern California Edison
Climate Zone	10	**Precipitation Freq (Days)**	28		

1.3 User Entered Comments

Project Characteristics -

Land Use - Proposed TTM 30387 - 478 SFR, 72,700 sq ft of commercial retail on 7.27 acres, 14.88-acre city park

Construction Phase - Construction schedule provided by applicant

Architectural Coating - Per SCAQMD Rule 1113 as Amended June 3, 2011 by January 1, 2014 architectural coatings will be limited to 50 grams VOC/Liter

Vehicle Trips - Trip Rates from TIA. Trip lengths set to 7 miles to match trip length used in the FEIR.

Vechicle Emission Factors - Fleet mix adjusted for residential use

Vechicle Emission Factors - Fleet mix adjusted for residential use

Vechicle Emission Factors - Fleet mix adjusted for residential use

Woodstoves - Per SCAQMD Rule 445 only natural gas only fireplaces are allowed

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					
2017	9.43	69.89	46.86	0.10	12.61	3.10	15.70	3.32	3.10	6.42	0.00	11,029.81	0.00	0.84	0.00	11,047.52
2018	4.55	29.22	34.10	0.08	3.12	1.49	4.62	0.05	1.47	1.52	0.00	7,404.96	0.00	0.40	0.00	7,413.37
2019	4.18	26.65	33.22	0.08	3.12	1.30	4.43	0.05	1.28	1.33	0.00	7,372.82	0.00	0.37	0.00	7,380.58
2020	3.87	24.36	32.47	0.08	3.12	1.14	4.26	0.05	1.12	1.17	0.00	7,343.31	0.00	0.34	0.00	7,350.45
2021	3.59	22.18	31.85	0.08	3.12	0.99	4.11	0.05	0.97	1.02	0.00	7,331.22	0.00	0.31	0.00	7,337.81
2022	37.67	20.36	31.28	0.08	3.12	1.35	3.99	0.05	1.35	1.35	0.00	7,307.00	0.00	0.29	0.00	7,313.15
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.1 Overall Construction (Maximum Daily Emission)

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					
2017	9.43	69.89	46.86	0.10	12.35	3.10	15.45	3.32	3.10	6.42	0.00	11,029.81	0.00	0.84	0.00	11,047.52
2018	4.55	29.22	34.10	0.08	0.14	1.49	1.63	0.05	1.47	1.52	0.00	7,404.96	0.00	0.40	0.00	7,413.37
2019	4.18	26.65	33.22	0.08	0.14	1.30	1.44	0.05	1.28	1.33	0.00	7,372.82	0.00	0.37	0.00	7,380.58
2020	3.87	24.36	32.47	0.08	0.14	1.14	1.28	0.05	1.12	1.17	0.00	7,343.31	0.00	0.34	0.00	7,350.45
2021	3.59	22.18	31.85	0.08	0.14	0.99	1.13	0.05	0.97	1.02	0.00	7,331.22	0.00	0.31	0.00	7,337.81
2022	37.67	20.36	31.28	0.08	0.14	1.35	1.36	0.05	1.35	1.35	0.00	7,307.00	0.00	0.29	0.00	7,313.15
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	22.91	0.46	39.99	0.00		0.00	0.86		0.00	0.85	0.00	10,194.22		0.26	0.19	10,257.28
Energy	0.62	5.28	2.41	0.03		0.00	0.42		0.00	0.42		6,710.41		0.13	0.12	6,751.25
Mobile	17.34	13.13	158.35	0.36	45.02	1.59	46.61	0.61	1.57	2.19		26,810.85		1.29		26,837.88
Total	**40.87**	**18.87**	**200.75**	**0.39**	**45.02**	**1.59**	**47.89**	**0.61**	**1.57**	**3.46**	**0.00**	**43,715.48**		**1.68**	**0.31**	**43,846.41**

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	22.91	0.46	39.99	0.00		0.00	0.86		0.00	0.85	0.00	10,194.22		0.26	0.19	10,257.28
Energy	0.62	5.28	2.41	0.03		0.00	0.42		0.00	0.42		6,710.41		0.13	0.12	6,751.25
Mobile	17.34	13.13	158.35	0.36	45.02	1.59	46.61	0.61	1.57	2.19		26,810.85		1.29		26,837.88
Total	**40.87**	**18.87**	**200.75**	**0.39**	**45.02**	**1.59**	**47.89**	**0.61**	**1.57**	**3.46**	**0.00**	**43,715.48**		**1.68**	**0.31**	**43,846.41**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Grading - 2017

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					12.34	0.00	12.34	3.31	0.00	3.31						0.00
Off-Road	9.35	69.80	46.02	0.10		3.09	3.09		3.09	3.09		10,856.65		0.83		10,874.18
Total	**9.35**	**69.80**	**46.02**	**0.10**	**12.34**	**3.09**	**15.43**	**3.31**	**3.09**	**6.40**		**10,856.65**		**0.83**		**10,874.18**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.07	0.09	0.83	0.00	0.26	0.01	0.27	0.01	0.01	0.02		173.16		0.01		173.34
Total	**0.07**	**0.09**	**0.83**	**0.00**	**0.26**	**0.01**	**0.27**	**0.01**	**0.01**	**0.02**		**173.16**		**0.01**		**173.34**

3.2 Grading - 2017

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					12.34	0.00	12.34	3.31	0.00	3.31						0.00
Off-Road	9.35	69.80	46.02	0.10		3.09	3.09		3.09	3.09	0.00	10,856.65		0.83		10,874.18
Total	**9.35**	**69.80**	**46.02**	**0.10**	**12.34**	**3.09**	**15.43**	**3.31**	**3.09**	**6.40**	**0.00**	**10,856.65**		**0.83**		**10,874.18**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.07	0.09	0.83	0.00	0.01	0.01	0.02	0.01	0.01	0.02		173.16		0.01		173.34
Total	**0.07**	**0.09**	**0.83**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**173.16**		**0.01**		**173.34**

3.3 Building Construction - 2017

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	3.66	24.08	22.64	0.04		1.39	1.39		1.39	1.39		4,040.61		0.33		4,047.45
Total	**3.66**	**24.08**	**22.64**	**0.04**		**1.39**	**1.39**		**1.39**	**1.39**		**4,040.61**		**0.33**		**4,047.45**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.60	7.23	4.34	0.02	0.58	0.22	0.80	0.04	0.22	0.26		1,710.93		0.03		1,711.54
Worker	0.70	0.83	8.14	0.02	2.55	0.09	2.64	0.10	0.09	0.19		1,688.34		0.08		1,690.04
Total	**1.30**	**8.06**	**12.48**	**0.04**	**3.13**	**0.31**	**3.44**	**0.14**	**0.31**	**0.45**		**3,399.27**		**0.11**		**3,401.58**

3.3 Building Construction - 2017

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	3.66	24.08	22.64	0.04		1.39	1.39		1.39	1.39	0.00	4,040.61		0.33		4,047.45
Total	**3.66**	**24.08**	**22.64**	**0.04**		**1.39**	**1.39**		**1.39**	**1.39**	**0.00**	**4,040.61**		**0.33**		**4,047.45**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.60	7.23	4.34	0.02	0.04	0.22	0.26	0.04	0.22	0.26		1,710.93		0.03		1,711.54
Worker	0.70	0.83	8.14	0.02	0.10	0.09	0.19	0.10	0.09	0.19		1,688.34		0.08		1,690.04
Total	**1.30**	**8.06**	**12.48**	**0.04**	**0.14**	**0.31**	**0.45**	**0.14**	**0.31**	**0.45**		**3,399.27**		**0.11**		**3,401.58**

3.3 Building Construction - 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					
Off-Road	3.34	21.78	22.50	0.04		1.20	1.20		1.20	1.20		4,040.62		0.30		4,046.87
Total	**3.34**	**21.78**	**22.50**	**0.04**		**1.20**	**1.20**		**1.20**	**1.20**		**4,040.62**		**0.30**		**4,046.87**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.56	6.69	4.10	0.02	0.58	0.20	0.78	0.01	0.18	0.20		1,712.20		0.03		1,712.76
Worker	0.65	0.76	7.50	0.02	2.55	0.09	2.64	0.03	0.09	0.12		1,652.14		0.08		1,653.74
Total	**1.21**	**7.45**	**11.60**	**0.04**	**3.13**	**0.29**	**3.42**	**0.04**	**0.27**	**0.32**		**3,364.34**		**0.11**		**3,366.50**

3.3 Building Construction - 2018

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	3.34	21.78	22.50	0.04		1.20	1.20		1.20	1.20	0.00	4,040.62		0.30		4,046.87
Total	**3.34**	**21.78**	**22.50**	**0.04**		**1.20**	**1.20**		**1.20**	**1.20**	**0.00**	**4,040.62**		**0.30**		**4,046.87**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.56	6.69	4.10	0.02	0.04	0.20	0.24	0.01	0.18	0.20		1,712.20		0.03		1,712.76
Worker	0.65	0.76	7.50	0.02	0.10	0.09	0.19	0.03	0.09	0.12		1,652.14		0.08		1,653.74
Total	**1.21**	**7.45**	**11.60**	**0.04**	**0.14**	**0.29**	**0.43**	**0.04**	**0.27**	**0.32**		**3,364.34**		**0.11**		**3,366.50**

3.3 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	3.05	19.73	22.36	0.04		1.03	1.03		1.03	1.03		4,040.62		0.27		4,046.36
Total	**3.05**	**19.73**	**22.36**	**0.04**		**1.03**	**1.03**		**1.03**	**1.03**		**4,040.62**		**0.27**		**4,046.36**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.52	6.23	3.90	0.02	0.58	0.18	0.76	0.01	0.16	0.18		1,713.38		0.03		1,713.91
Worker	0.61	0.69	6.96	0.02	2.55	0.10	2.64	0.03	0.09	0.12		1,618.83		0.07		1,620.31
Total	**1.13**	**6.92**	**10.86**	**0.04**	**3.13**	**0.28**	**3.40**	**0.04**	**0.25**	**0.30**		**3,332.21**		**0.10**		**3,334.22**

3.3 Building Construction - 2019

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	3.05	19.73	22.36	0.04		1.03	1.03		1.03	1.03	0.00	4,040.62		0.27		4,046.36
Total	**3.05**	**19.73**	**22.36**	**0.04**		**1.03**	**1.03**		**1.03**	**1.03**	**0.00**	**4,040.62**		**0.27**		**4,046.36**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.52	6.23	3.90	0.02	0.04	0.18	0.22	0.01	0.16	0.18		1,713.38		0.03		1,713.91
Worker	0.61	0.69	6.96	0.02	0.10	0.10	0.19	0.03	0.09	0.12		1,618.83		0.07		1,620.31
Total	**1.13**	**6.92**	**10.86**	**0.04**	**0.14**	**0.28**	**0.41**	**0.04**	**0.25**	**0.30**		**3,332.21**		**0.10**		**3,334.22**

3.3 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	2.80	17.88	22.24	0.04		0.88	0.88		0.88	0.88		4,040.62		0.25		4,045.85
Total	**2.80**	**17.88**	**22.24**	**0.04**		**0.88**	**0.88**		**0.88**	**0.88**		**4,040.62**		**0.25**		**4,045.85**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.49	5.84	3.73	0.02	0.58	0.16	0.74	0.01	0.15	0.17		1,714.55		0.02		1,715.04
Worker	0.58	0.64	6.50	0.02	2.55	0.10	2.64	0.03	0.09	0.12		1,588.15		0.07		1,589.55
Total	**1.07**	**6.48**	**10.23**	**0.04**	**3.13**	**0.26**	**3.38**	**0.04**	**0.24**	**0.29**		**3,302.70**		**0.09**		**3,304.59**

3.3 Building Construction - 2020

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	2.80	17.88	22.24	0.04		0.88	0.88		0.88	0.88	0.00	4,040.62		0.25		4,045.85
Total	**2.80**	**17.88**	**22.24**	**0.04**		**0.88**	**0.88**		**0.88**	**0.88**	**0.00**	**4,040.62**		**0.25**		**4,045.85**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.49	5.84	3.73	0.02	0.04	0.16	0.21	0.01	0.15	0.17		1,714.55		0.02		1,715.04
Worker	0.58	0.64	6.50	0.02	0.10	0.10	0.19	0.03	0.09	0.12		1,588.15		0.07		1,589.55
Total	**1.07**	**6.48**	**10.23**	**0.04**	**0.14**	**0.26**	**0.40**	**0.04**	**0.24**	**0.29**		**3,302.70**		**0.09**		**3,304.59**

3.3 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	2.56	16.08	22.10	0.04		0.74	0.74		0.74	0.74		4,040.61		0.23		4,045.38
Total	**2.56**	**16.08**	**22.10**	**0.04**		**0.74**	**0.74**		**0.74**	**0.74**		**4,040.61**		**0.23**		**4,045.38**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.47	5.51	3.59	0.02	0.58	0.15	0.73	0.01	0.14	0.15		1,720.51		0.02		1,720.98
Worker	0.56	0.59	6.16	0.02	2.55	0.10	2.64	0.03	0.09	0.12		1,570.10		0.06		1,571.44
Total	**1.03**	**6.10**	**9.75**	**0.04**	**3.13**	**0.25**	**3.37**	**0.04**	**0.23**	**0.27**		**3,290.61**		**0.08**		**3,292.42**

3.3 Building Construction - 2021

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	2.56	16.08	22.10	0.04		0.74	0.74		0.74	0.74	0.00	4,040.61		0.23		4,045.38
Total	**2.56**	**16.08**	**22.10**	**0.04**		**0.74**	**0.74**		**0.74**	**0.74**	**0.00**	**4,040.61**		**0.23**		**4,045.38**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.47	5.51	3.59	0.02	0.04	0.15	0.20	0.01	0.14	0.15		1,720.51		0.02		1,720.98
Worker	0.56	0.59	6.16	0.02	0.10	0.10	0.19	0.03	0.09	0.12		1,570.10		0.06		1,571.44
Total	**1.03**	**6.10**	**9.75**	**0.04**	**0.14**	**0.25**	**0.39**	**0.04**	**0.23**	**0.27**		**3,290.61**		**0.08**		**3,292.42**

3.3 Building Construction - 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					
Off-Road	2.38	14.57	22.04	0.04		0.62	0.62		0.62	0.62		4,040.61		0.21		4,045.05
Total	**2.38**	**14.57**	**22.04**	**0.04**		**0.62**	**0.62**		**0.62**	**0.62**		**4,040.61**		**0.21**		**4,045.05**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.45	5.24	3.44	0.02	0.58	0.14	0.72	0.01	0.13	0.15		1,721.64		0.02		1,722.09
Worker	0.54	0.55	5.80	0.02	2.55	0.10	2.64	0.03	0.09	0.12		1,544.74		0.06		1,546.01
Total	**0.99**	**5.79**	**9.24**	**0.04**	**3.13**	**0.24**	**3.36**	**0.04**	**0.22**	**0.27**		**3,266.38**		**0.08**		**3,268.10**

3.3 Building Construction - 2022

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	2.38	14.57	22.04	0.04		0.62	0.62		0.62	0.62	0.00	4,040.61		0.21		4,045.05
Total	**2.38**	**14.57**	**22.04**	**0.04**		**0.62**	**0.62**		**0.62**	**0.62**	**0.00**	**4,040.61**		**0.21**		**4,045.05**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.45	5.24	3.44	0.02	0.04	0.14	0.19	0.01	0.13	0.15		1,721.64		0.02		1,722.09
Worker	0.54	0.55	5.80	0.02	0.10	0.10	0.19	0.03	0.09	0.12		1,544.74		0.06		1,546.01
Total	**0.99**	**5.79**	**9.24**	**0.04**	**0.14**	**0.24**	**0.38**	**0.04**	**0.22**	**0.27**		**3,266.38**		**0.08**		**3,268.10**

3.4 Paving - 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					
Off-Road	3.04	18.93	19.66	0.03		1.34	1.34		1.34	1.34		2,917.64		0.27		2,923.38
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**3.04**	**18.93**	**19.66**	**0.03**		**1.34**	**1.34**		**1.34**	**1.34**		**2,917.64**		**0.27**		**2,923.38**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.04	0.04	0.45	0.00	0.20	0.01	0.20	0.00	0.01	0.01		118.83		0.00		118.92
Total	**0.04**	**0.04**	**0.45**	**0.00**	**0.20**	**0.01**	**0.20**	**0.00**	**0.01**	**0.01**		**118.83**		**0.00**		**118.92**

3.4 Paving - 2022

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	3.04	18.93	19.66	0.03		1.34	1.34		1.34	1.34	0.00	2,917.64		0.27		2,923.38
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**3.04**	**18.93**	**19.66**	**0.03**		**1.34**	**1.34**		**1.34**	**1.34**	**0.00**	**2,917.64**		**0.27**		**2,923.38**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.04	0.04	0.45	0.00	0.01	0.01	0.01	0.00	0.01	0.01		118.83		0.00		118.92
Total	**0.04**	**0.04**	**0.45**	**0.00**	**0.01**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**		**118.83**		**0.00**		**118.92**

3.5 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	37.36					0.00	0.00		0.00	0.00						0.00
Off-Road	0.20	1.41	1.81	0.00		0.08	0.08		0.08	0.08		281.19		0.02		281.57
Total	**37.56**	**1.41**	**1.81**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**		**281.19**		**0.02**		**281.57**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.11	0.11	1.16	0.00	0.51	0.02	0.53	0.01	0.02	0.02		308.95		0.01		309.20
Total	**0.11**	**0.11**	**1.16**	**0.00**	**0.51**	**0.02**	**0.53**	**0.01**	**0.02**	**0.02**		**308.95**		**0.01**		**309.20**

3.5 Architectural Coating - 2022

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	37.36					0.00	0.00		0.00	0.00						0.00
Off-Road	0.20	1.41	1.81	0.00		0.08	0.08		0.08	0.08	0.00	281.19		0.02		281.57
Total	**37.56**	**1.41**	**1.81**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**	**0.00**	**281.19**		**0.02**		**281.57**

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	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
Worker	0.11	0.11	1.16	0.00	0.02	0.02	0.04	0.01	0.02	0.02		308.95		0.01		309.20
Total	**0.11**	**0.11**	**1.16**	**0.00**	**0.02**	**0.02**	**0.04**	**0.01**	**0.02**	**0.02**		**308.95**		**0.01**		**309.20**

4.0 Mobile Detail

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	17.34	13.13	158.35	0.36	45.02	1.59	46.61	0.61	1.57	2.19		26,810.85		1.29		26,837.88
Unmitigated	17.34	13.13	158.35	0.36	45.02	1.59	46.61	0.61	1.57	2.19		26,810.85		1.29		26,837.88
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Single Family Housing	4,550.56	4,550.56	4550.56	10,295,378	10,295,378
Supermarket	3,104.29	3,104.29	3104.29	3,323,217	3,323,217
Total	7,654.85	7,654.85	7,654.85	13,618,595	13,618,595

4.3 Trip Type Information

	Miles			Trip %		
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
City Park	9.50	7.30	7.30	33.00	48.00	19.00
Single Family Housing	7.00	7.00	7.00	40.20	19.20	40.60

	Miles			Trip %		
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
Supermarket	7.00	7.00	7.00	6.50	74.50	19.00

5.0 Energy Detail

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	0.62	5.28	2.41	0.03		0.00	0.42		0.00	0.42		6,710.41		0.13	0.12	6,751.25
NaturalGas Unmitigated	0.62	5.28	2.41	0.03		0.00	0.42		0.00	0.42		6,710.41		0.13	0.12	6,751.25
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	lb/day										lb/day					
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Single Family Housing	53070.8	0.57	4.89	2.08	0.03		0.00	0.40		0.00	0.40		6,243.63		0.12	0.11	6,281.63
Supermarket	3967.63	0.04	0.39	0.33	0.00		0.00	0.03		0.00	0.03		466.78		0.01	0.01	469.62
Total		**0.61**	**5.28**	**2.41**	**0.03**		**0.00**	**0.43**		**0.00**	**0.43**		**6,710.41**		**0.13**	**0.12**	**6,751.25**

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	lb/day										lb/day					
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Single Family Housing	53.0708	0.57	4.89	2.08	0.03		0.00	0.40		0.00	0.40		6,243.63		0.12	0.11	6,281.63
Supermarket	3.96763	0.04	0.39	0.33	0.00		0.00	0.03		0.00	0.03		466.78		0.01	0.01	469.62
Total		**0.61**	**5.28**	**2.41**	**0.03**		**0.00**	**0.43**		**0.00**	**0.43**		**6,710.41**		**0.13**	**0.12**	**6,751.25**

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	22.91	0.46	39.99	0.00		0.00	0.86		0.00	0.85	0.00	10,194.22		0.26	0.19	10,257.28
Unmitigated	22.91	0.46	39.99	0.00		0.00	0.86		0.00	0.85	0.00	10,194.22		0.26	0.19	10,257.28
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	2.30					0.00	0.00		0.00	0.00						0.00
Consumer Products	18.48					0.00	0.00		0.00	0.00						0.00
Hearth	0.93	0.00	0.05	0.00		0.00	0.64		0.00	0.63	0.00	10,122.35		0.19	0.19	10,183.96
Landscaping	1.21	0.46	39.94	0.00		0.00	0.22		0.00	0.22		71.87		0.07		73.33
Total	**22.92**	**0.46**	**39.99**	**0.00**		**0.00**	**0.86**		**0.00**	**0.85**	**0.00**	**10,194.22**		**0.26**	**0.19**	**10,257.29**

6.2 Area by SubCategory

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	2.30					0.00	0.00		0.00	0.00						0.00
Consumer Products	18.48					0.00	0.00		0.00	0.00						0.00
Hearth	0.93	0.00	0.05	0.00		0.00	0.64		0.00	0.63	0.00	10,122.35		0.19	0.19	10,183.96
Landscaping	1.21	0.46	39.94	0.00		0.00	0.22		0.00	0.22		71.87		0.07		73.33
Total	**22.92**	**0.46**	**39.99**	**0.00**		**0.00**	**0.86**		**0.00**	**0.85**	**0.00**	**10,194.22**		**0.26**	**0.19**	**10,257.29**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

APPENDIX 2

KUNZMAN ASSOCIATES, INC.

JP RANCH

TRAFFIC IMPACT ANALYSIS

March 12, 2013

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

KUNZMAN ASSOCIATES, INC.

JP RANCH

TRAFFIC IMPACT ANALYSIS

March 12, 2013

Prepared by:

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I. Introduction and Summary

A. Purpose of Report and Study Objectives

The purpose of this traffic impact analysis is to evaluate the development of the JP Ranch project. This traffic report presents the traffic impact study methodology, analysis, findings, recommendations, and supporting data. The traffic report analyzes Tentative Tract Map No. 30386 and Tentative Tract Map No. 30387. The project was previously analyzed in the Development of Tentative Tract Numbers 30386 and 30387 Environmental Impact Report, Willdan (February 2003). Tentative Tract Map No. 30386 is changing the residential from the previous senior restricted residential to the proposed non-restricted residential. A trip generation comparison showing a nominal difference between the previous project and proposed project is included within the body of the traffic study.

Study objectives include (1) documentation of existing traffic conditions in the vicinity of the site; (2) analysis of existing plus project traffic conditions; (3) analysis of existing plus ambient growth plus project traffic conditions; (4) evaluation of traffic conditions for existing plus ambient growth plus project plus cumulative projects; and (5) determination of on-site and off-site improvements and system management actions needed to achieve City of Calimesa level of service requirements.

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

B. Executive Summary

1. Site Location and Study Area

The project site is located adjacent to Singleton Road between Avenue L and Calimesa Boulevard in the City of Calimesa. Figure 1 illustrates the traffic analysis study area.

Pursuant to the scoping agreement with the City of Calimesa staff (see Appendix B), the study area includes the following intersections:

I-10 Freeway SB Ramps (NS) at:
- County Line Road (EW) - #1
- Sandalwood Drive (EW) - #2

I-10 Freeway SB On Ramp (NS) at:
- Singleton Road (EW) - #3

I-10 Freeway NB Ramps (NS) at:
- County Line Road (EW) - #4

I-10 Freeway NB On Ramp (NS) at:
Sandalwood Drive (EW) - #5

I-10 Freeway NB Off Ramp (NS) at:
Calimesa Boulevard (EW) - #6

I-10 Freeway NB Off Ramp (NS) at:
Singleton Road (EW) - #7

Calimesa Boulevard (NS) at:
County Line Road (EW) - #8
Sandalwood Drive (EW) - #9
Singleton Road (EW) - #10

5th Street (NS) at:
County Line Road (EW) - #11

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

California Street (NS) at:
County Line Road (EW) - #14

Bryant Street (NS) at:
County Line Road (EW) - #15
Avenue L (EW) - #16

Singleton Road (NS) at:
JP Ranch Drive (EW) - #17
Lariat Road (EW) - #18

2. Development Description

a. Project Name: Tentative Tract Map No. 30386/30387

b. Proposed Land Use: Tentative Tract Map No. 30386[1] contains 211 single-family detached residential dwelling units and Tentative Tract Map No. 30387[2] contains 478 single-family detached residential dwelling units and 72,700 square feet of commercial retail.

[1] The recreation center within Tentative Tract Map No. 30386 has been assumed for mainly internal resident use only.

[2] The neighborhood park within Tentative Tract Map No. 30387 has been assumed for mainly internal resident use only.

3. Principal Findings

a. Required Level of Service:

The City of Calimesa General Plan states that improvements should be made to maintain a Level of Service C or better on arterial roads within the City of Calimesa.

b. Existing Traffic Conditions:

The study area intersections currently operate within acceptable Levels of Service during the peak hours for Existing traffic conditions, except for the following study area intersections that currently operate at unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

2nd Street (NS) at:
County Line Road (EW) - #13

c. Existing Plus Project Traffic Conditions:

For Existing Plus Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

I-10 Freeway NB Off Ramp (NS) at:
Calimesa Boulevard (EW) - #6

2nd Street (NS) at:
County Line Road (EW) - #13

d. Existing Plus Ambient Growth Plus Project Traffic Conditions:

For Existing Plus Ambient Growth Plus Project (Year 2014) traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

For Existing Plus Ambient Growth Plus Project (Year 2014) traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

For Existing Plus Ambient Growth Plus Project (Year 2015) traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

For Existing Plus Ambient Growth Plus Project (Year 2015) traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

For Existing Plus Ambient Growth Plus Project (Year 2016) traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

For Existing Plus Ambient Growth Plus Project (Year 2016) traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

For Existing Plus Ambient Growth Plus Project (Year 2017) traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

For Existing Plus Ambient Growth Plus Project (Year 2017) traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

e. Existing Plus Ambient Growth Plus Project Plus Cumulative Projects Traffic Conditions:

For Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

I-10 Freeway NB Off Ramp (NS) at:
Calimesa Boulevard (EW) - #6

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

For Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

For Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

I-10 Freeway NB Off Ramp (NS) at:
Calimesa Boulevard (EW) - #6
3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

California Street (NS) at:
County Line Road (EW) - #14

Bryant Street (NS) at:
County Line Road (EW) - #15

For Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

For Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

I-10 Freeway NB Off Ramp (NS) at:
Calimesa Boulevard (EW) - #6

Calimesa Boulevard (NS) at:
Singleton Road (EW) - #10

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

California Street (NS) at:
County Line Road (EW) - #14

Bryant Street (NS) at:
County Line Road (EW) - #15

For Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

For Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

I-10 Freeway NB Ramps (NS) at:
County Line Road (EW) - #4

I-10 Freeway NB Off Ramp (NS) at:
Calimesa Boulevard (EW) - #6

Calimesa Boulevard (NS) at:
Singleton Road (EW) - #10

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

California Street (NS) at:
County Line Road (EW) - #14

Bryant Street (NS) at:
County Line Road (EW) - #15

For Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

For Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

I-10 Freeway NB Ramps (NS) at:
County Line Road (EW) - #4

I-10 Freeway NB Off Ramp (NS) at:
Calimesa Boulevard (EW) - #6

Calimesa Boulevard (NS) at:
Singleton Road (EW) - #10

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

California Street (NS) at:
County Line Road (EW) - #14

Bryant Street (NS) at:
County Line Road (EW) - #15

For Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

For Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

I-10 Freeway NB Ramps (NS) at:
County Line Road (EW) - #4

I-10 Freeway NB Off Ramp (NS) at:
Calimesa Boulevard (EW) - #6

Calimesa Boulevard (NS) at:
Singleton Road (EW) - #10

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

California Street (NS) at:
County Line Road (EW) - #14

Bryant Street (NS) at:
County Line Road (EW) - #15
Avenue L (EW) - #16

For Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

4. Conclusions

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

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1[3]
Sandalwood Drive (EW) - #2[3]

I-10 Freeway NB Ramps (NS) at:
County Line Road (EW) - #4[3]

3rd Street (NS) at:
County Line Road (EW) - #12[4]

2nd Street (NS) at:
County Line Road (EW) - #13[4]

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant

[3] Included within the Transportation Uniform Mitigation fee (TUMF) improvements included in Appendix F.

[4] At the issuance of the 177th building permit for Tentative Tract Map No. 30386 and 1st building permit for Tentative Tract Map No. 30387, the developer shall pay the fair share contribution toward the traffic signal installation.

analysis, as specified in the California Manual of Uniform Traffic Control Devices, dated January 2012.

The proposed development is projected to generate a total of approximately 9,664 daily vehicle trips, 587 of which occur during the morning peak hour and 958 of which occur during the evening peak hour.

The proposed project compared to the previous project is projected to generate approximately 236 less daily vehicle trips, 16 less of which will occur during the morning peak hour and 18 less of which will occur during the evening peak hour. The proposed project is projected to contribute a net reduction in trip generation compared to the previous project.

The proposed project will have access to Singleton Road and Avenue L via an extension of Fremont Street. Emergency only access will be provided via Country Club Drive to the west.

Traffic signals are projected to be warranted at the following additional study area intersections for Existing Plus Ambient Growth Plus Project (Year 2017) traffic conditions (see Appendix E):

California Street (NS) at:
County Line Road (EW) - #14[5]

Bryant Street (NS) at:
County Line Road (EW) - #15[5]

Traffic signals are projected to be warranted at the following additional study area intersections for Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects traffic conditions (see Appendix E):

I-10 Freeway NB Off Ramp (NS) at:
Calimesa Boulevard (EW) - #6[6]

Calimesa Boulevard (NS) at:
Singleton Road (EW) - #10[5]

A traffic signal is projected to be warranted at the following additional study area intersection for Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects traffic conditions (see Appendix E):

[5] At the issuance of the 177th building permit for Tentative Tract Map No. 30386 and 1st building permit for Tentative Tract Map No. 30387, the developer shall pay the fair share contribution toward the traffic signal installation.

[6] Included within the Transportation Uniform Mitigation fee (TUMF) improvements included in Appendix F.

Bryant Street (NS) at:
Avenue L (EW) - #16[7]

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

5. Recommendations

On-Site

Site-specific circulation and access recommendations are depicted on Figure 77.

Construct the extension of Singleton Road from its existing terminus to Lariat Road for Year 2014 traffic conditions (see Table 2).

Construct the extension of Singleton Road from Lariat Road to JP Ranch Drive for Year 2015 traffic conditions (see Table 2).

Construct the extension of Singleton Road from JP Ranch Drive to Avenue L for Year 2017 traffic conditions (see Table 2).

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

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

Off-Site

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

The project site shall participate in the Transportation Uniform Mitigation Fee (TUMF) improvements (see Appendix F).

Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at general plan buildout should specifically include an interconnect of the traffic signals to function in a coordinated system. The project fair share of traffic signals is calculated in Table 16.

[7] At the issuance of the 211th building permit for Tentative Tract Map No. 30386 and 455th building permit for Tentative Tract Map No. 30387, the developer shall pay the fair share contribution toward the traffic signal installation.

II. Proposed Development

A. Location

The project site is located adjacent to Singleton Road between Avenue L and Calimesa Boulevard in the City of Calimesa. Figure 1 shows the project location map.

B. Land Use and Intensity

Tentative Tract Map No. 30386[8] contains 211 single-family detached residential dwelling units and Tentative Tract Map No. 30387[9] contains 478 single-family detached residential dwelling units and 72,700 square feet of commercial retail. The proposed project will have access to Singleton Road and Avenue L via an extension of Fremont Street. Emergency only access will be provided via Country Club Drive to the west.

C. Site Plan

Figure 2 illustrates the project site plan.

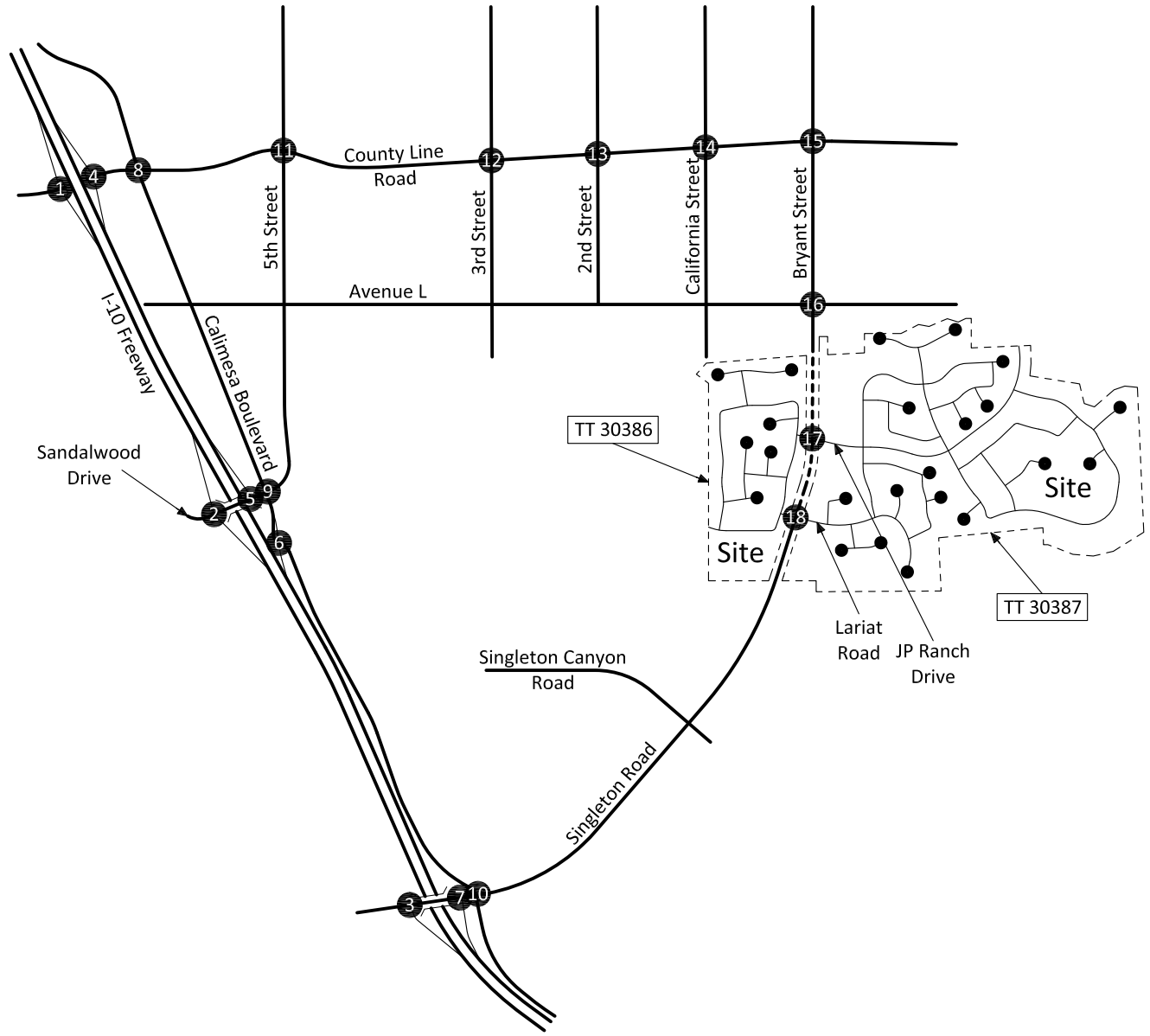
D. Phasing and Timing

The proposed project is anticipated for opening in Year 2014 and is proposed to be built in phases for Years 2015 to 2022 (see Table 2).

[8] The recreation center within Tentative Tract Map No. 30386 has been assumed for mainly internal resident use only.

[9] The neighborhood park within Tentative Tract Map No. 30387 has been assumed for mainly internal resident use only.

Figure 1
Project Location Map



Legend

1 = Intersection Reference Number

N

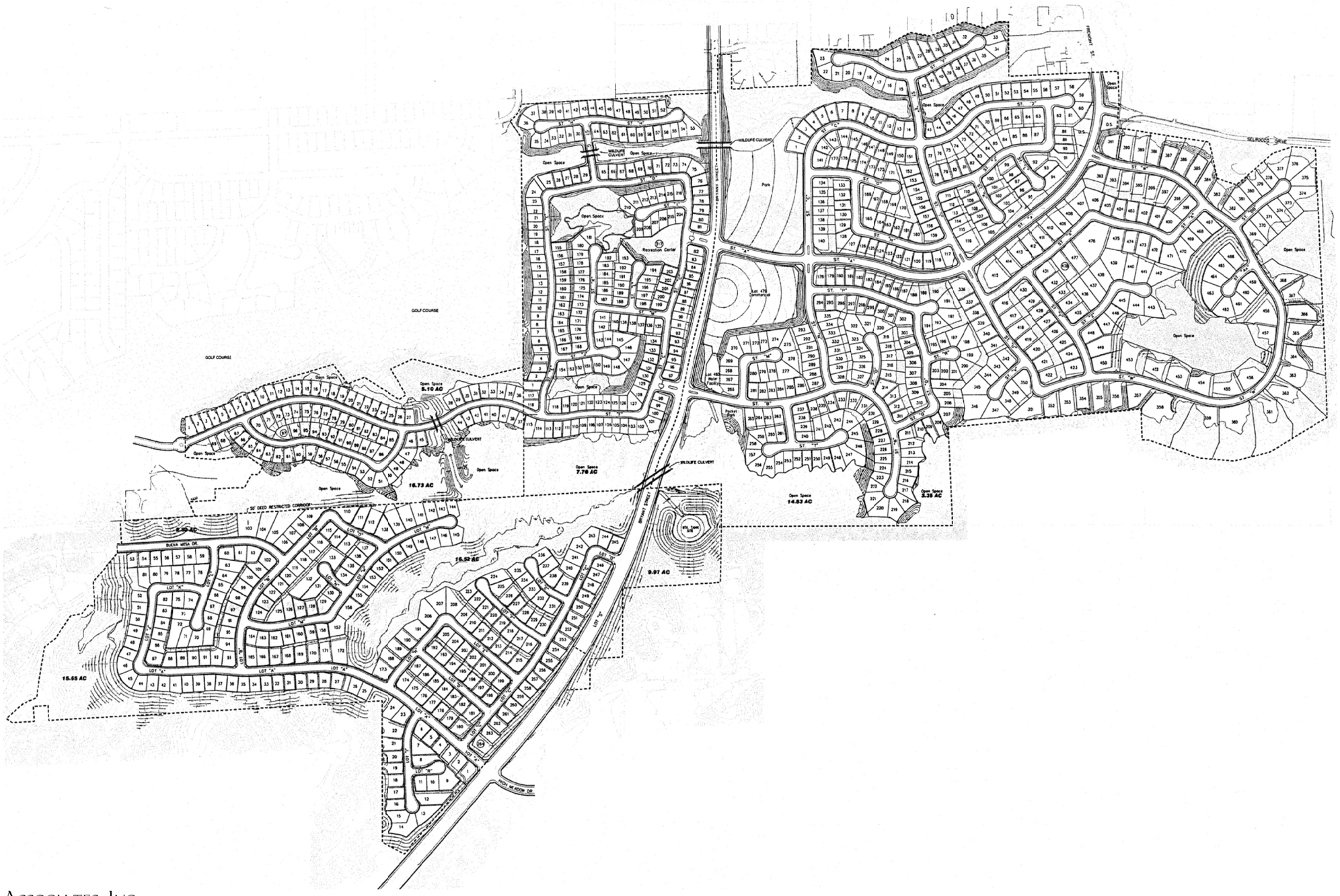
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Figure 2
Site Plan



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Figure 2
Site Plan

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III. Area Conditions

A. Study Area

1. Study Area Intersections

Pursuant to the scoping agreement with the City of Calimesa staff (see Appendix B), the study area includes the following intersections:

I-10 Freeway SB Ramps (NS) at:
- County Line Road (EW) - #1
- Sandalwood Drive (EW) - #2

I-10 Freeway SB On Ramp (NS) at:
- Singleton Road (EW) - #3

I-10 Freeway NB Ramps (NS) at:
- County Line Road (EW) - #4

I-10 Freeway NB On Ramp (NS) at:
- Sandalwood Drive (EW) - #5

I-10 Freeway NB Off Ramp (NS) at:
- Calimesa Boulevard (EW) - #6

I-10 Freeway NB Off Ramp (NS) at:
- Singleton Road (EW) - #7

Calimesa Boulevard (NS) at:
- County Line Road (EW) - #8
- Sandalwood Drive (EW) - #9
- Singleton Road (EW) - #10

5th Street (NS) at:
- County Line Road (EW) - #11

3rd Street (NS) at:
- County Line Road (EW) - #12

2nd Street (NS) at:
- County Line Road (EW) - #13

California Street (NS) at:
- County Line Road (EW) - #14

Bryant Street (NS) at:
County Line Road (EW) - #15
Avenue L (EW) - #16

Singleton Road (NS) at:
JP Ranch Drive (EW) - #17
Lariat Road (EW) - #18

B. Study Area Land Use

1. Existing Land Uses

The project site is generally undeveloped and relatively low trip generation is currently being generated from the project. Adjacent uses include the following:

North – Residential/Golf Course
South – Residential/Vacant
East – Residential/Vacant
West – Residential/Vacant

2. Approved Future Development

Other development and areawide growth calculations were added to existing volumes in the vicinity of the site.

C. Site Accessibility

1. Area Roadway System

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

Figure 4 exhibits the current City of Calimesa General Plan Circulation Element. Existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 4. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan and serves to coordinate future arterials between local jurisdictions. Figure 5 illustrates the City of Calimesa arterial street cross-sections.

2. Traffic Volumes and Conditions

Figure 6 depicts the existing average daily traffic volumes. The Existing average daily traffic volumes were factored from peak hour counts obtained by Kunzman Associates, Inc. in July/October 2012 (see Appendix C) using the following formula for each intersection leg:

PM Peak Hour (Approach + Exit Volume) x 12 = Leg Volume.

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

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix D). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The existing delay and Level of Service for intersections in the vicinity of the project are shown in Table 1. Existing delay is based upon manual morning and evening peak hour intersection turning movement counts made for Kunzman Associates, Inc. in July/October 2012 (see Figures 7 and 8). Traffic count worksheets are provided in Appendix C.

The study area intersections currently operate within acceptable Levels of Service during the peak hours for Existing traffic conditions, except for the following study area intersections that currently operate at unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

2nd Street (NS) at:
County Line Road (EW) - #13

Existing delay worksheets are provided in Appendix D.

D. Existing Traffic Signal Warrant Analysis

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

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1[10]
Sandalwood Drive (EW) - #2[10]

I-10 Freeway NB Ramps (NS) at:
County Line Road (EW) - #4[10]

3rd Street (NS) at:
County Line Road (EW) - #12[11]

[10] Included within the Transportation Uniform Mitigation fee (TUMF) improvements included in Appendix F.

[11] At the issuance of the 177th building permit for Tentative Tract Map No. 30386 and 1st building permit for Tentative Tract Map No. 30387, the developer shall pay the fair share contribution toward the traffic signal installation.

2nd Street (NS) at:

County Line Road (EW) - #13[12]

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

[12] At the issuance of the 177th building permit for Tentative Tract Map No. 30386 and 1st building permit for Tentative Tract Map No. 30387, the developer shall pay the fair share contribution toward the traffic signal installation.

Table 1

Existing Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
I-10 Freeway SB Ramps (NS) at:															
County Line Road (EW) - #1	CSS	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	99.9-F[4]	99.9-F
Sandalwood Drive (EW) - #2	AWS	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	43.4-E	18.4-C
I-10 Freeway SB On Ramp (NS) at:															
Singleton Road (EW) - #3	CSS	0	0	0	0	0	0	0	0.5	0.5	0.5	0.5	0	7.3-A	7.3-A
I-10 Freeway NB Ramps (NS) at:															
County Line Road (EW) - #4	CSS	0.5	0.5	d	0	0	0	1	1	0	0	1	1	14.8-B	17.4-C
I-10 Freeway NB On Ramp (NS) at:															
Sandalwood Drive (EW) - #5	CSS	0	0	0	0	0	0	0.5	0.5	0	0	0.5	0.5	11.1-B	8.8-A
I-10 Freeway NB Off Ramp (NS) at:															
Calimesa Boulevard (EW) - #6	CSS	0	0.5	0.5	0	0	0	0.5	0.5	0	0	0	1	13.6-B	15.4-C
Singleton Road (EW) - #7	CSS	0.5	0	0.5	0	0	0	0	1	0	0	1	0	8.4-A	8.5-A
Calimesa Boulevard (NS) at:															
County Line Road (EW) - #8	TS	1	1.5	0.5	1	1	1	1	1	d	1	1.5	0.5	9.8-A	9.5-A
Sandalwood Drive (EW) - #9	TS	1	2	d	1	1	1>	1.5	1	0.5	1	1	1	24.7-C	21.1-C
Singleton Road (EW) - #10	AWS	0	1	0	0	1	0	0	1	0	0	1	0	7.3-A	7.6-A
5th Street (NS) at:															
County Line Road (EW) - #11	TS	1	0.5	0.5	1	1	d	1	1	1	1	1	1	23.8-C	16.2-B
3rd Street (NS) at:															
County Line Road (EW) - #12	AWS	0	1	0	0	1	0	0	1	0	0	1	0	24.5-C	22.0-C
2nd Street (NS) at:															
County Line Road (EW) - #13	AWS	0	1	0	0	1	0	0	1	0	0	1	0	28.3-D	13.4-B
California Street (NS) at:															
County Line Road (EW) - #14	AWS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	14.9-B	13.4-B
Bryant Street (NS) at:															
County Line Road (EW) - #15	AWS	0	1	0	0	1	0	0	1	0	0	1	0	11.6-B	11.4-B
Avenue L (EW) - #16	AWS	0	1	0	0	1	0	0	1	0	0	1	0	7.6-A	7.8-A

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

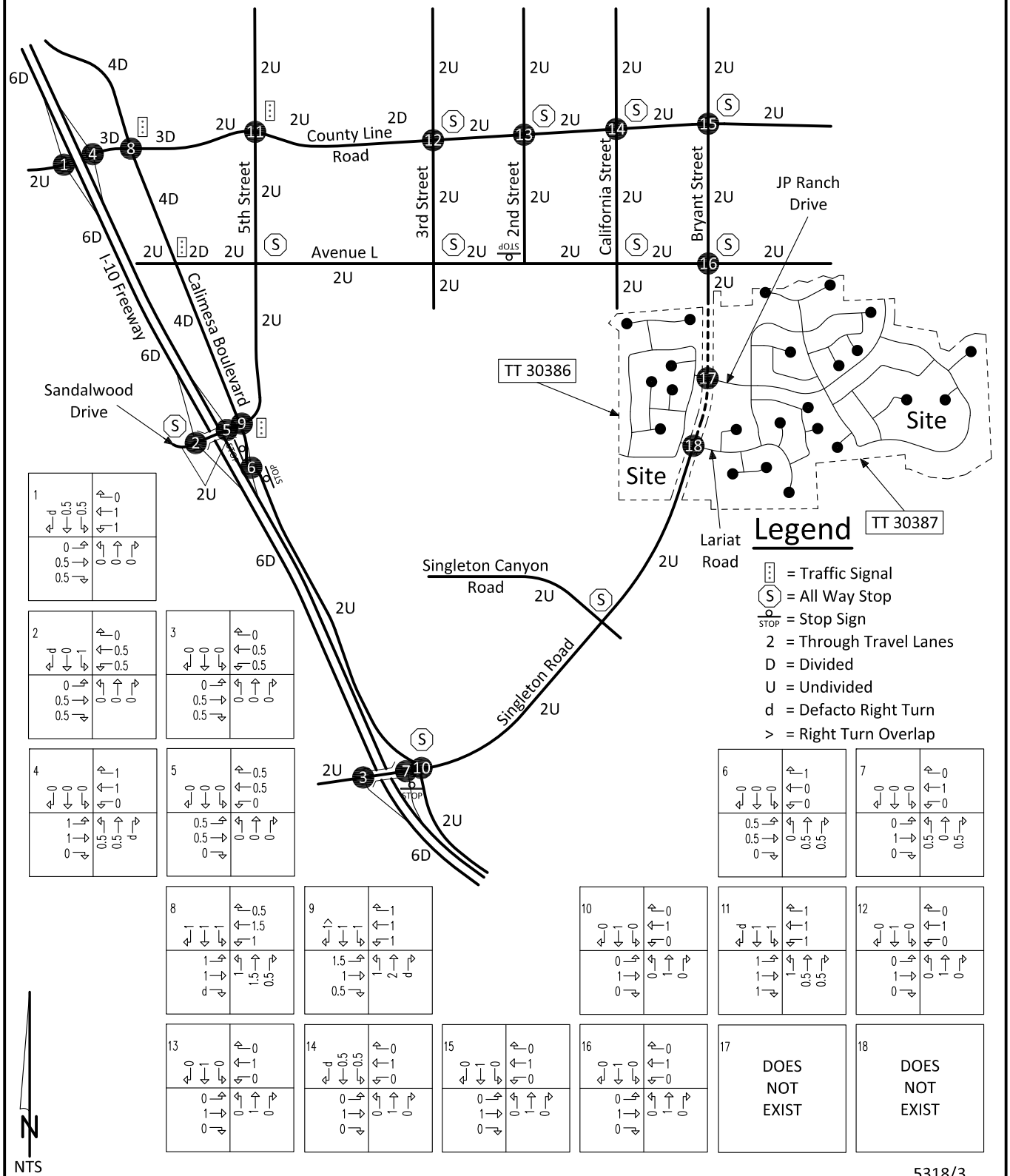
L = Left; T = Through; R = Right; d = Defacto Right Turn; > = Right Turn Overlap

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[3] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

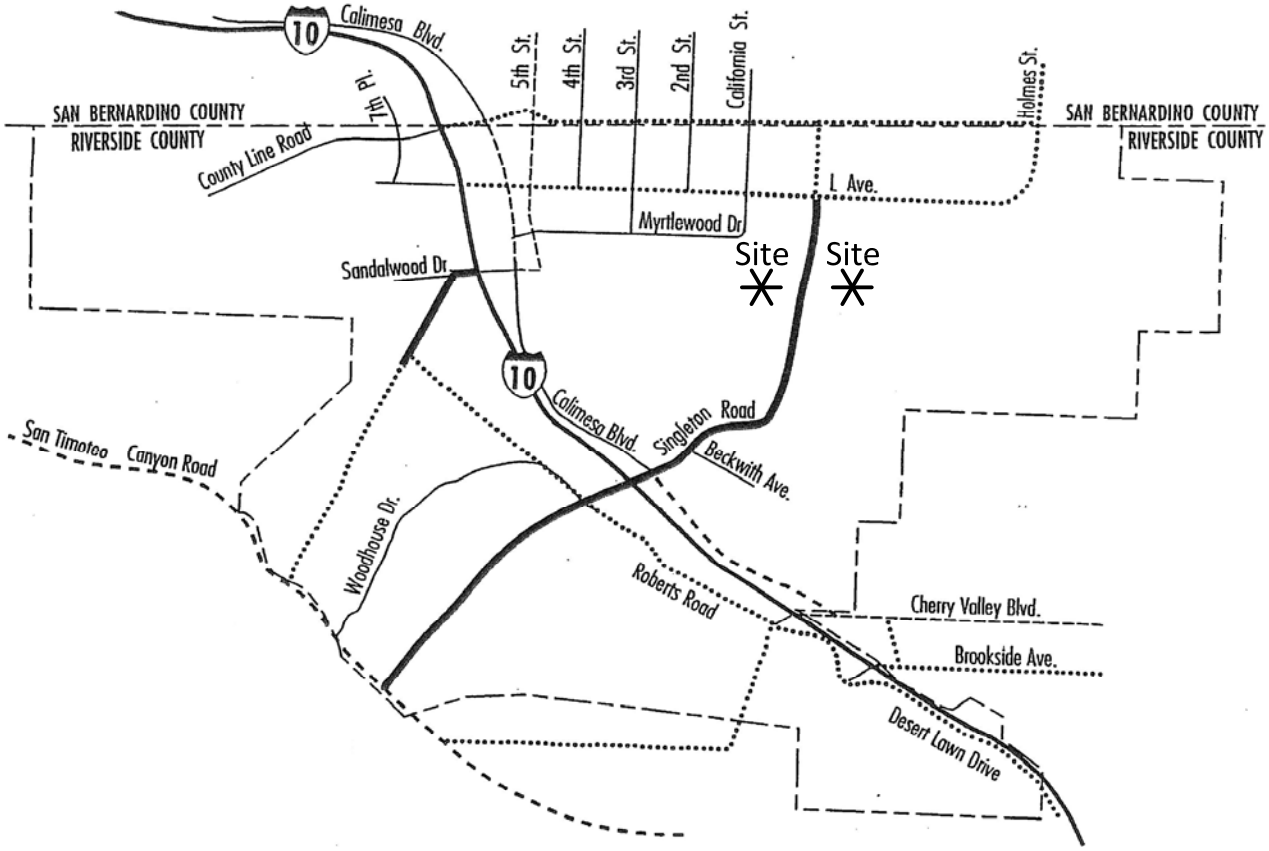
Figure 3
Existing Through Travel Lanes and Intersection Controls



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Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 4
City of Calimesa General Plan Circulation Element



Legend

- Arterial (134' ROW)
- Major (100' ROW)
- Secondary (88' ROW)
- Specific Plan Road (Variable ROW)
- Local or Collector Road

ROW = Right of Way

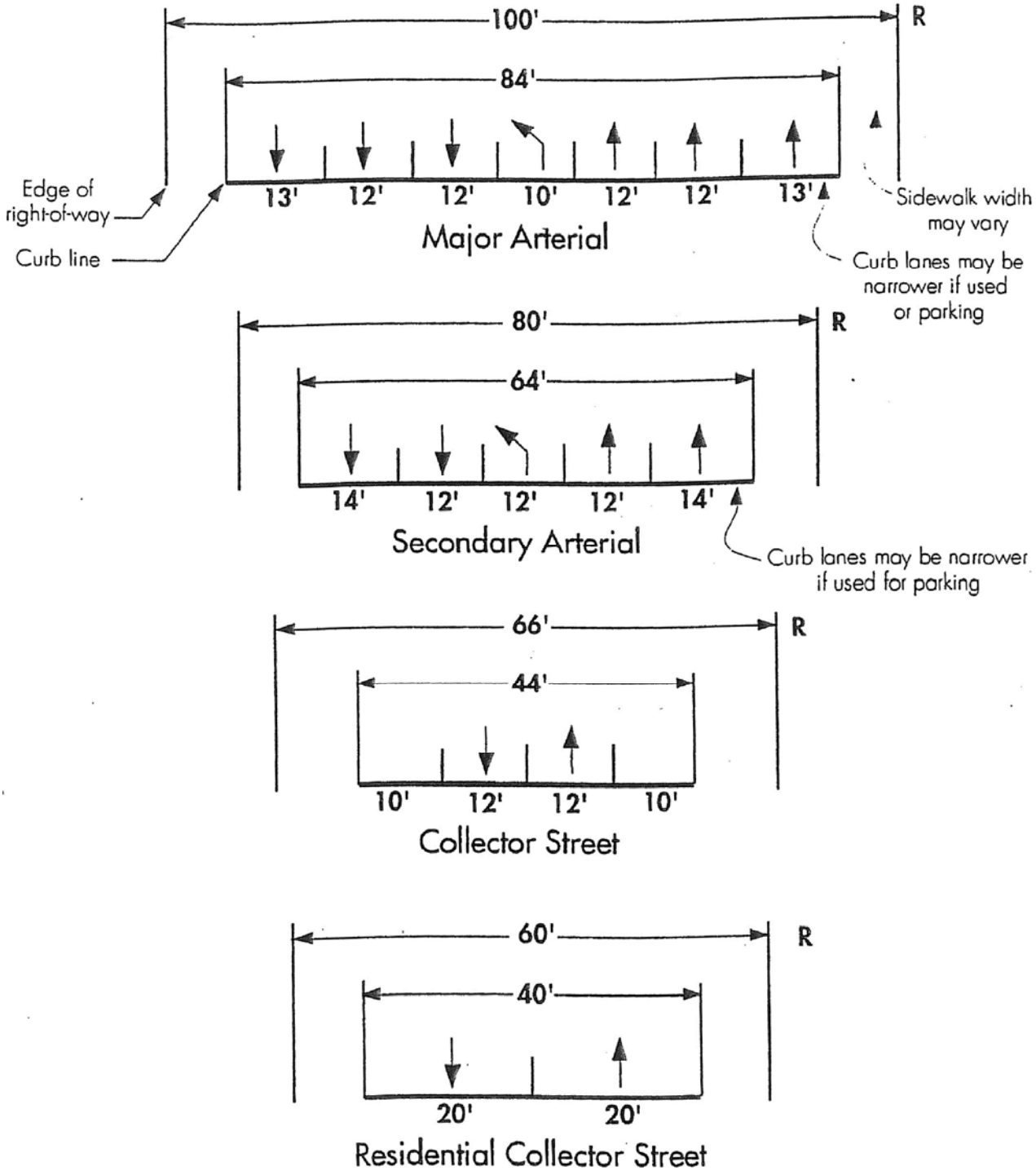
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Source: City of Calimesa

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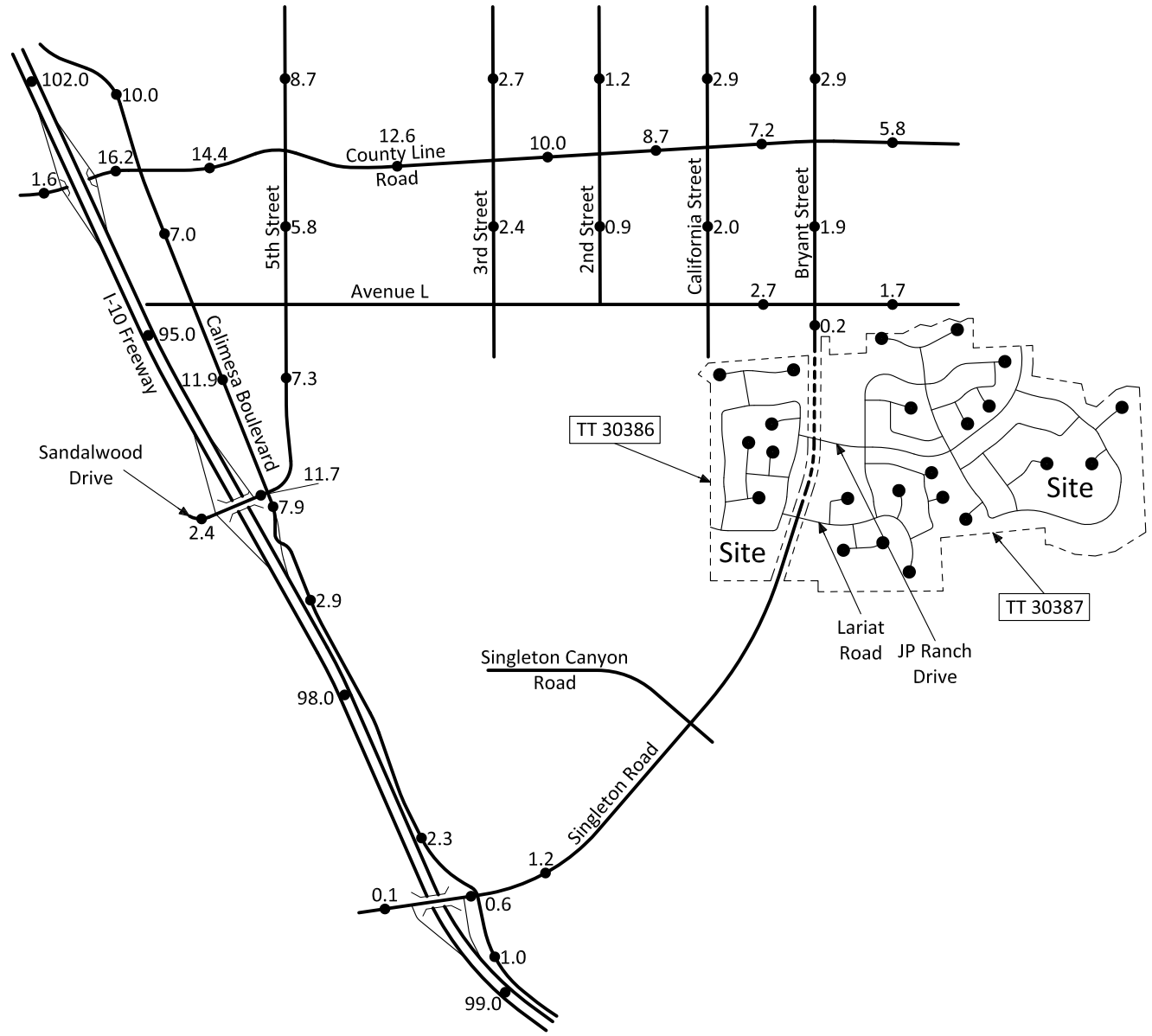
Figure 5
City of Calimesa General Plan Roadway Cross-Sections



Source: City of Calimesa

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Figure 6
Existing Average Daily Traffic Volumes



Legend

1.2 = Vehicles Per Day (1,000's)

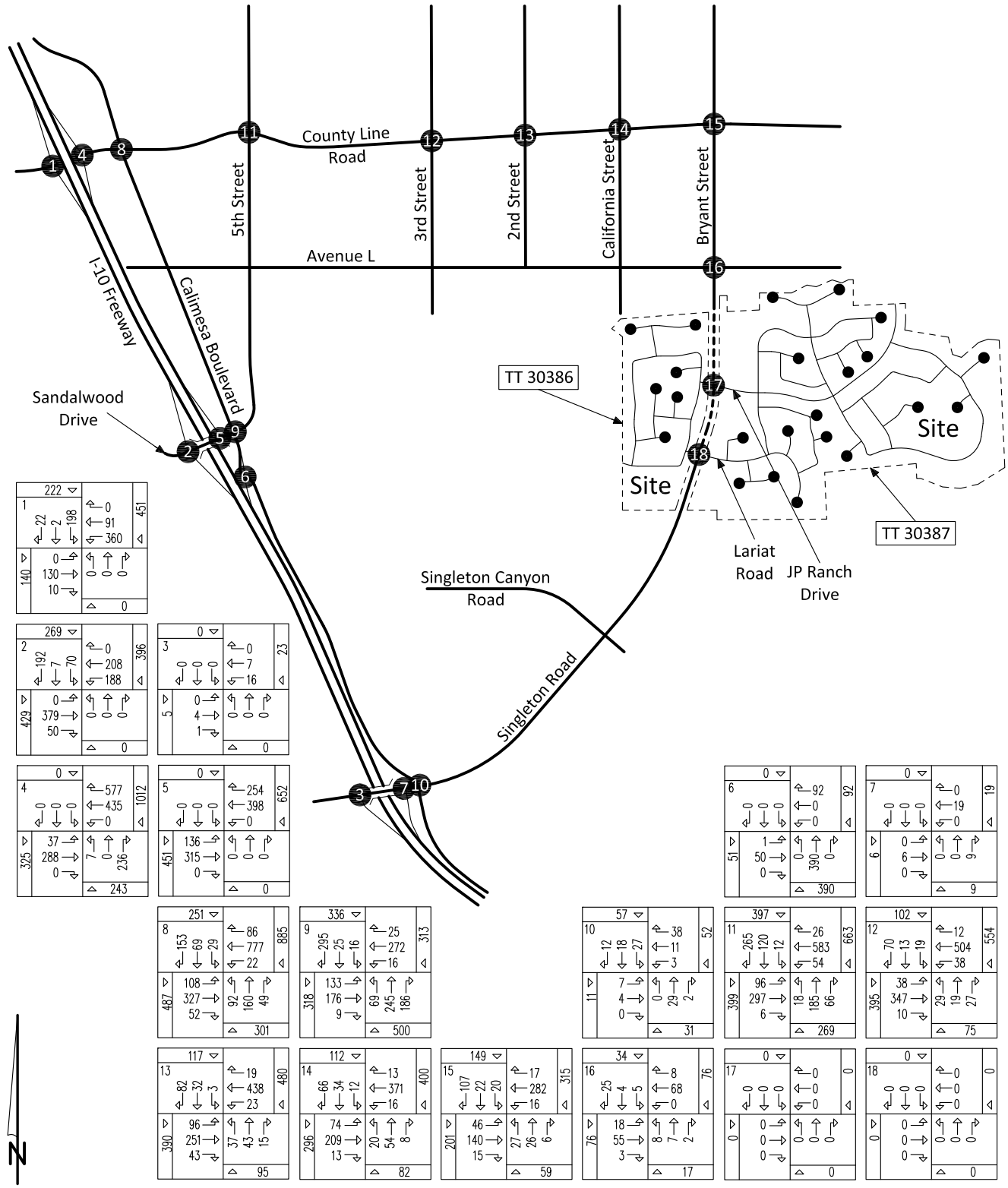
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Figure 7
Existing Morning Peak Hour Intersection Movement Volumes

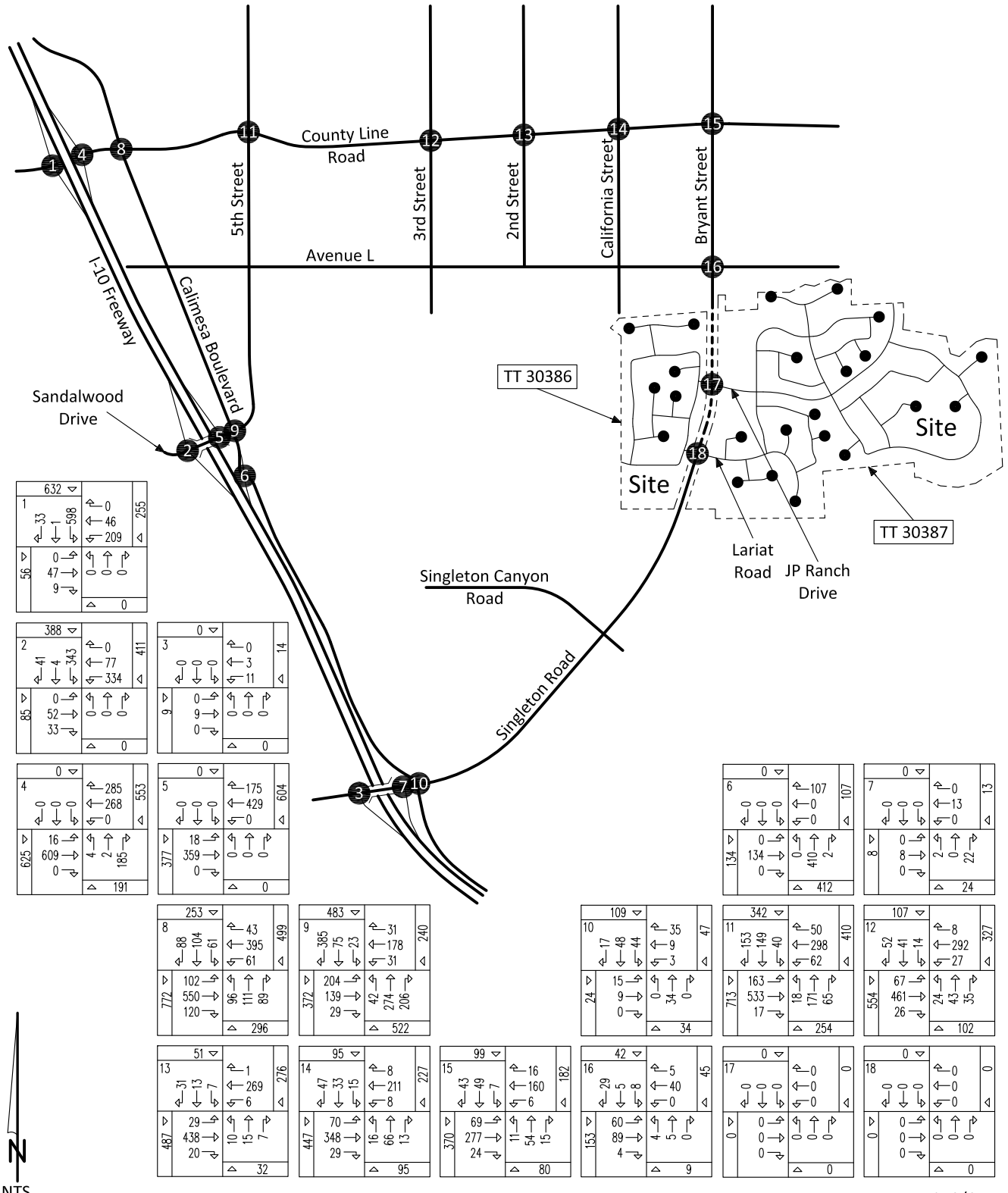


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KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 8
Existing Evening Peak Hour Turning Movement Volumes



5318/8

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

OVER 35 YEARS OF EXCELLENT SERVICE

IV. Project Traffic

Tentative Tract Map No. 30386[13] contains 211 single-family detached residential dwelling units and Tentative Tract Map No. 30387[14] contains 478 single-family detached residential dwelling units and 72,700 square feet of commercial retail.

A. Site Traffic

1. Trip Generation

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

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land use. By multiplying the trip generation rates by the land use quantity, the traffic volumes are determined. Table 2 exhibits the trip generation rates, project peak hour volumes, and project daily traffic volumes. The trip generation rates are from the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012.

The proposed development is projected to generate a total of approximately 9,664 daily vehicle trips, 587 of which occur during the morning peak hour and 958 of which occur during the evening peak hour.

2. Trip Generation Comparison

A trip generation comparison (see Table 3) has been conducted between the previous project and the proposed project. The Development of Tentative Tract Numbers 30386 and 30387 Environmental Impact Report, Willdan (February 2003) previously included the following land uses:

Previous TT 30386
221 senior residential dwelling units
34.4 acres of recreation center
Previous TT 30387
490 single-family detached residential dwelling units
72,700 square feet of community commercial shopping center
14.88 acre park

[13] The recreation center within Tentative Tract Map No. 30386 has been assumed for mainly internal resident use only.

[14] The neighborhood park within Tentative Tract Map No. 30387 has been assumed for mainly internal resident use only.

The JP Ranch development currently proposes the following land uses:

Proposed TT 30386
211 single-family detached residential dwelling units
Recreation center[15]
Previous TT 30387
478 single-family detached residential dwelling units
72,700 square feet of commercial retail
Park[16]

The previous development is projected to generate a total of approximately 9,900 daily vehicle trips, 603 of which occur during the morning peak hour and 976 of which occur during the evening peak hour.

As shown in Table 3, the proposed project compared to the previous project is projected to generate approximately 236 less daily vehicle trips, 16 less of which will occur during the morning peak hour and 18 less of which will occur during the evening peak hour. The proposed project is projected to contribute a net reduction in trip generation compared to the previous project.

3. Trip Distribution

Figures 9 and 10 contain the directional distributions of the Tentative Tract Map No. 30386 project trips for the proposed land use (without and with the Bryant Street connection). It should be noted that the Bryant Street connection will not occur until Year 2017. For Year 2017, existing traffic volumes were redistributed to account for the Bryant Street connection.

Figures 11 to 13 contain the directional distributions of the Tentative Tract Map No. 30387 project trips for the proposed land use (without and with the Bryant Street connection). It should be noted that the Bryant Street connection will not occur until Year 2017. For Year 2017, existing traffic volumes were redistributed to account for the Bryant Street connection.

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

4. Trip Assignment

Based on the identified Year 2014 trip generation and distributions, Year 2014 project average daily traffic volumes have been calculated and shown on Figure 14. Year 2014

[15] The recreation center within Tentative Tract Map No. 30386 has been assumed for mainly internal resident use only.

[16] The neighborhood park within Tentative Tract Map No. 30387 has been assumed for mainly internal resident use only.

morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 15 and 16, respectively.

Based on the identified Year 2015 trip generation and distributions, Year 2015 project average daily traffic volumes have been calculated and shown on Figure 17. Year 2015 morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 18 and 19, respectively.

Based on the identified Year 2016 trip generation and distributions, Year 2016 project average daily traffic volumes have been calculated and shown on Figure 20. Year 2016 morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 21 and 22, respectively.

Based on the identified Year 2017 trip generation and distributions, Year 2017 project average daily traffic volumes have been calculated and shown on Figure 23. Year 2017 morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 24 and 25, respectively.

Based on the identified Year 2018 trip generation and distributions, Year 2018 project average daily traffic volumes have been calculated and shown on Figure 26. Year 2018 morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 27 and 28, respectively.

Based on the identified Year 2019 trip generation and distributions, Year 2019 project average daily traffic volumes have been calculated and shown on Figure 29. Year 2019 morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 30 and 31, respectively.

Based on the identified Year 2020 trip generation and distributions, Year 2020 project average daily traffic volumes have been calculated and shown on Figure 32. Year 2020 morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 33 and 34, respectively.

Based on the identified Year 2021 trip generation and distributions, Year 2021 project average daily traffic volumes have been calculated and shown on Figure 35. Year 2021 morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 36 and 37, respectively.

Based on the identified Year 2022 trip generation and distributions, Year 2022 project average daily traffic volumes have been calculated and shown on Figure 38. Year 2022 morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 39 and 40, respectively.

5. Modal Split

The traffic reducing potential of public transit has not been considered in this report. Essentially the traffic projections are conservative in that public transit might be able to reduce the traffic volumes.

Table 2

Project Trip Generation by Phase[1]

Land Use	Quantity	Units[2]	Morning Peak Hour			Evening Peak Hour			Daily
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates									
Single-Family Detached Residential		DU	0.19	0.56	0.75	0.63	0.37	1.00	9.52
Commercial Retail		TSF	0.60	0.36	0.96	1.78	1.93	3.71	42.70
Trips Generated for Year 2014									
TT 30386[3]	77	DU	15	43	58	49	28	77	733
Trips Generated for Year 2015									
TT 30386	163	DU	31	91	122	103	60	163	1,552
Trips Generated for Year 2016									
TT 30386	176	DU	33	99	132	111	65	176	1,676
Trips Generated for Year 2017[4]									
TT 30386	211	DU	40	118	158	133	78	211	2,009
TT 30387	96	DU	18	54	72	60	36	96	914
Total			58	172	230	193	114	307	2,923
Trips Generated for Year 2018									
TT 30386	211	DU	40	118	158	133	78	211	2,009
TT 30387	199	DU	38	111	149	125	74	199	1,894
Total			78	229	307	258	152	410	3,903
Trips Generated for Year 2019									
TT 30386	211	DU	40	118	158	133	78	211	2,009
TT 30387	294	DU	56	165	221	185	109	294	2,799
Total			96	283	379	318	187	505	4,808
Trips Generated for Year 2020									
TT 30386	211	DU	40	118	158	133	78	211	2,009
TT 30387	382	DU	73	214	287	241	141	382	3,637
Total			113	332	445	374	219	593	5,646
Trips Generated for Year 2021									
TT 30386	211	DU	40	118	158	133	78	211	2,009
TT 30387	454	DU	86	254	340	286	168	454	4,322
Total			126	372	498	419	246	665	6,331
Trips Generated for Year 2022									
TT 30386	211	DU	40	118	158	133	78	211	2,009
TT 30387	478	DU	91	268	359	301	177	478	4,551
	72.7[5]	TSF	44	26	70	129	140	269	3,106
Total			175	412	587	563	395	958	9,666

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

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

[3] In order to provide a conservative analysis, the 29 dwelling units currently built have been included in Year 2014.

[4] Bryant Street connection assumed for Year 2017.

[5] It should be noted that for commercial retail, a portion of the traffic would come from pass-by trips and internal interaction. In order to analyze a "conservative" scenario in te of the assignment of traffic, the traffic volumes from the commercial retail portion of the project site have not been reduced for pass-by and internal interaction.

Table 3

Project Trip Generation Comparison

Development	Land Use	Quantity	Units[1]	Morning Peak Hour			Evening Peak Hour			Daily
				Inbound	Outbound	Total	Inbound	Outbound	Total	
Previous TT 30386[2]	Senior Residential	221	DU	25	77	102	86	49	135	1,269
	Recreation Center	34.4	AC	30	15	45	21	40	61	787
	Subtotal			55	92	148	107	89	196	2,056
Previous TT 30387[2]	Single-Family Detached Residential	490	DU	93	284	377	319	181	500	4,689
	Community Commercial Shopping Center	72.7	TSF	46	29	75	131	141	272	3,120
	Park	14.88	AC	1	1	2	3	6	9	34
	Subtotal			140	315	455	452	328	781	7,844
Total				196	407	603	559	417	976	9,900
Proposed TT 30386[3]	Single-Family Detached Residential	211	DU	40	118	158	133	78	211	2,009
Proposed TT 30387[4]	Single-Family Detached Residential	478	DU	91	268	359	301	177	478	4,551
	Commercial Retail	72.7	TSF	44	26	70	129	140	269	3,104
Total				175	412	587	563	395	958	9,664
Difference				-21	+5	-16	+4	-22	-18	-236

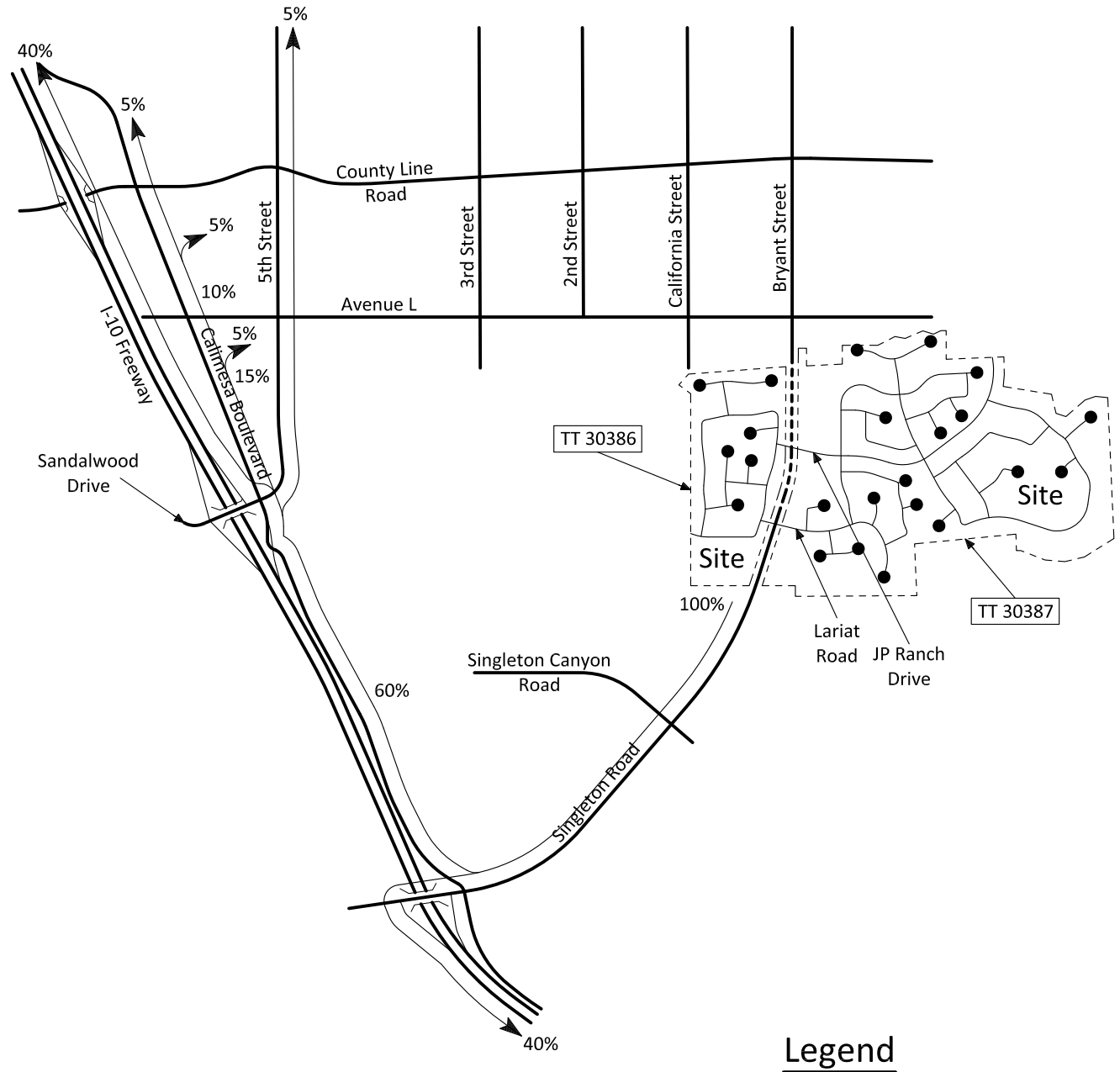
[1] DU = Dwelling Unit; AC = Acres; TSF = Thousand Square Feet

[2] Source: Development of Tentative Tract Numbers 30386 and 30387 Environmental Impact Report, Willdan (February 2003).

[3] The recreation center within Tentative Tract Map No. 30386 has been assumed for mainly internal resident use only.

[4] The neighborhood park within Tentative Tract Map No. 30387 has been assumed for mainly internal resident use only.

Figure 9
Tentative Tract No. 30386 Project Trip Distribution - Residential
(Without Bryant Street Connection)

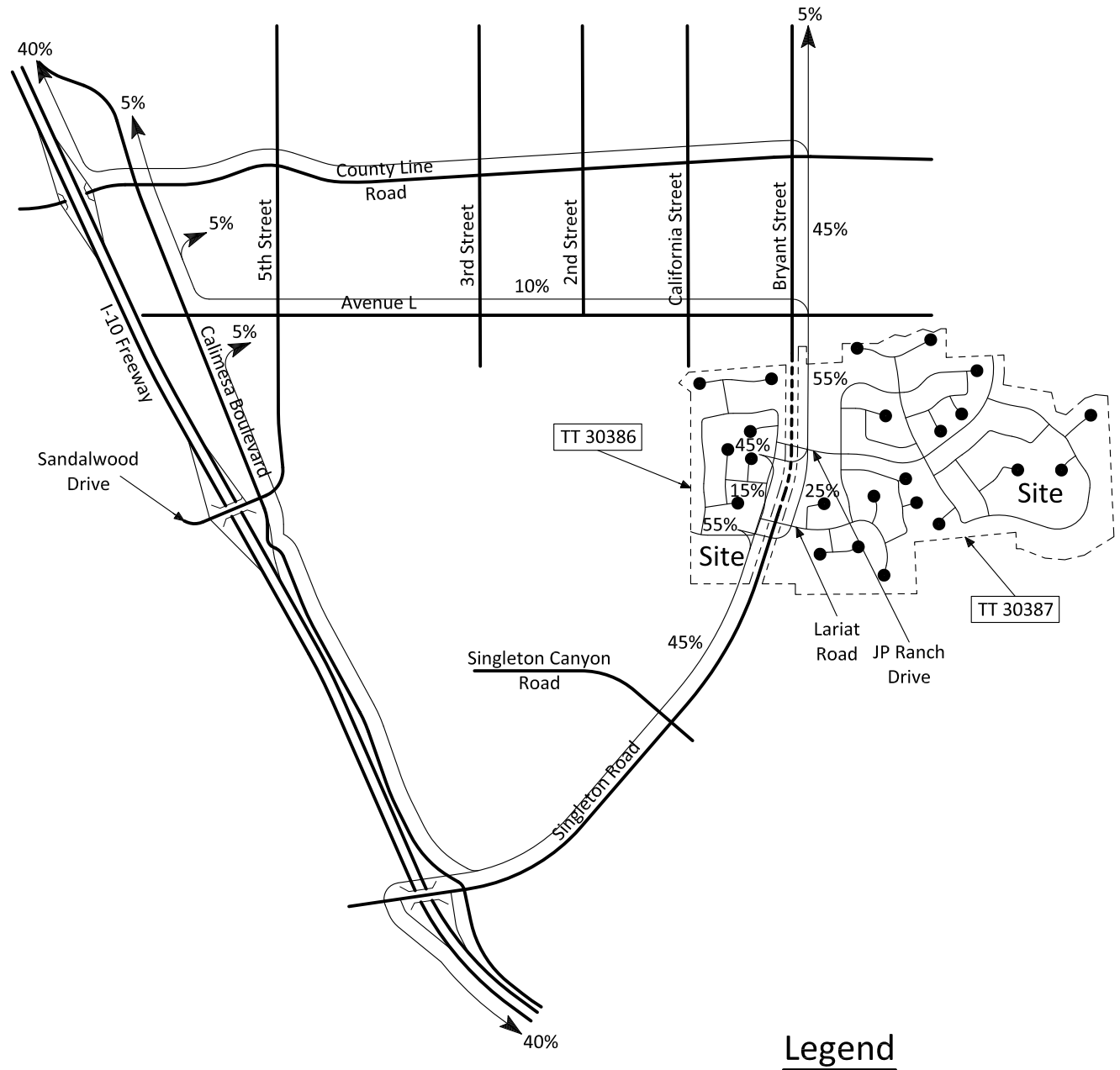


5318/9

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 10
Tentative Tract No. 30386 Project Trip Distribution - Residential
(With Bryant Street Connection)



Legend

10% = Percent To/From Project

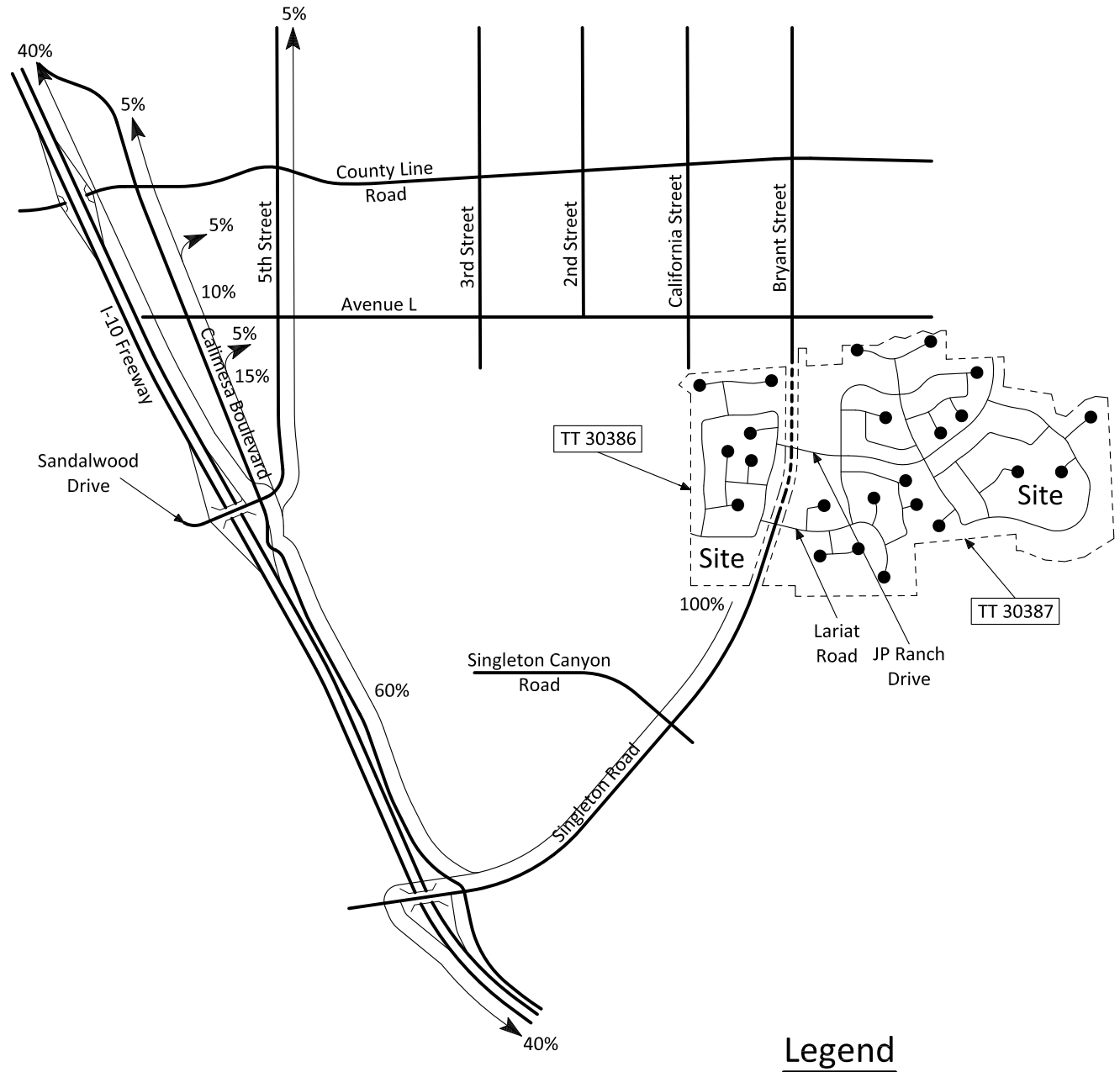
NTS

5318/10

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 11
Tentative Tract Map No. 30387 Project Trip Distribution - Residential
(Without Bryant Street Connection)

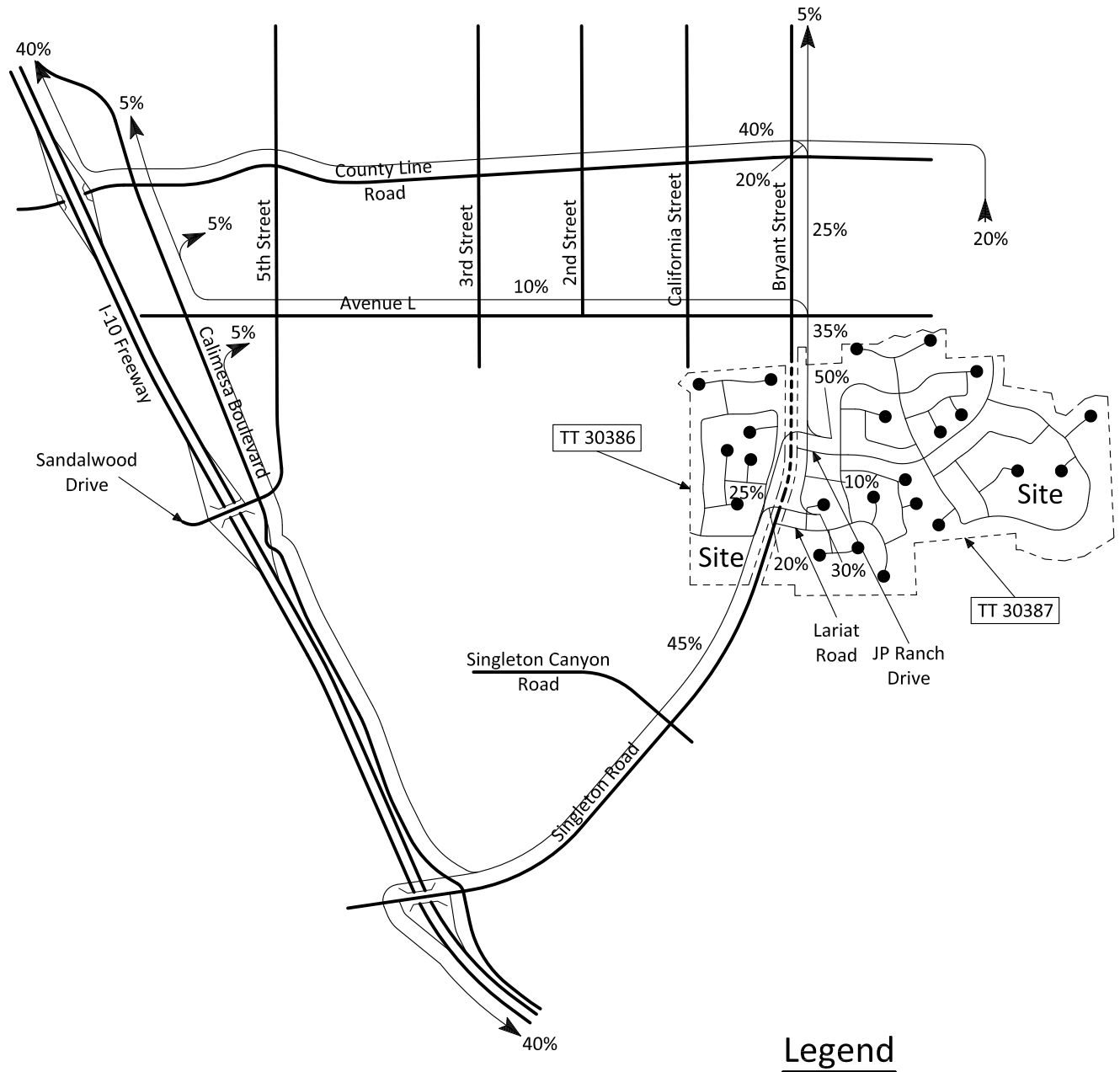


5318/11

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 12
Tentative Tract No. 30387 Project Trip Distribution - Residential
(With Bryant Street Connection)



Legend

10% = Percent To/From Project

N

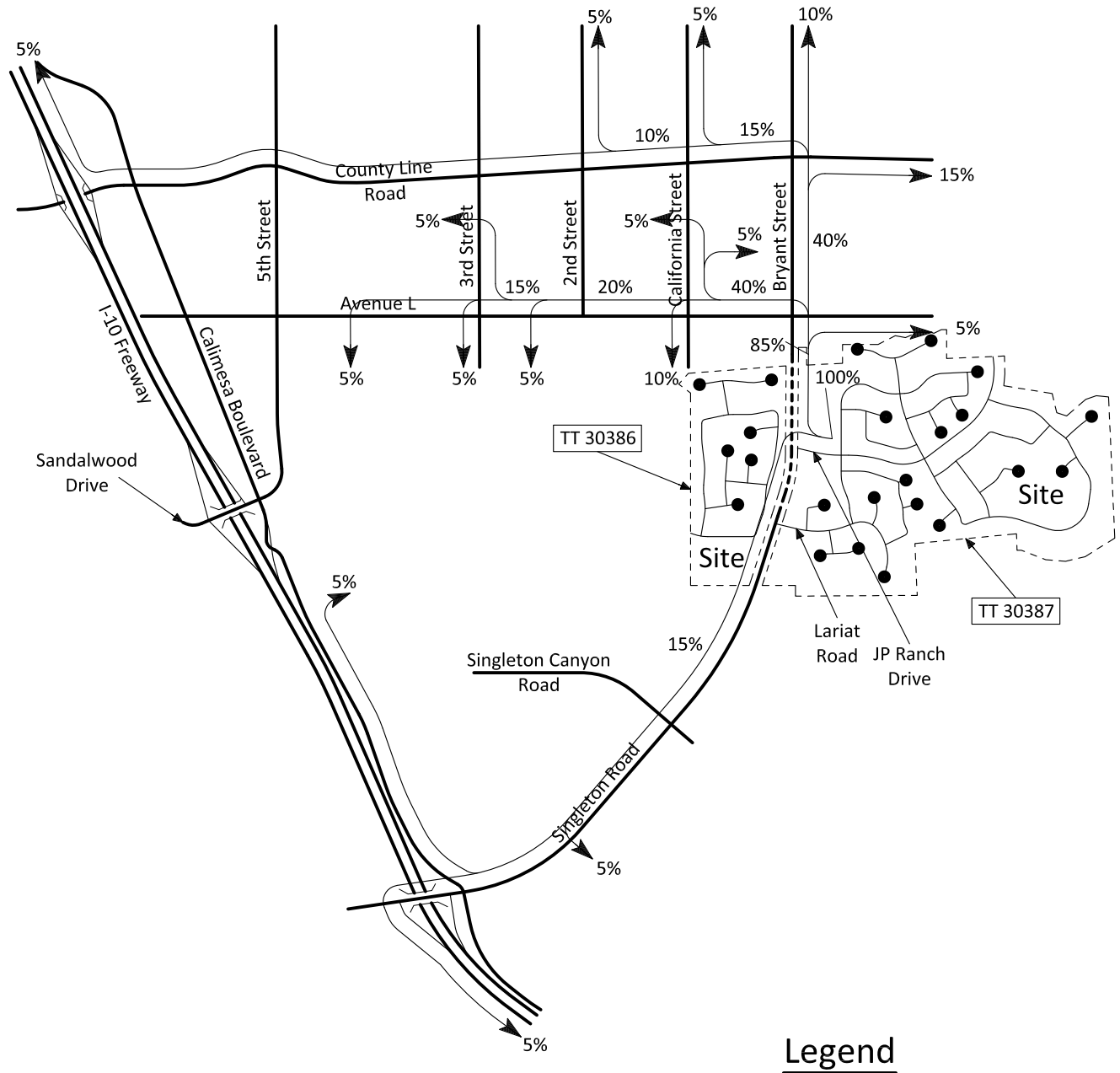
NTS

5318/12

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 13
Tentative Tract No. 30387 Project Trip Distribution - Commercial
(With Bryant Street Connection)



Legend

10% = Percent To/From Project

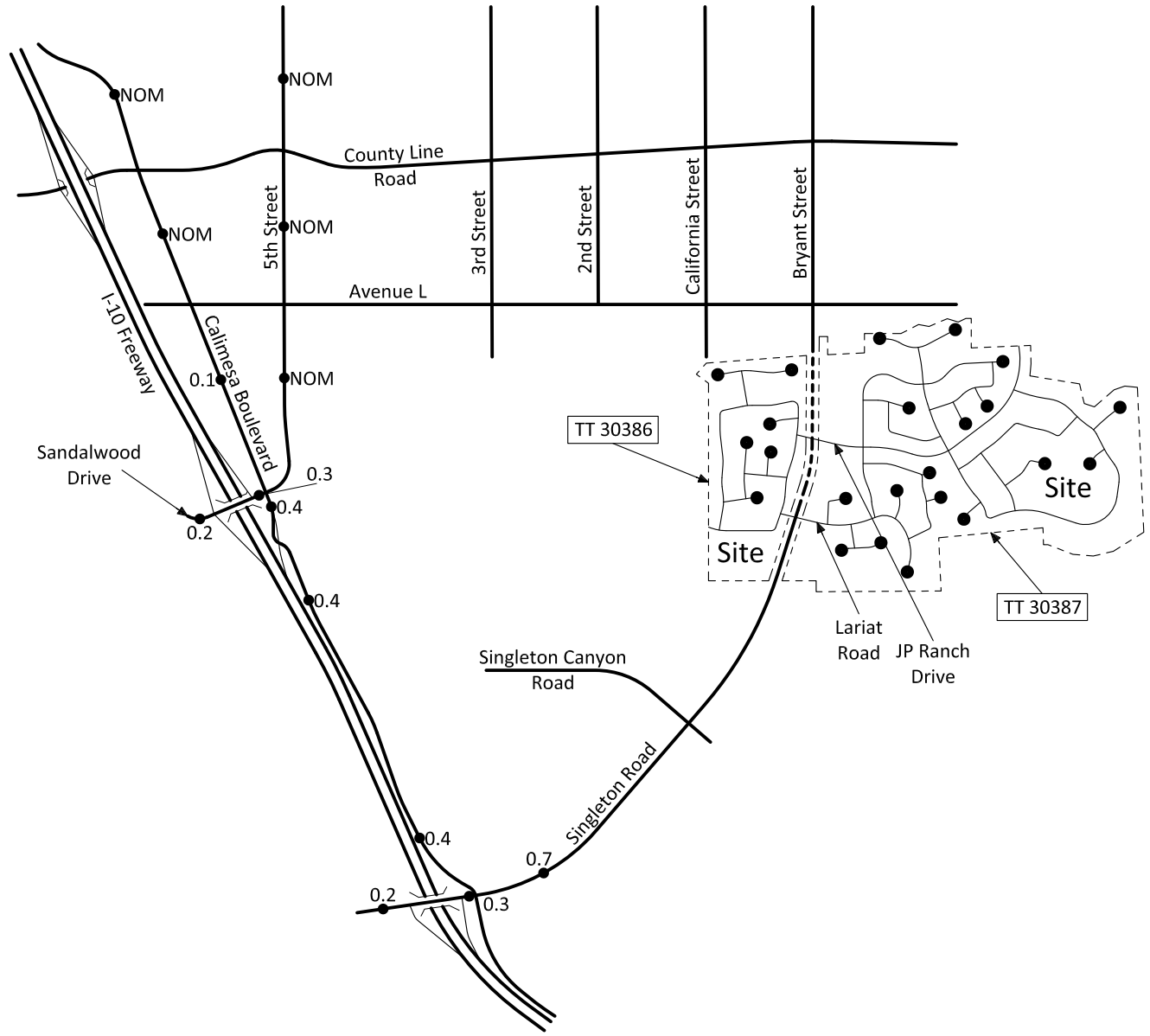
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

5318/13

Figure 14
Year 2014 Project Average Daily Traffic Volumes



Legend

0.7 = Vehicles Per Day (1,000's)
NOM = Nominal, Less Than 50 Vehicles Per Day

N

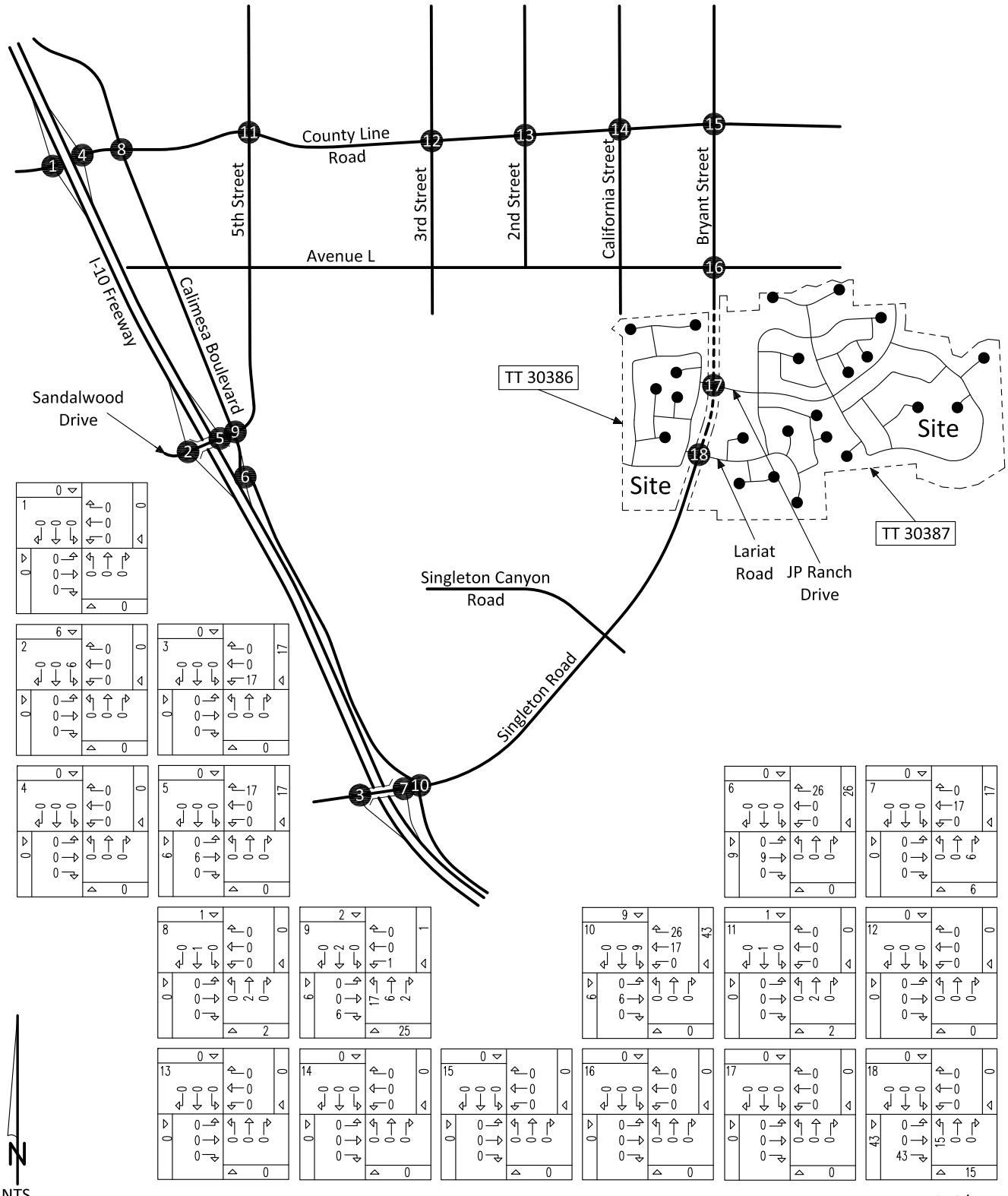
NTS

5318/14

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 15
Year 2014 Project
Morning Peak Hour Intersection Turning Movement Volumes

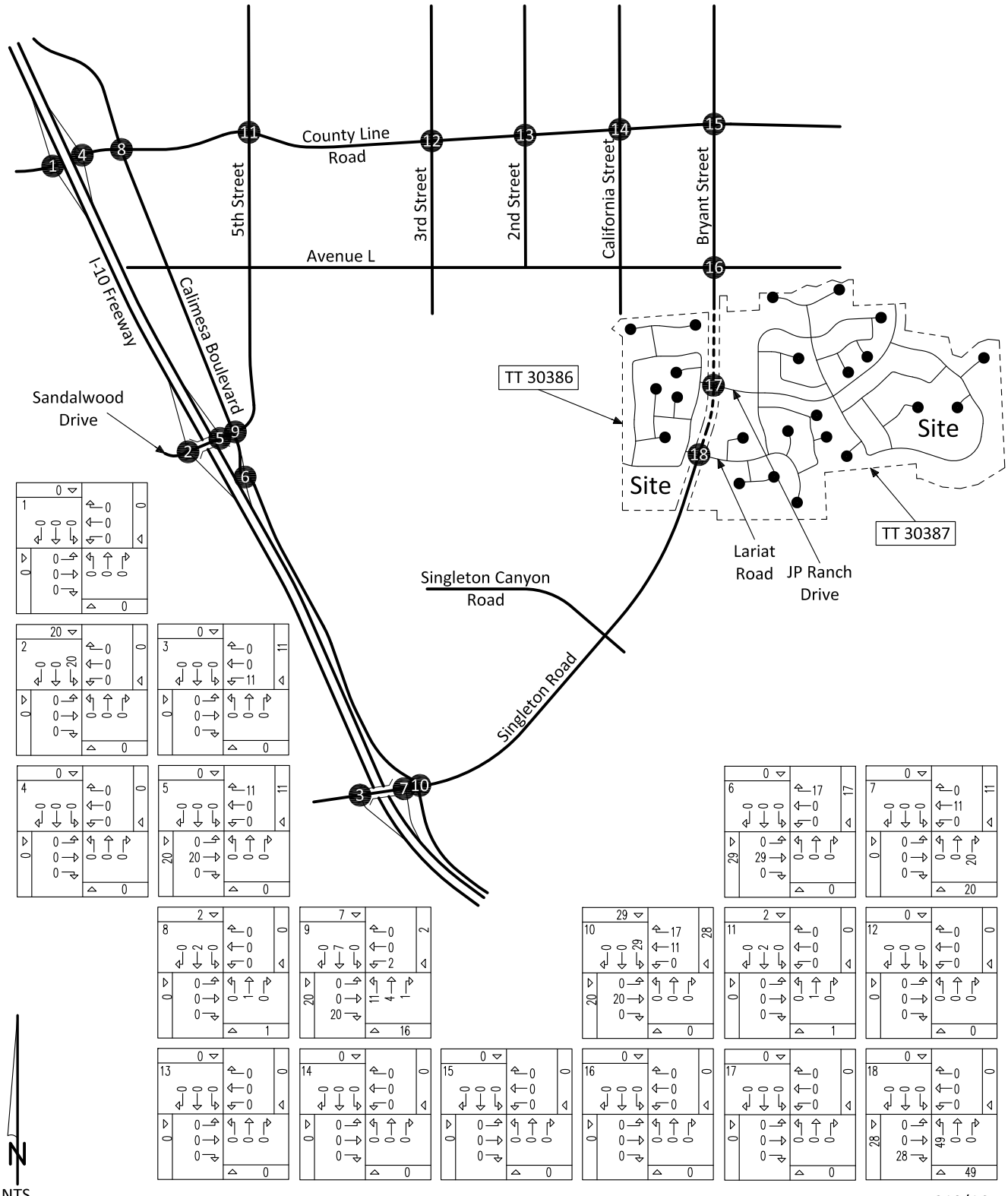


5318/15

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 16
Year 2014 Project
Evening Peak Hour Intersection Turning Movement Volumes

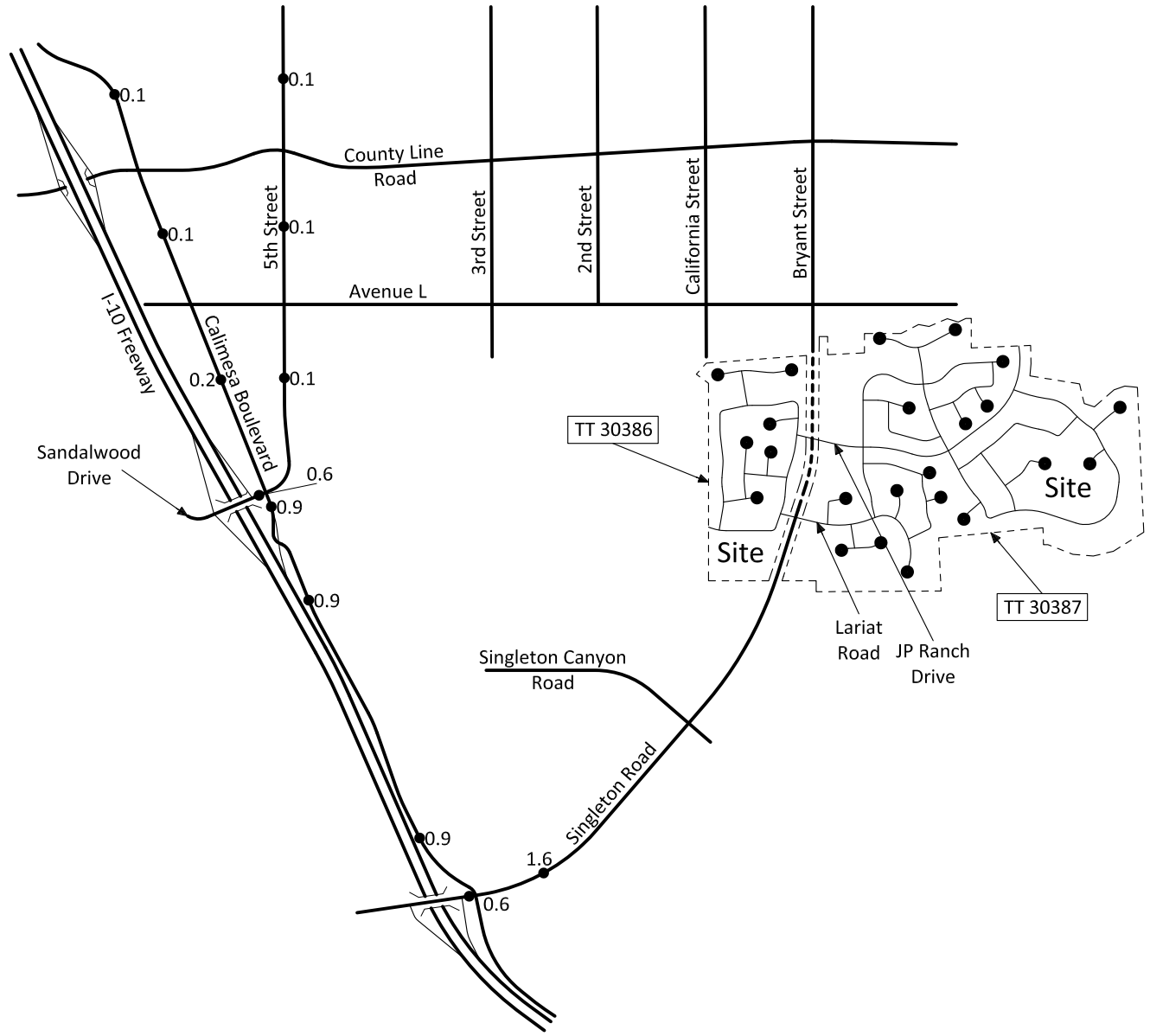


5318/16

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 17
Year 2015 Project Average Daily Traffic Volumes



Legend

1.6 = Vehicles Per Day (1,000's)

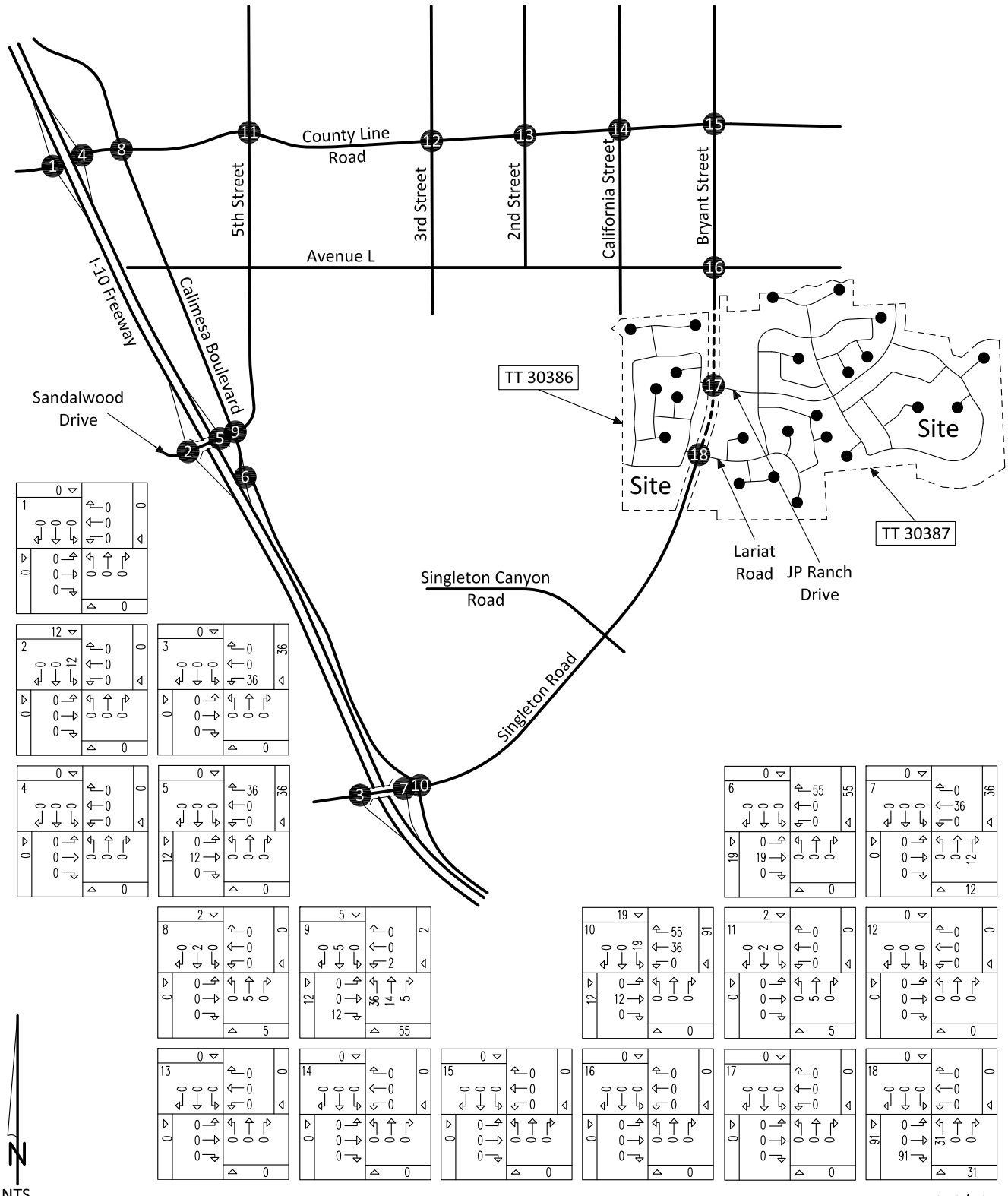
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

5318/17

Figure 18
Year 2015 Project
Morning Peak Hour Intersection Turning Movement Volumes

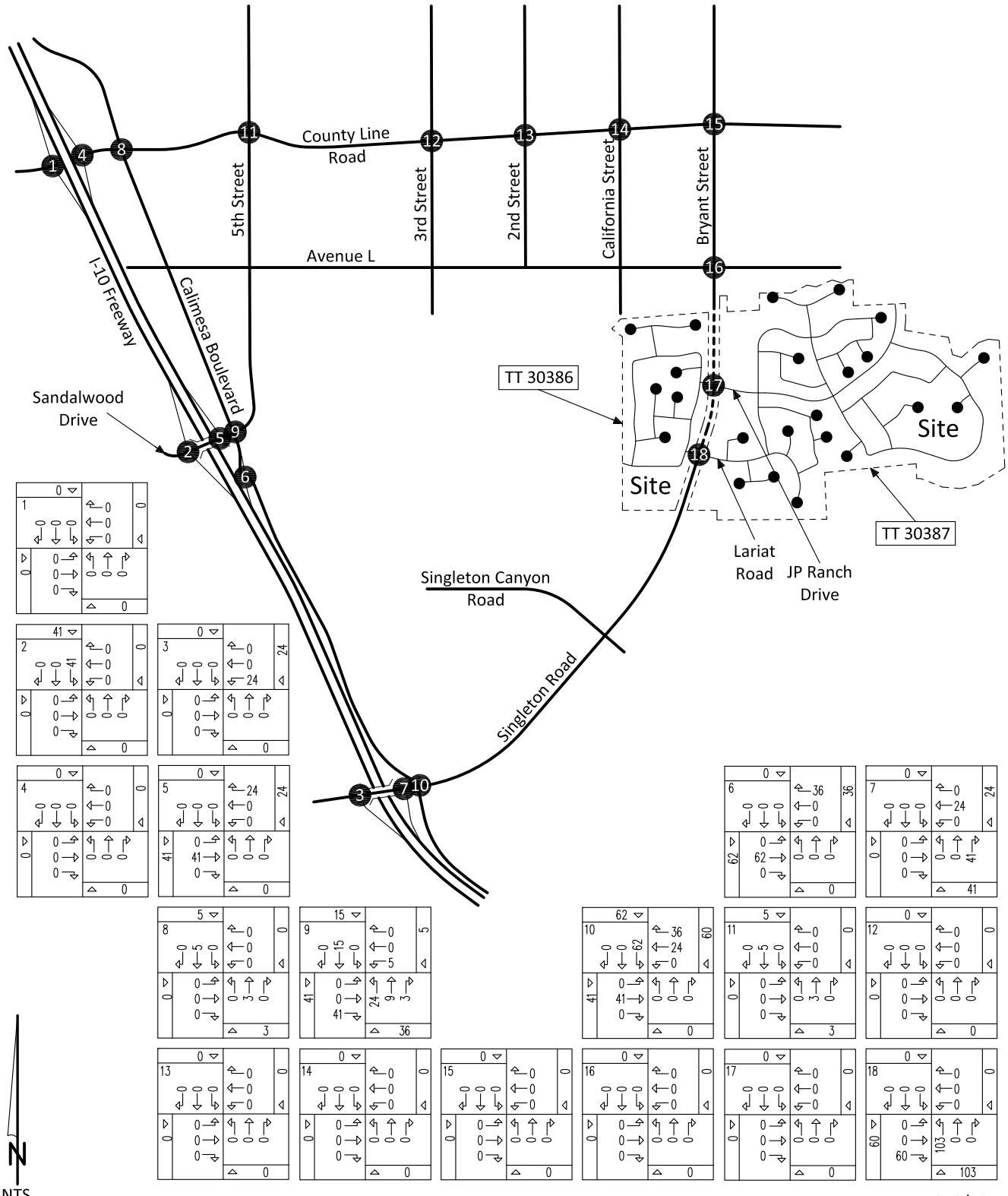


5318/18

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 19
Year 2015 Project
Evening Peak Hour Intersection Turning Movement Volumes

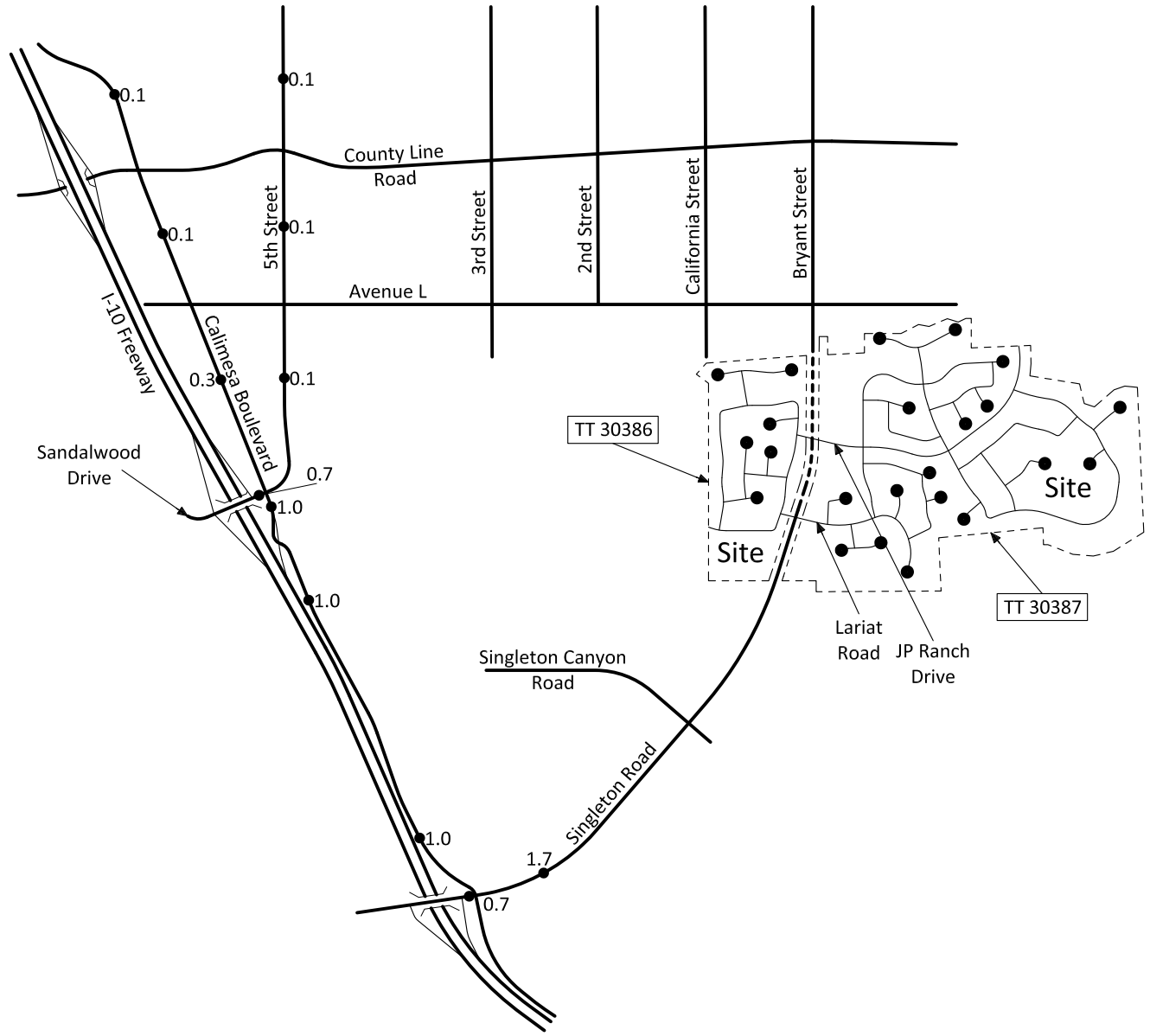


5318/19

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 20
Year 2016 Project Average Daily Traffic Volumes



Legend

1.7 = Vehicles Per Day (1,000's)

N

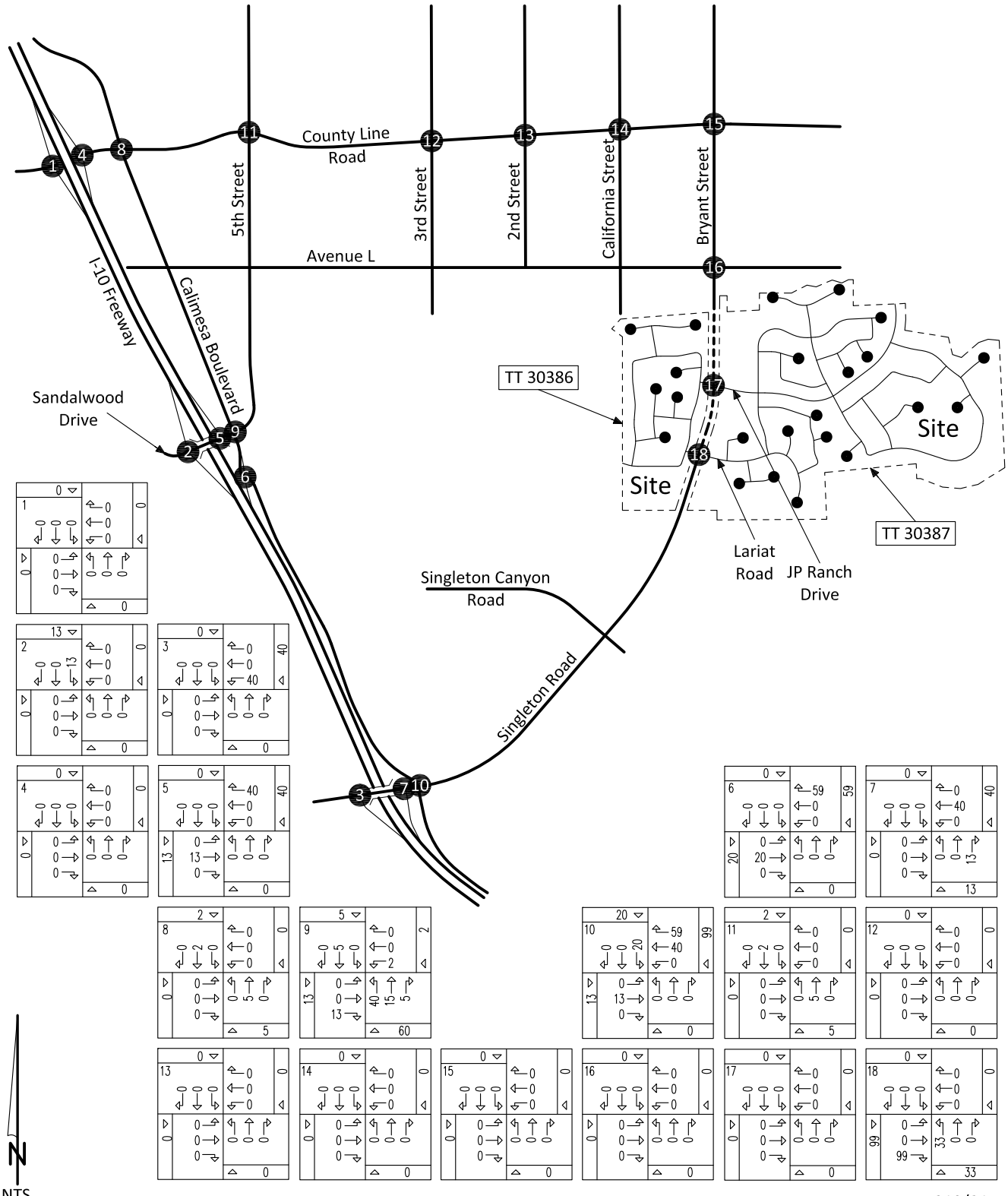
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

5318/20

Figure 21
Year 2016 Project
Morning Peak Hour Intersection Turning Movement Volumes

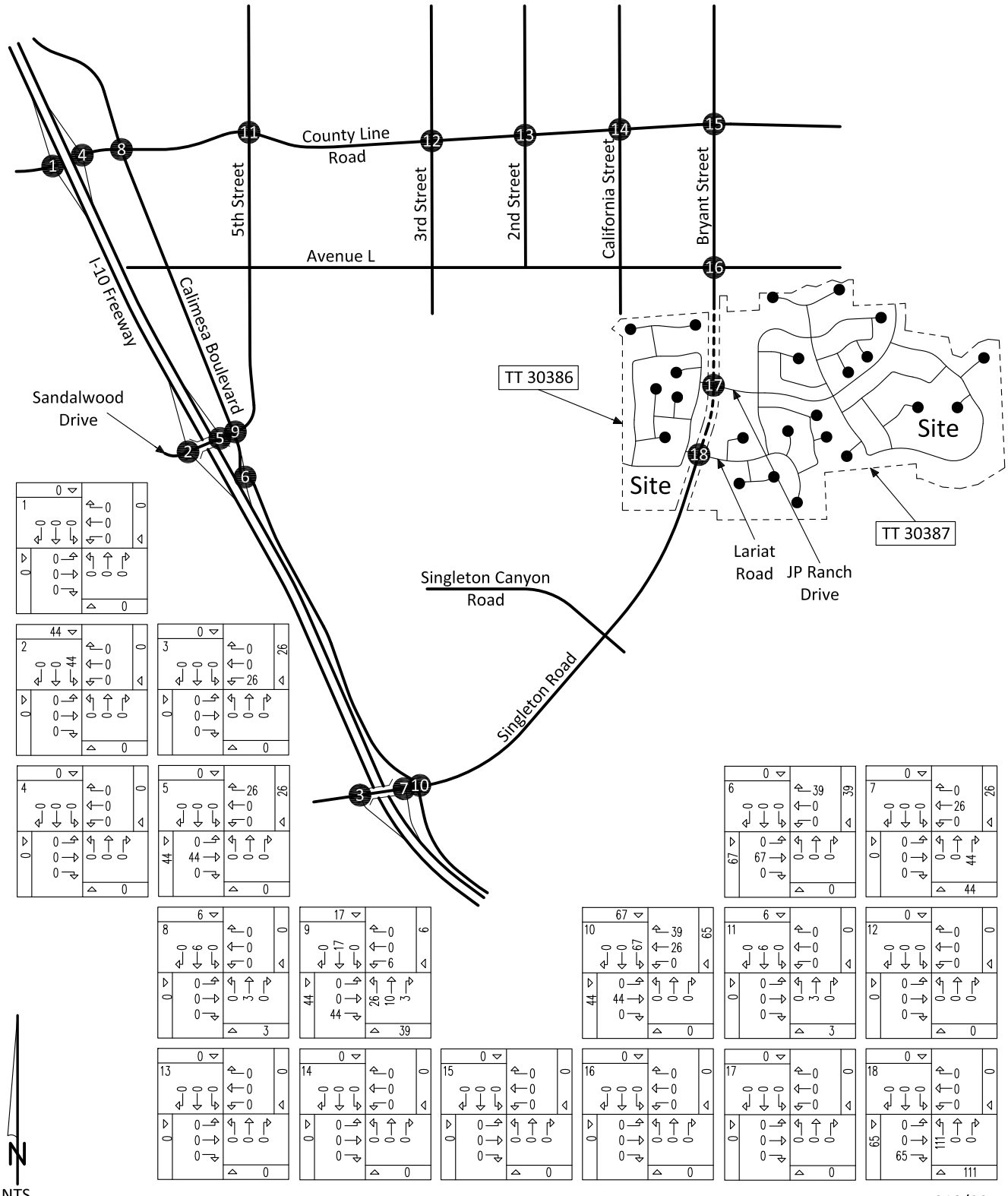


5318/21

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 22
Year 2016 Project
Evening Peak Hour Intersection Turning Movement Volumes

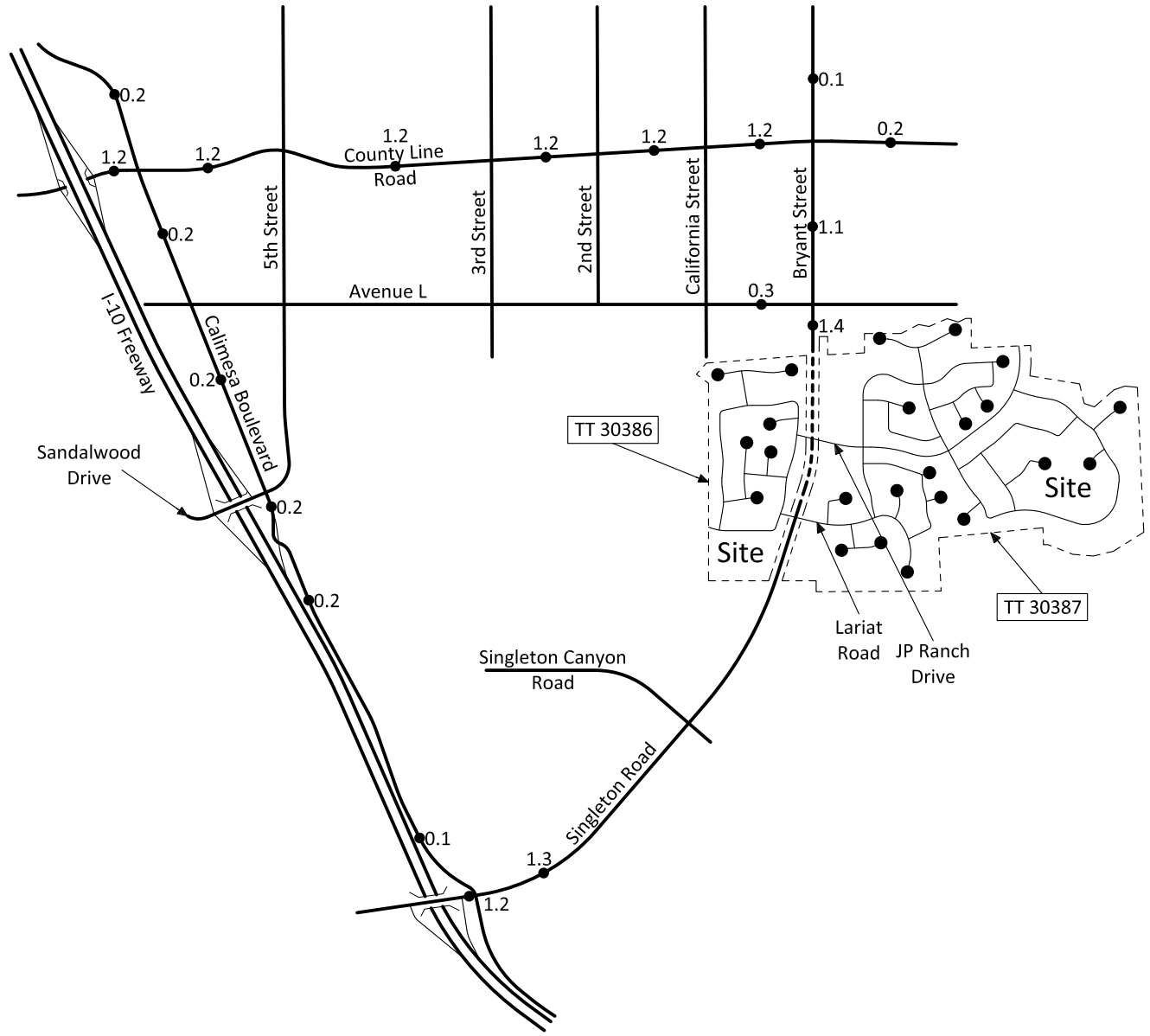


5318/22

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 23
Year 2017 Project Average Daily Traffic Volumes



Legend

1.3 = Vehicles Per Day (1,000's)

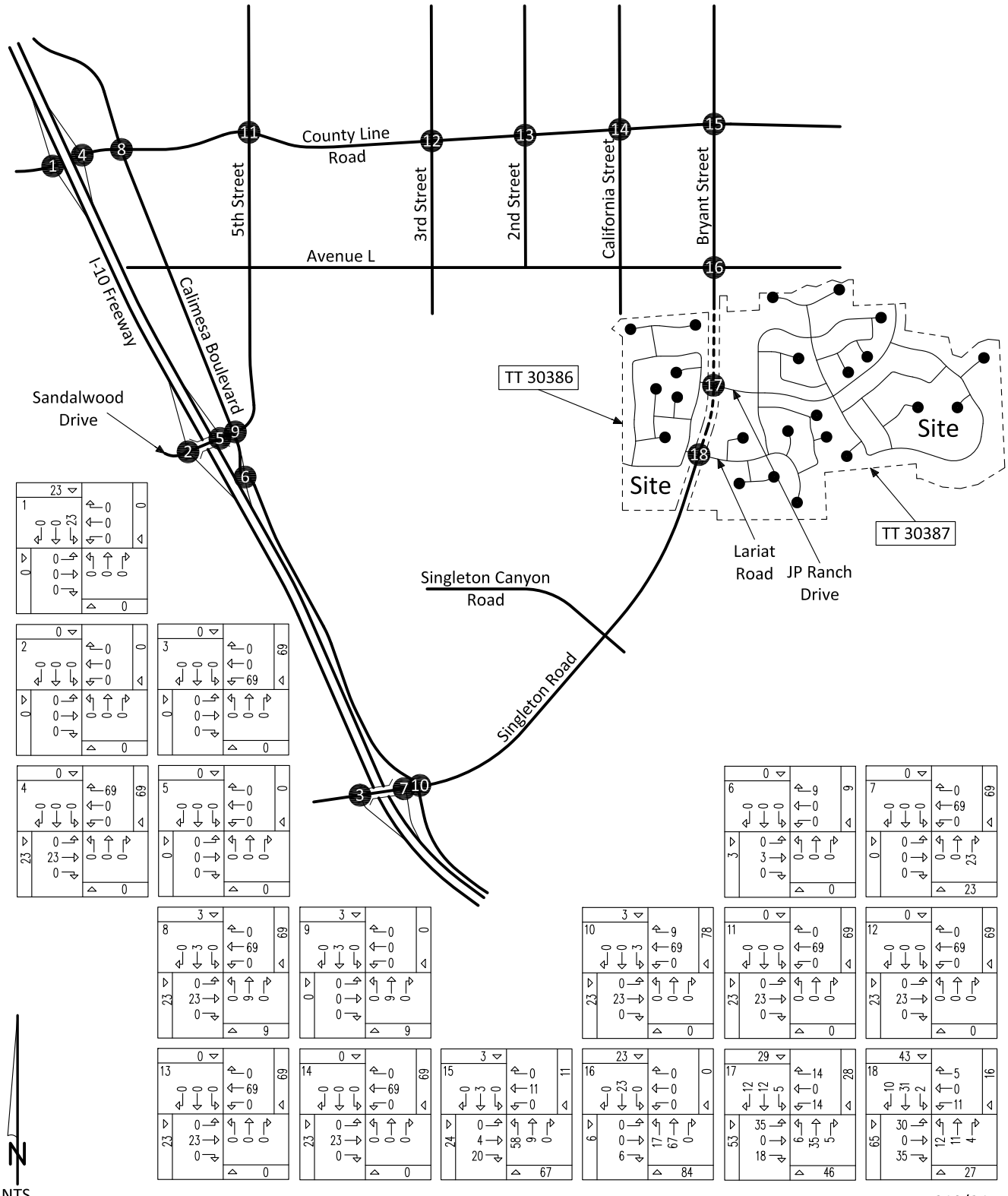
NTS

5318/23

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 24
Year 2017 Project
Morning Peak Hour Intersection Turning Movement Volumes



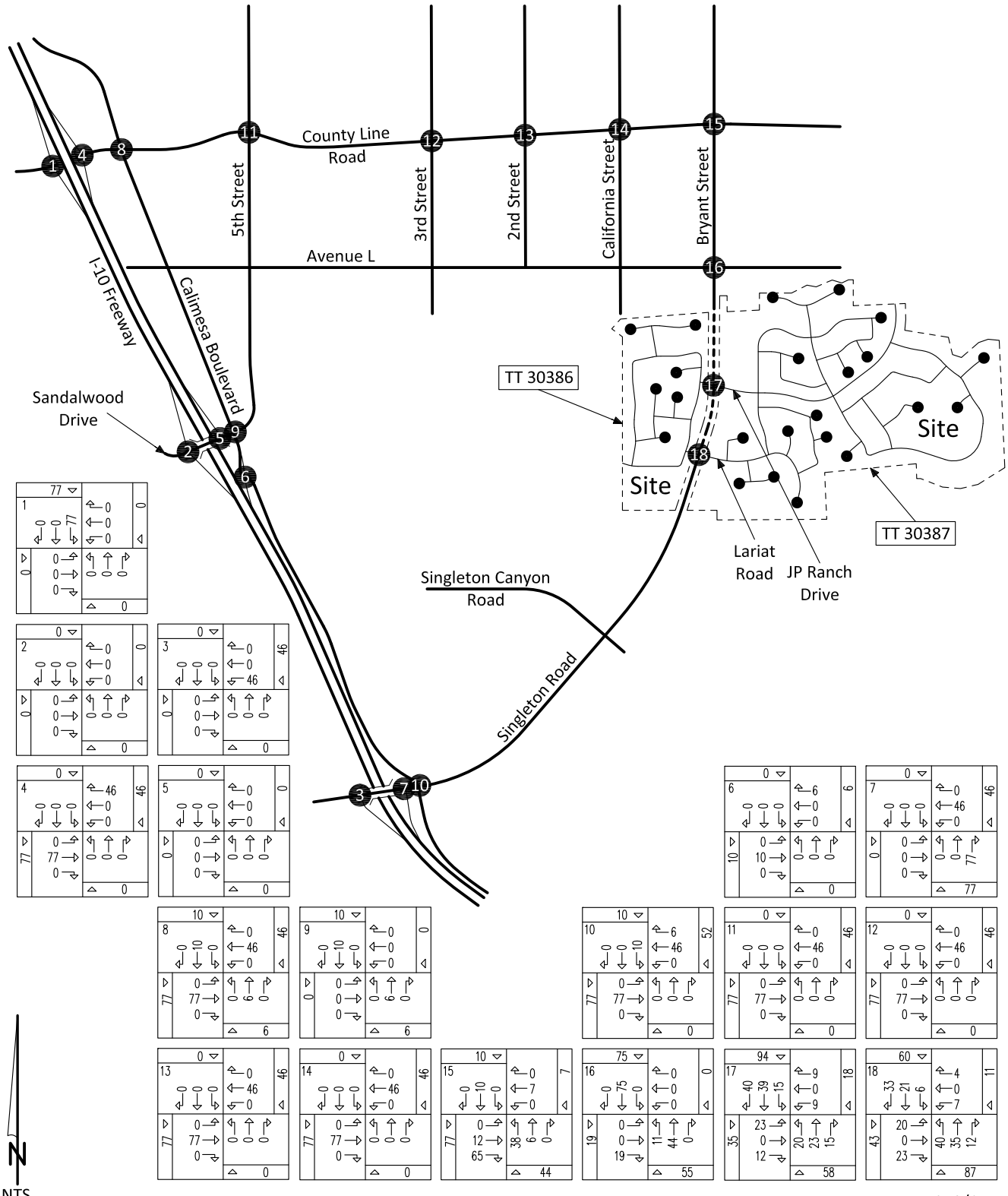
NTS

5318/24

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 25
Year 2017 Project
Evening Peak Hour Intersection Turning Movement Volumes

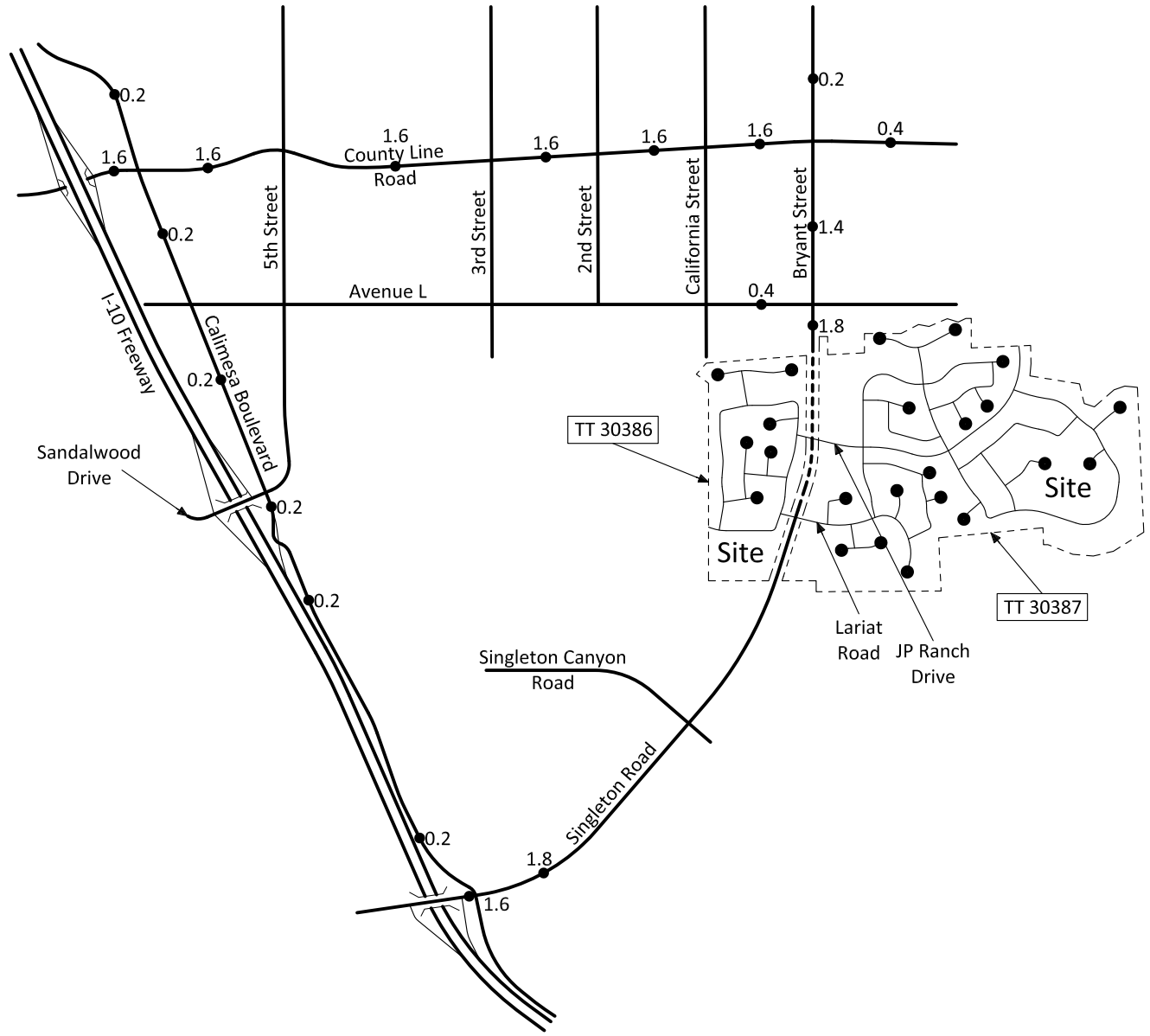


5318/25

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 26
Year 2018 Project Average Daily Traffic Volumes



Legend

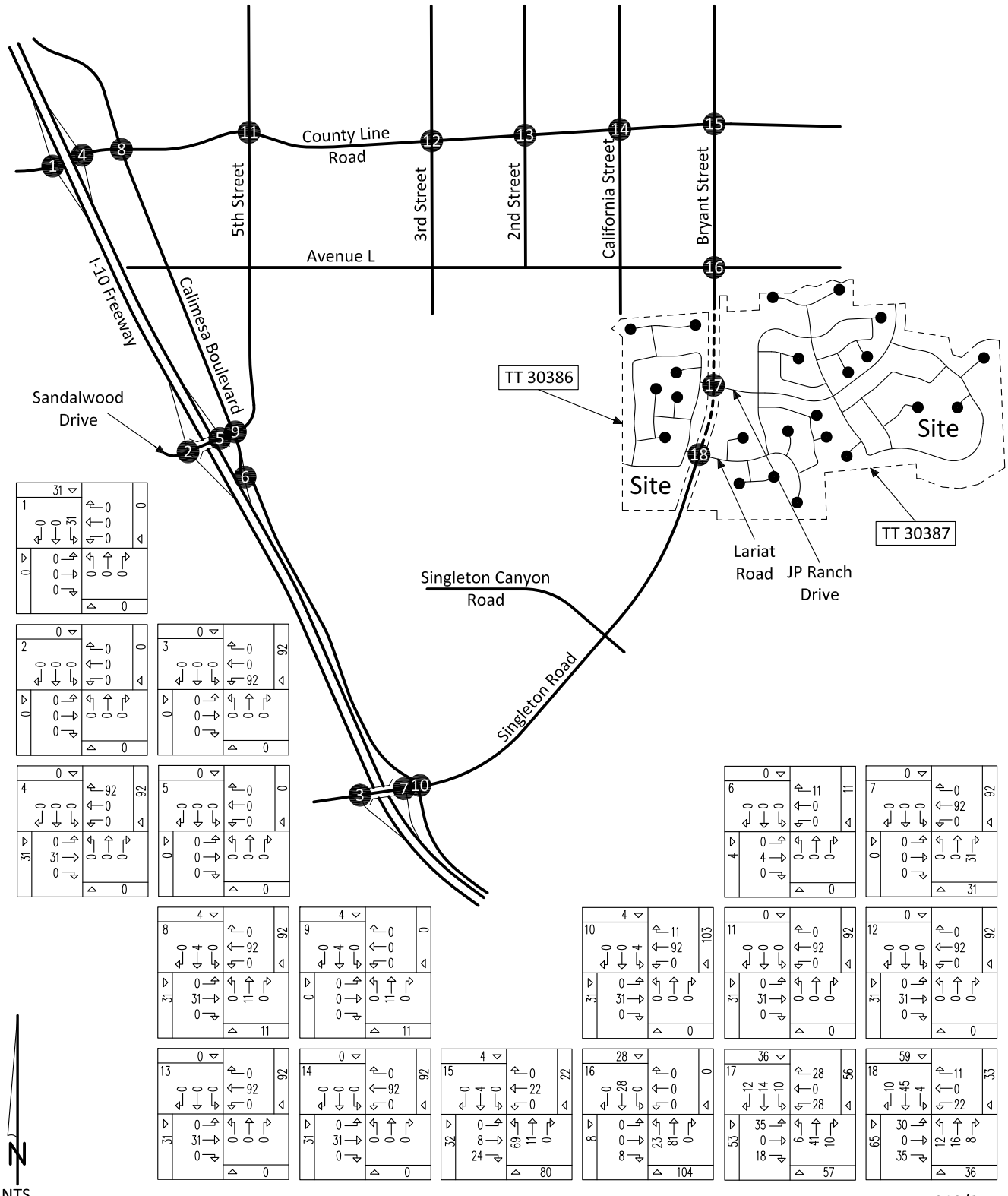
1.8 = Vehicles Per Day (1,000's)

5318/26

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 27
Year 2018 Project
Morning Peak Hour Intersection Turning Movement Volumes

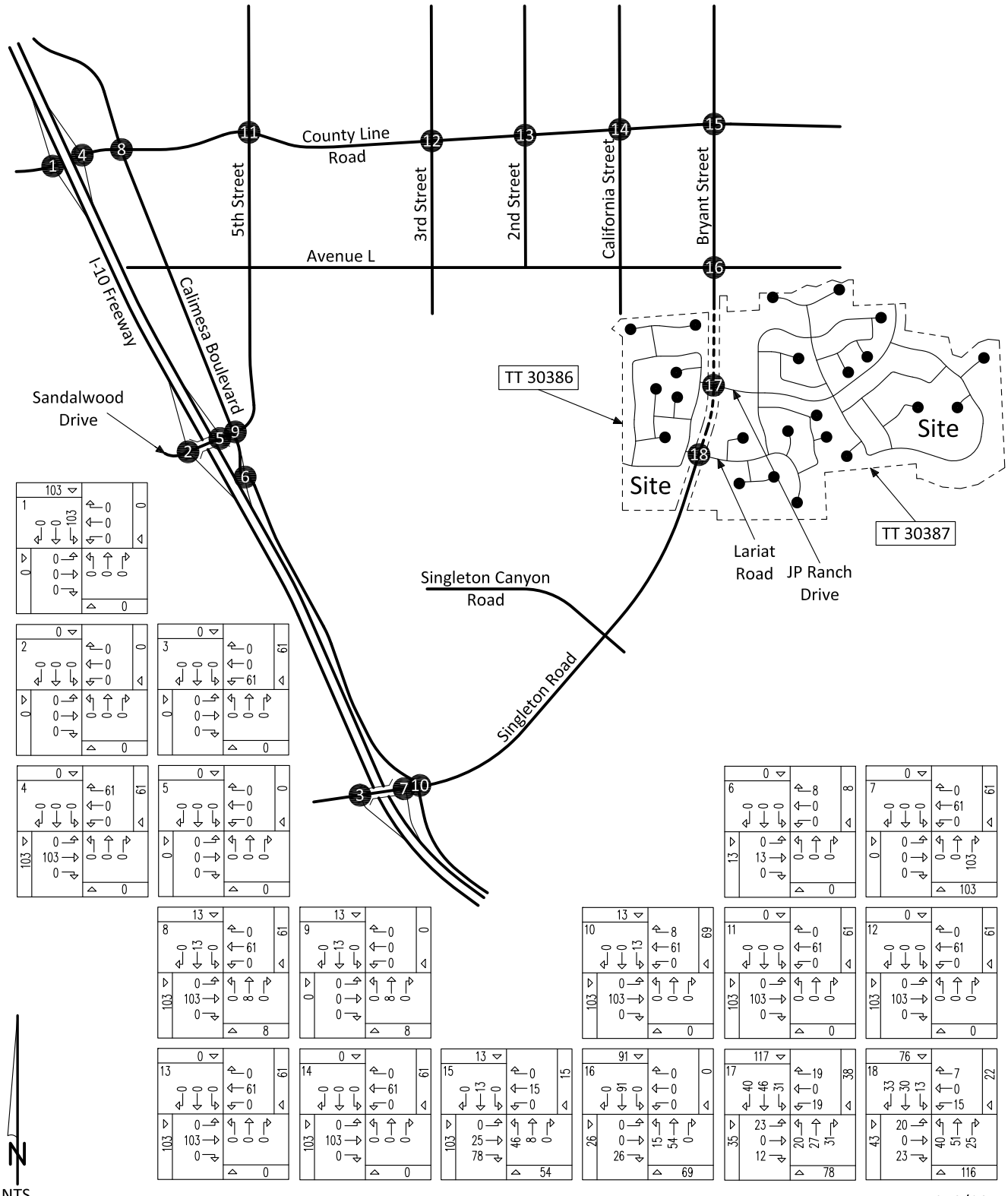


5318/27

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 28
Year 2018 Project
Evening Peak Hour Intersection Turning Movement Volumes

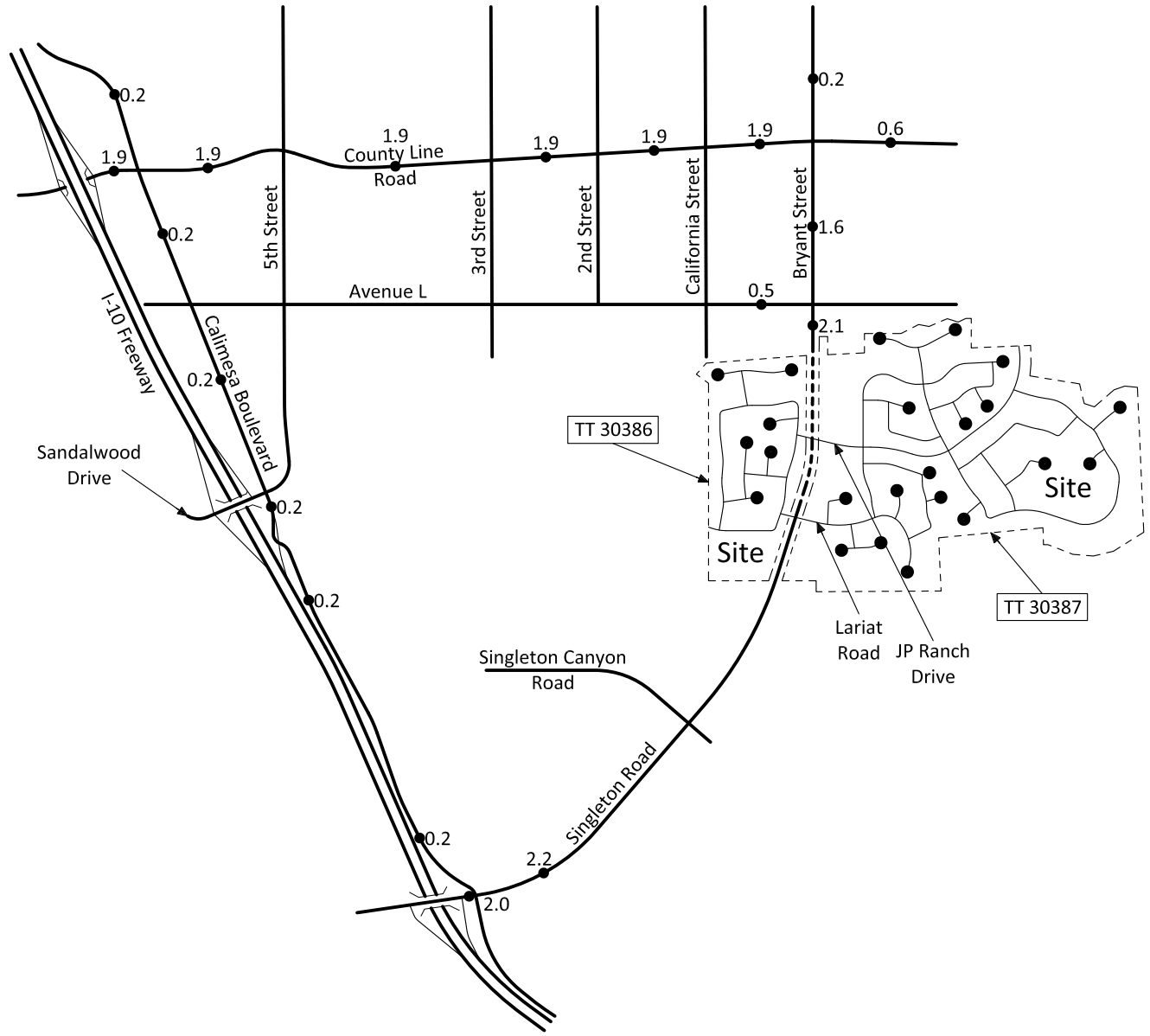


5318/28

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 29
Year 2019 Project Average Daily Traffic Volumes



Legend

2.2 = Vehicles Per Day (1,000's)

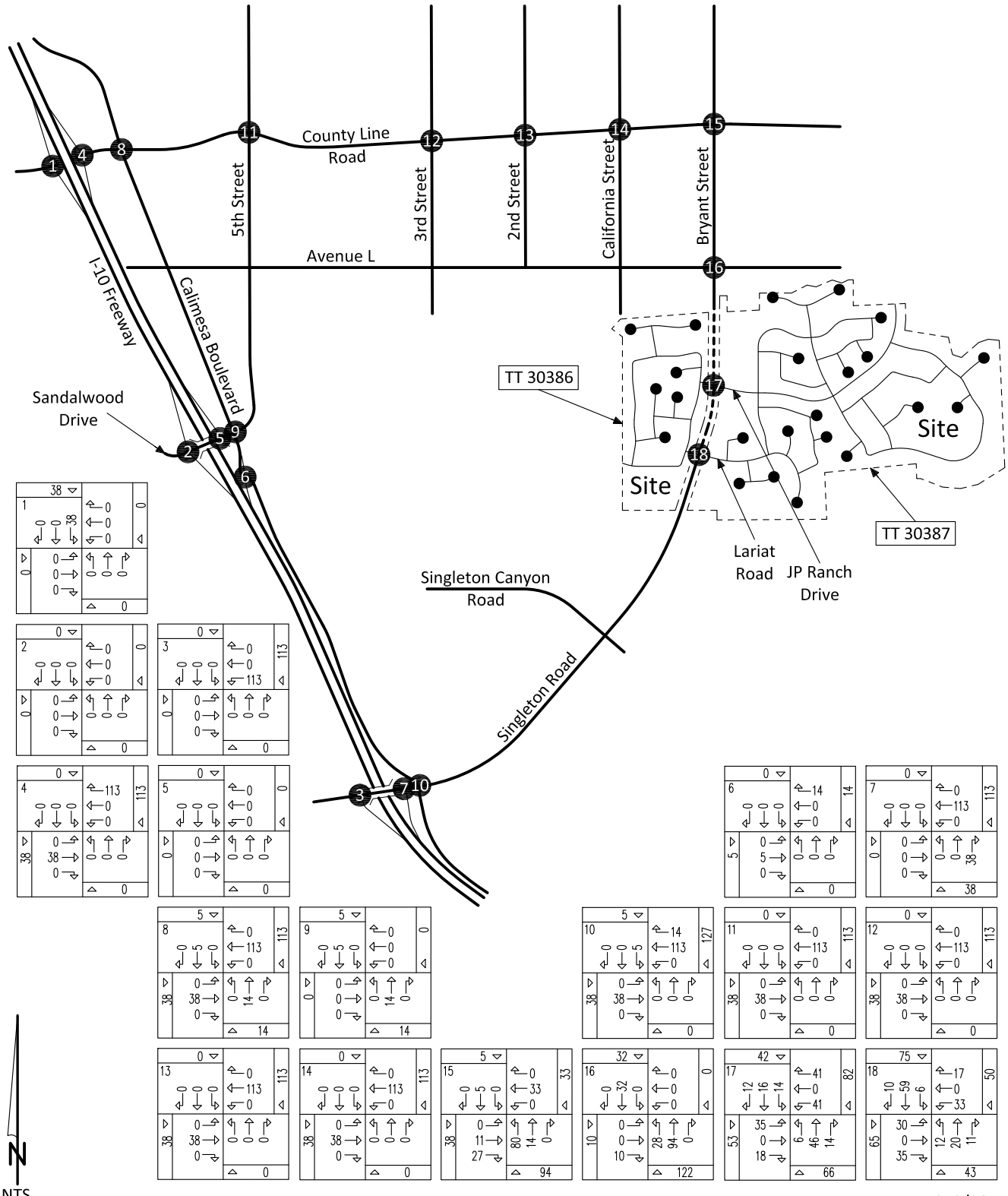
NTS

5318/29

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 30
Year 2019 Project
Morning Peak Hour Intersection Turning Movement Volumes

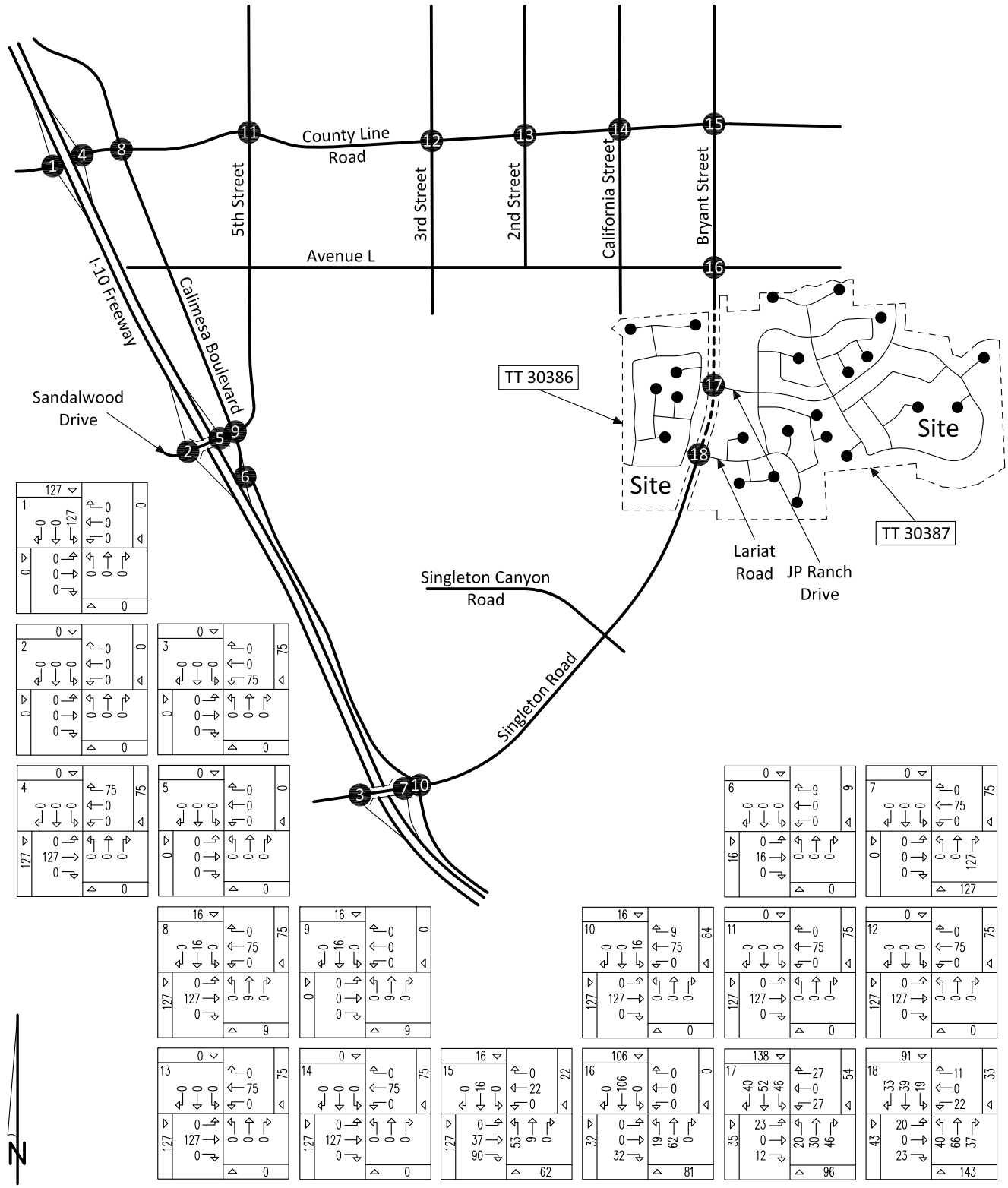


5318/30

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 31
Year 2019 Project
Evening Peak Hour Intersection Turning Movement Volumes

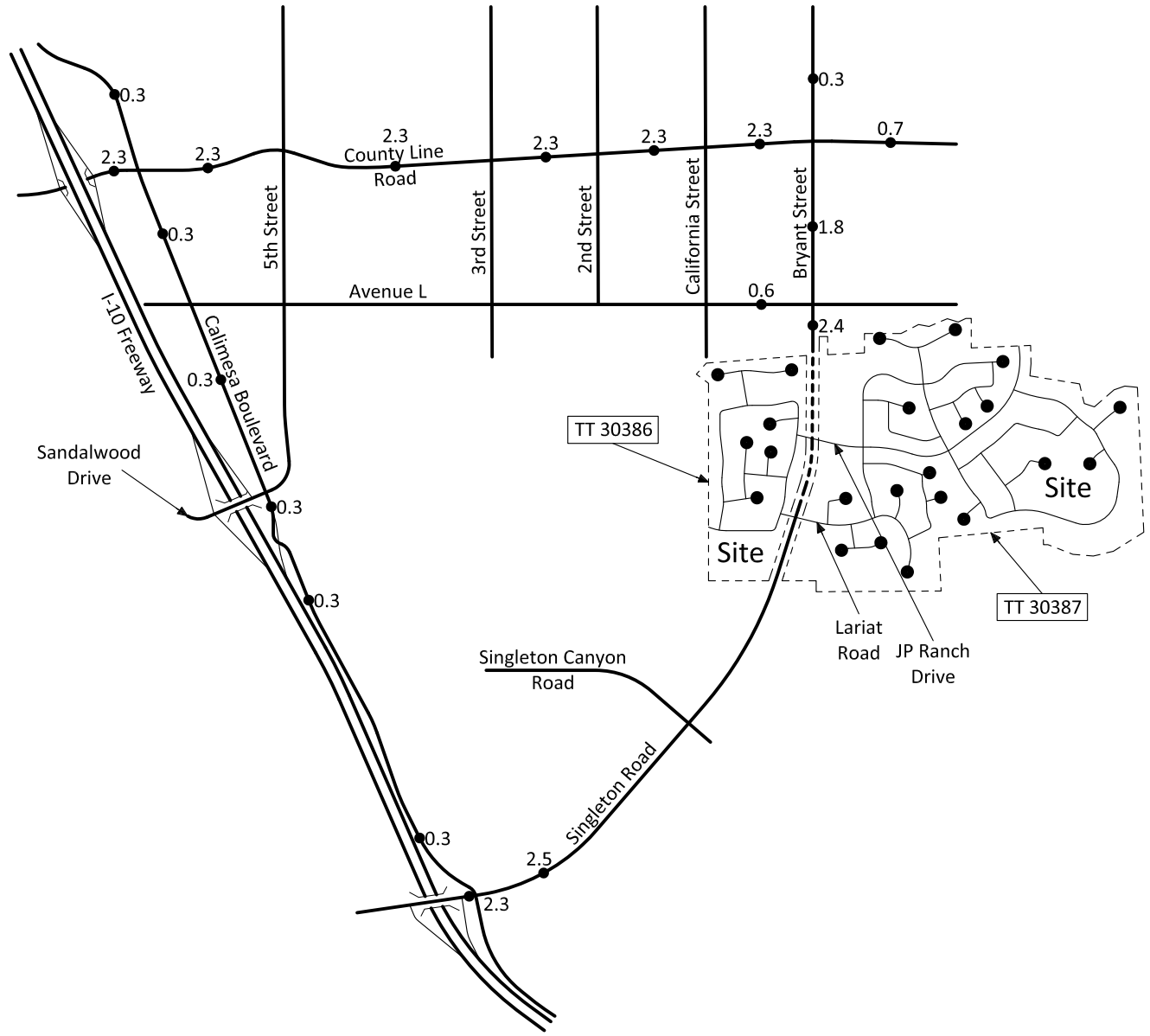


5318/31

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 32
Year 2020 Project Average Daily Traffic Volumes



Legend

2.5 = Vehicles Per Day (1,000's)

N

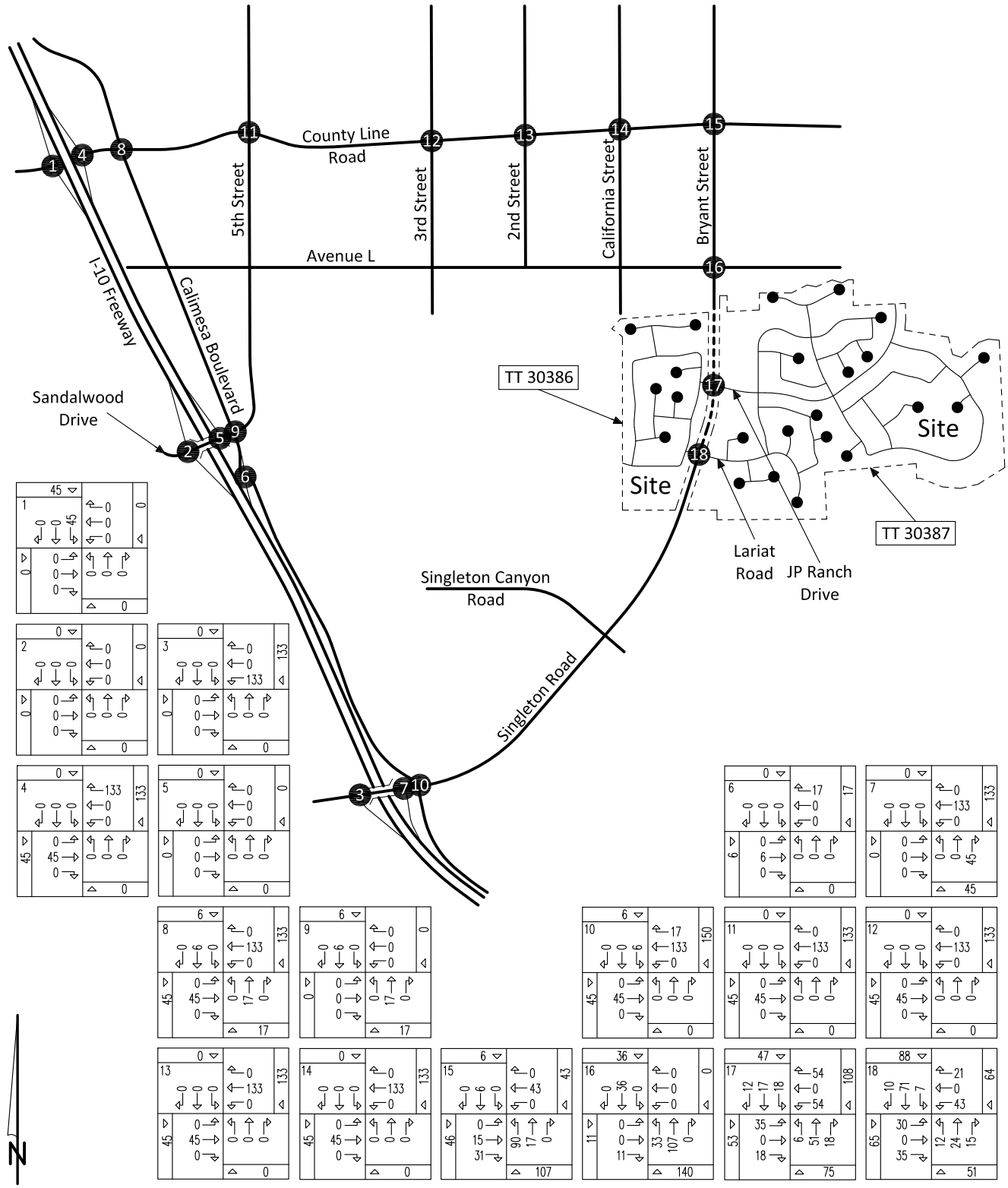
NTS

5318/32

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 33
Year 2020 Project
Morning Peak Hour Intersection Turning Movement Volumes

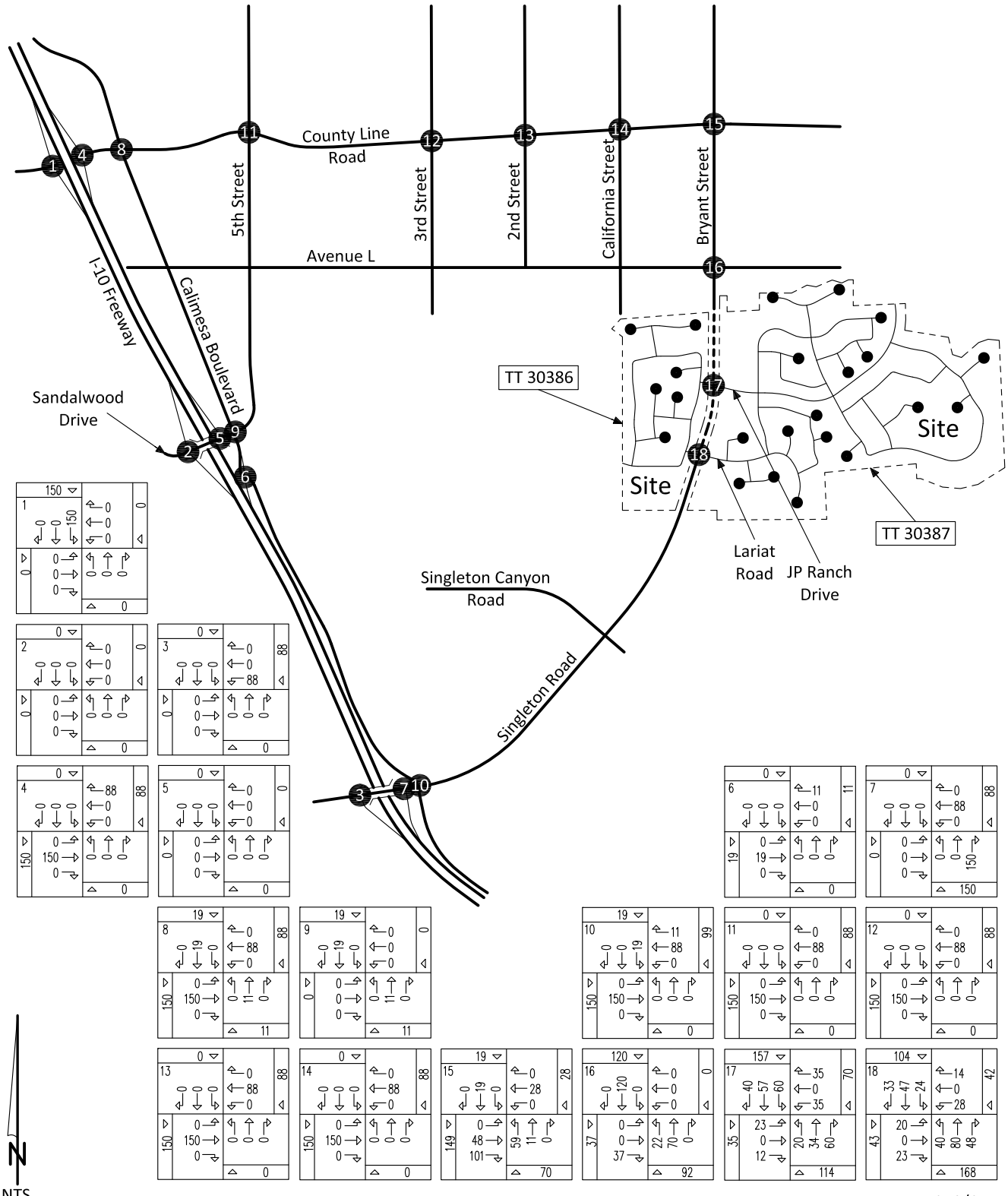


5318/33

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 34
Year 2020 Project
Evening Peak Hour Intersection Turning Movement Volumes

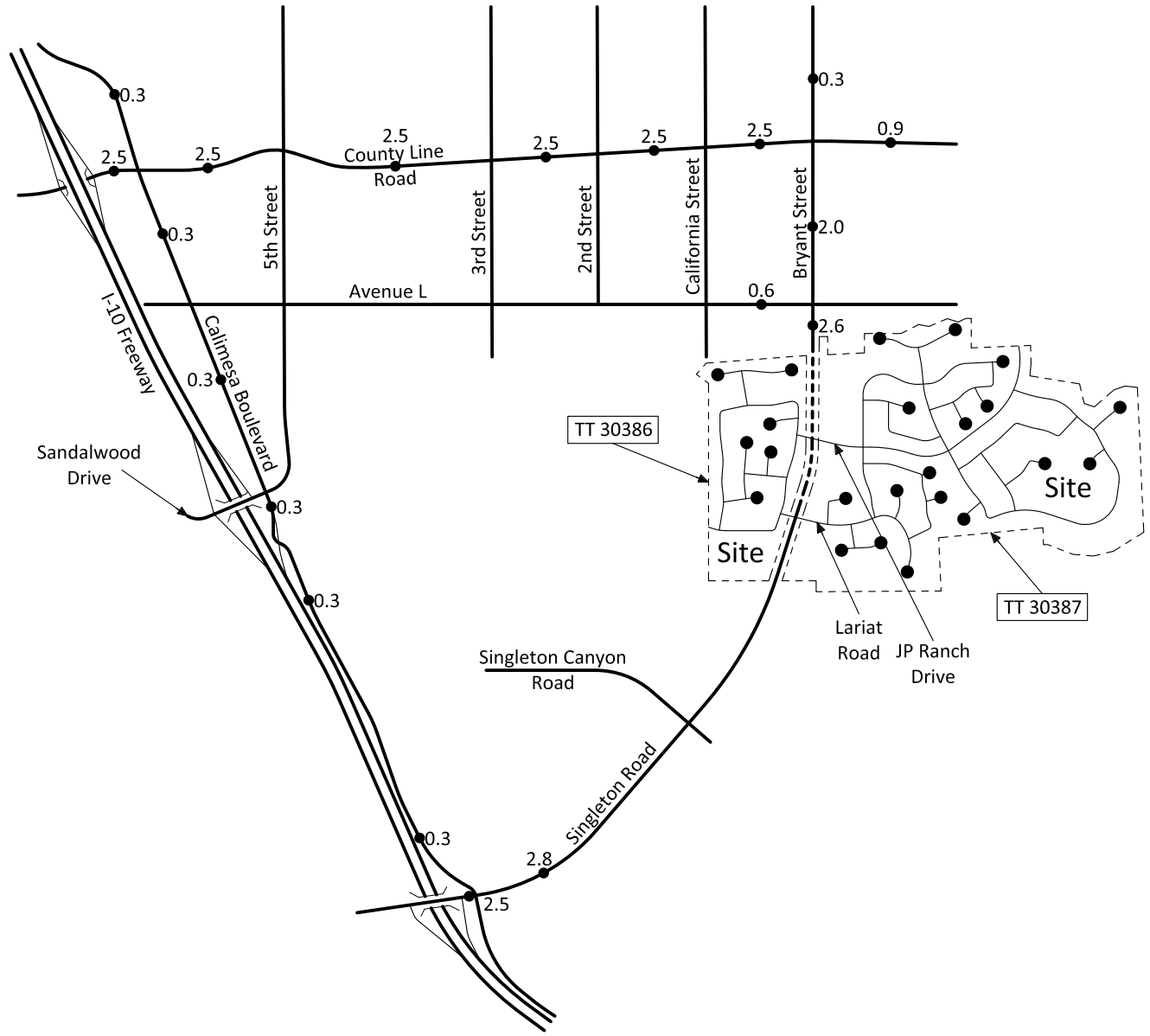


5318/34

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 35
Year 2021 Project Average Daily Traffic Volumes



Legend

2.8 = Vehicles Per Day (1,000's)

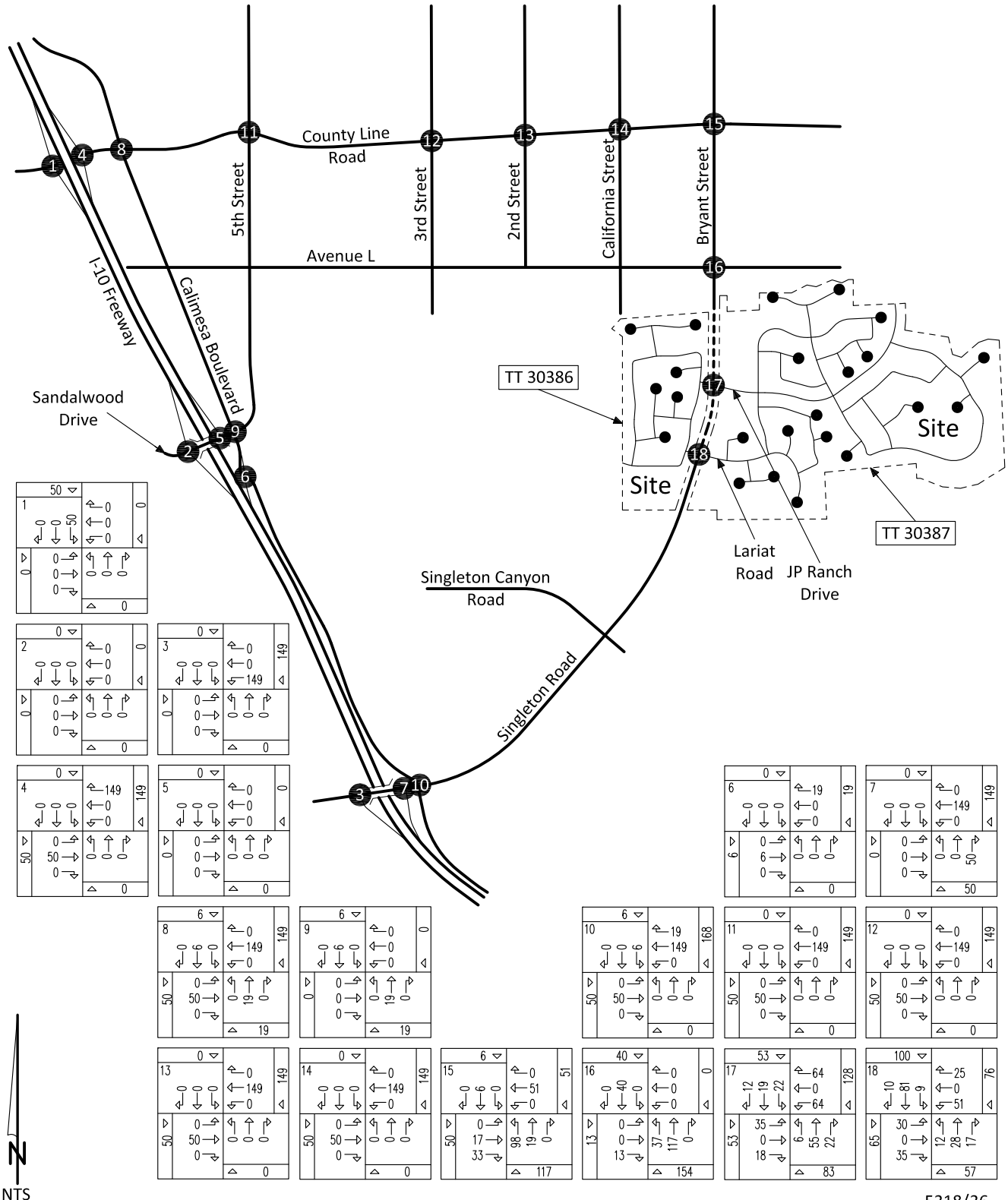
NTS

5318/35

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 36
Year 2021 Project
Morning Peak Hour Intersection Turning Movement Volumes

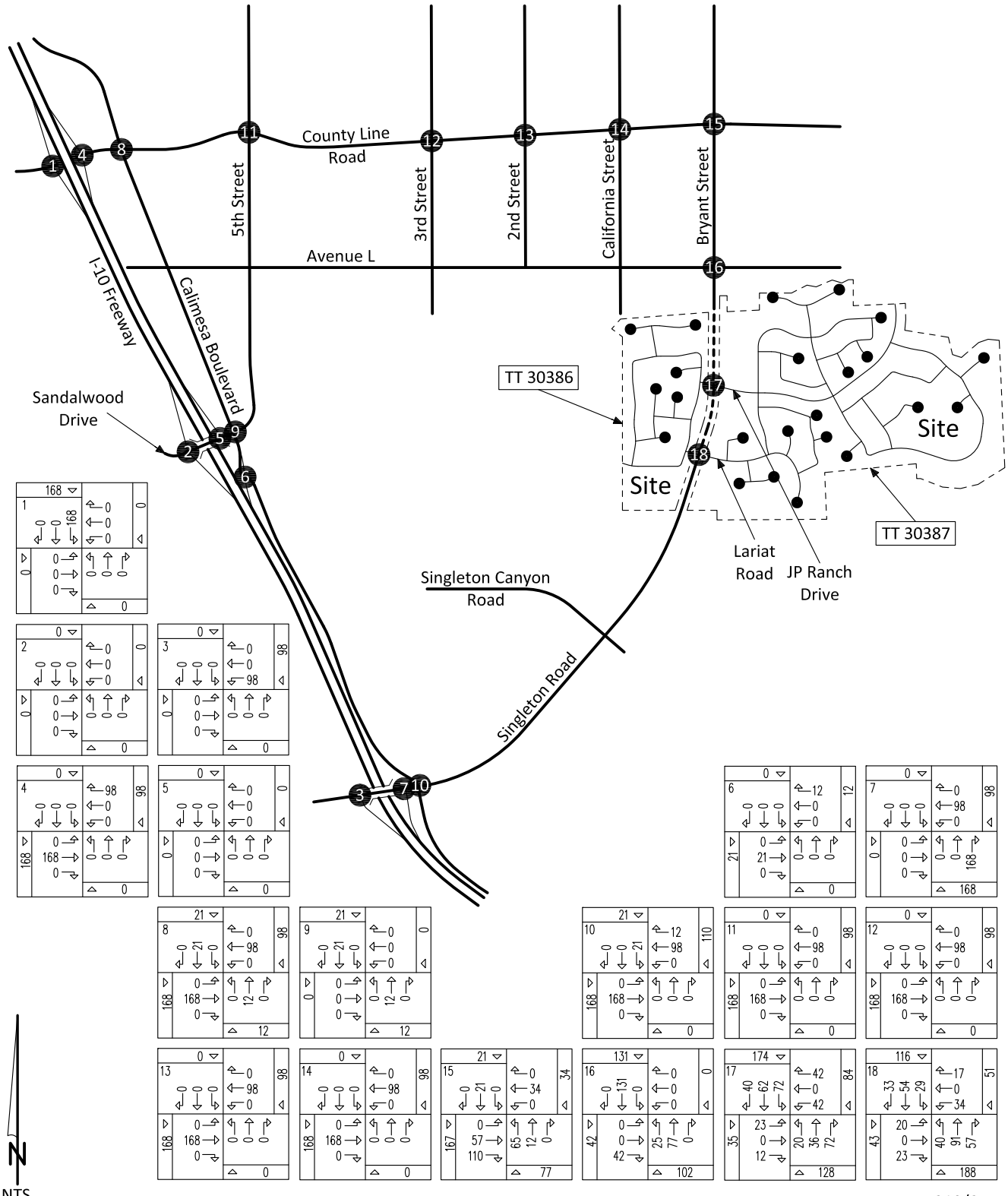


5318/36

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 37
Year 2021 Project
Evening Peak Hour Intersection Turning Movement Volumes

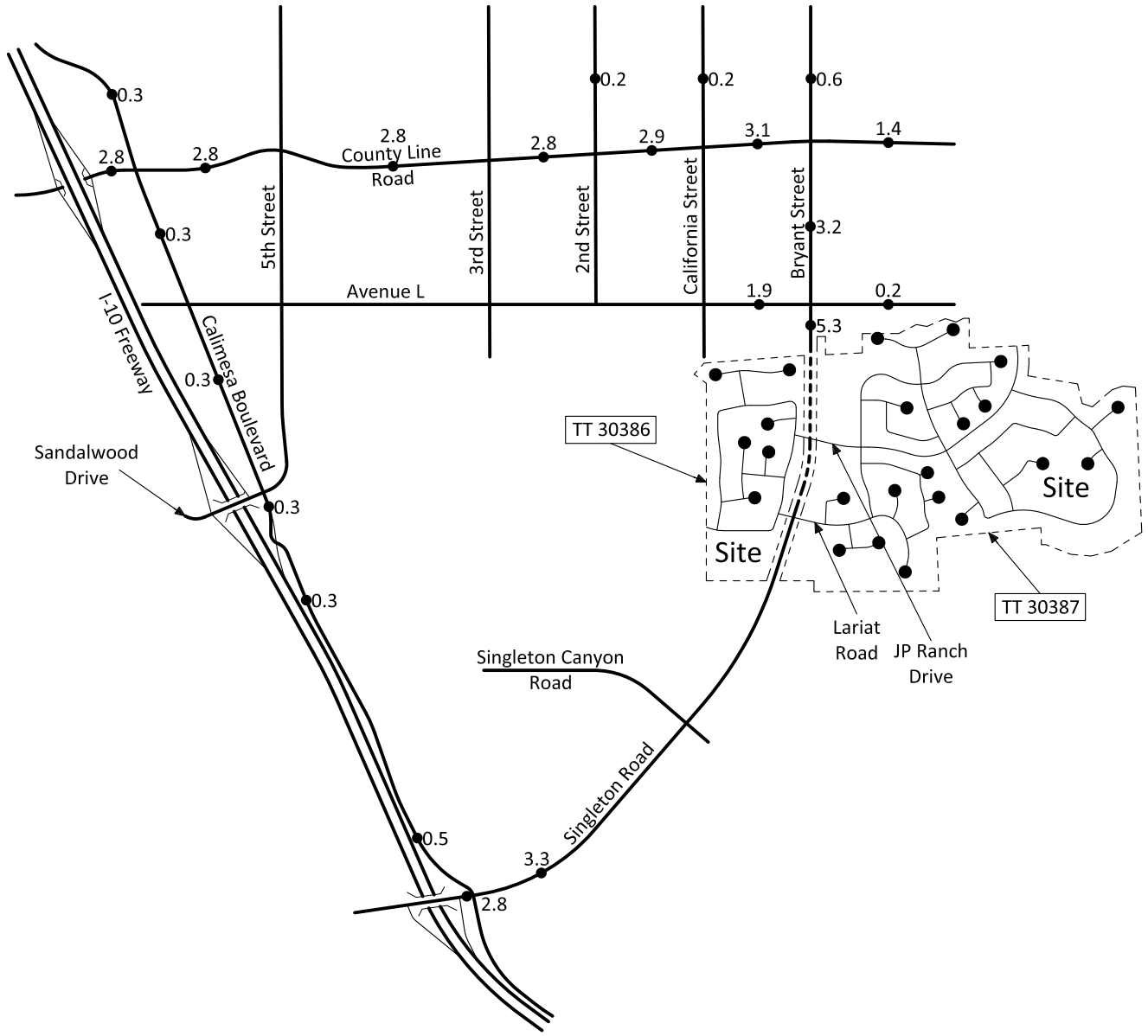


5318/37

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 38
Year 2022 Project Average Daily Traffic Volumes



Legend

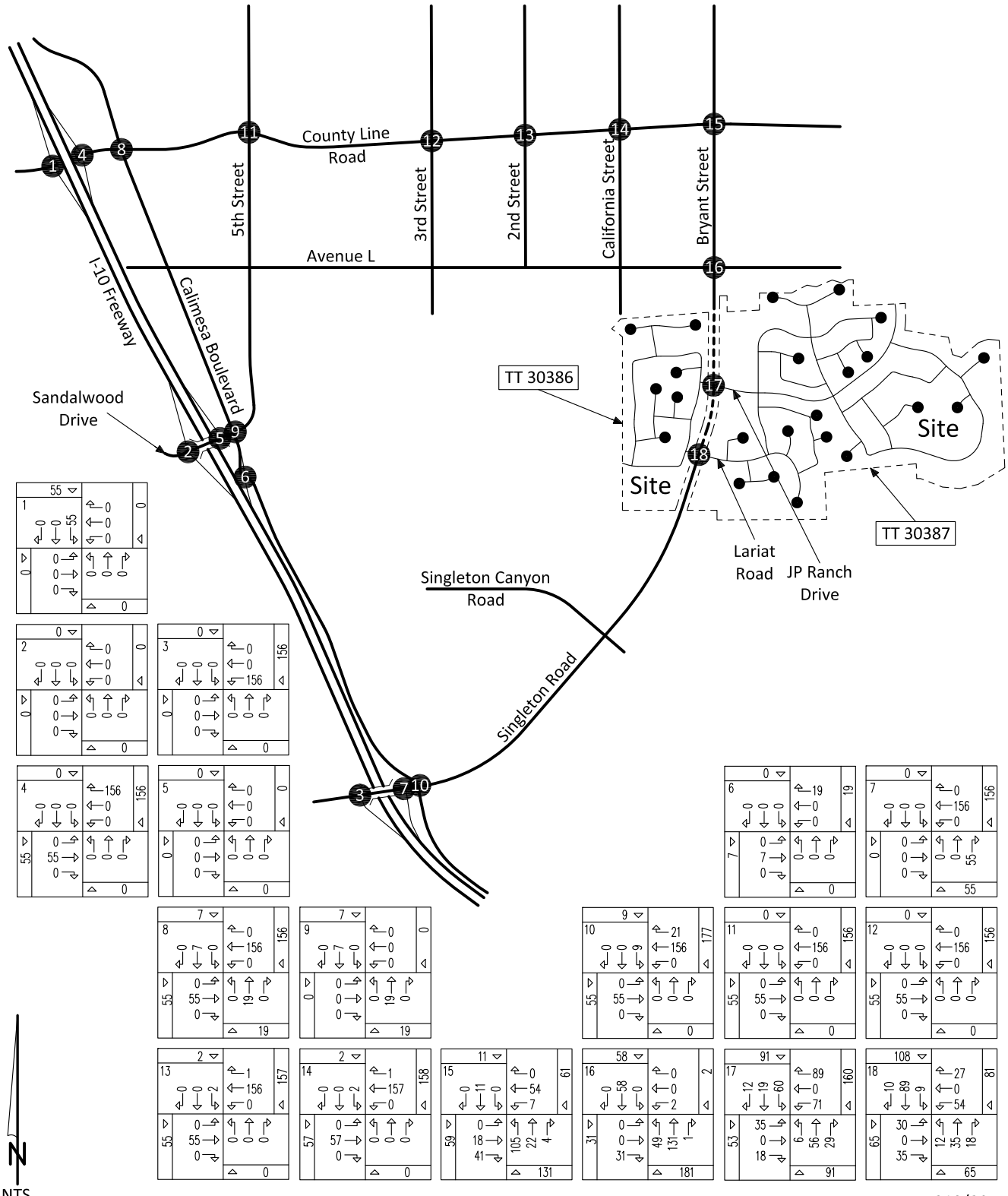
3.3 = Vehicles Per Day (1,000's)

5318/38

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 39
Year 2022 Project
Morning Peak Hour Intersection Turning Movement Volumes

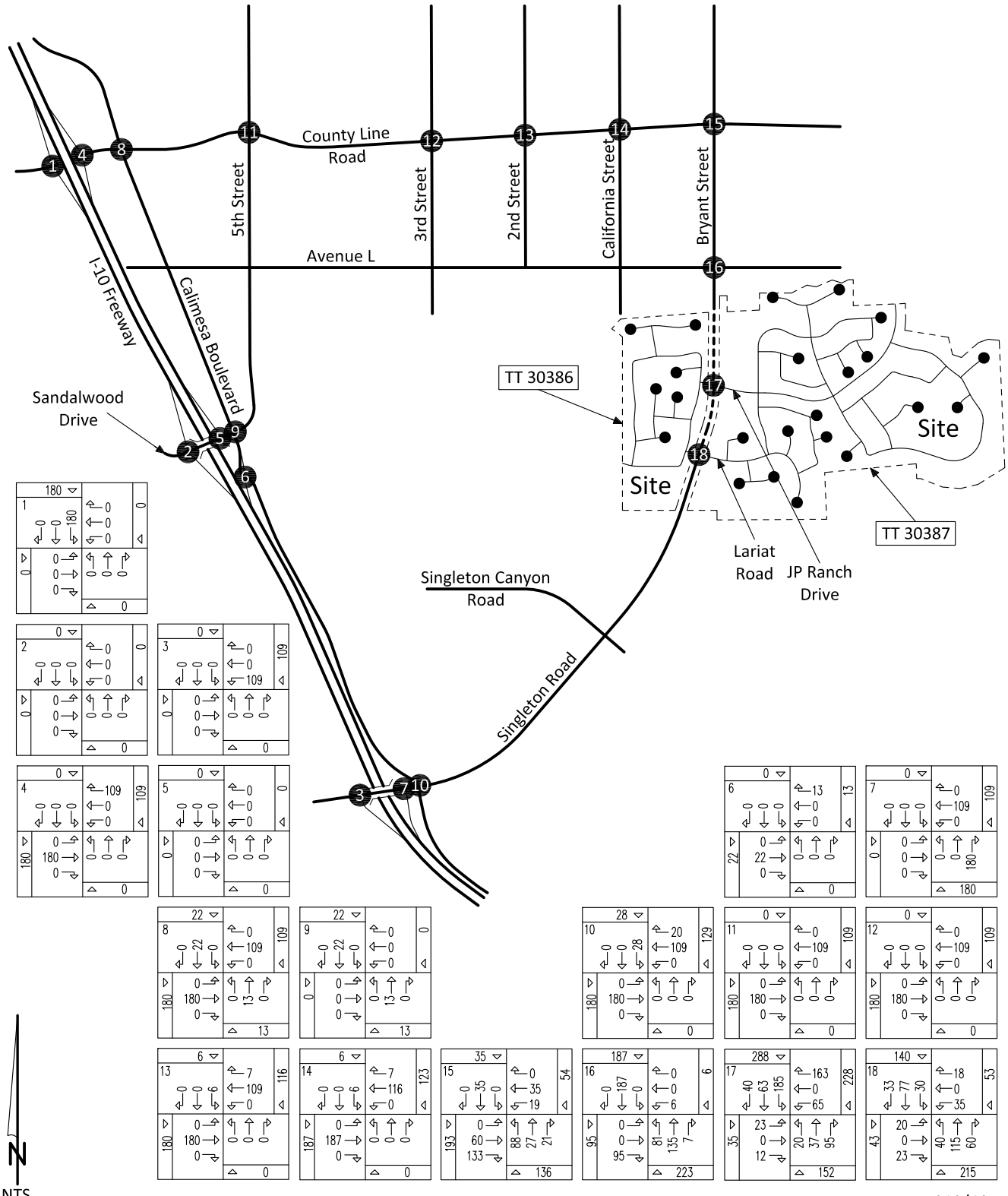


5318/39

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 40
Year 2022 Project
Evening Peak Hour Intersection Turning Movement Volumes



5318/40

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

OVER 35 YEARS OF EXCELLENT SERVICE

V. Traffic Analysis

A. Future Traffic

1. Method of Projection

To assess future traffic conditions, project traffic is combined with existing traffic, ambient growth, and other development.

2. Other Development (Cumulative Projects)

Table 4 lists the proposed land uses for the nearby development for Existing Plus Ambient Growth Plus Project Plus Cumulative traffic conditions provided by the City of Calimesa Planning Department staff.

Table 4 shows the daily and peak hour vehicle trips generated by the surrounding approved development in the study area. The other development average daily traffic volumes are shown on Figure 41. Other development morning and evening peak hour intersection turning movement volumes are shown on Figures 42 and 43, respectively.

3. Ambient Growth

To account for ambient growth on roadways, future traffic projections have been calculated based on a 1.0 percent annual growth rate of existing traffic volumes. The ambient growth rate was provided by the City of Calimesa staff.

B. Average Daily Traffic

1. Existing Plus Project

For Existing Plus Project traffic conditions, existing traffic is combined with project traffic. Figure 44 shows the average daily traffic volumes that can be expected for Existing Plus Project traffic conditions.

2. Existing Plus Ambient Growth Plus Project

For Existing Plus Ambient Growth Plus Project traffic conditions, existing traffic is combined with ambient growth and project traffic.

Figure 45 shows the average daily traffic volumes that can be expected for Existing Plus Ambient Growth Plus Project (Year 2014) traffic conditions. Figure 46 shows the average daily traffic volumes that can be expected for Existing Plus Ambient Growth Plus Project (Year 2015) traffic conditions. Figure 47 shows the average daily traffic volumes that can be expected for Existing Plus Ambient Growth Plus Project (Year 2016) traffic conditions. Figure 48 shows the average daily traffic volumes that can be expected for Existing Plus Ambient Growth Plus Project (Year 2017) traffic conditions.

3. Existing Plus Ambient Growth Plus Project Plus Cumulative Projects

For Existing Plus Ambient Growth Plus Project Cumulative Projects traffic conditions, existing traffic is combined with ambient growth, project traffic, and traffic from other development (cumulative projects). Figure 49 shows the average daily traffic volumes that can be expected for Existing Plus Ambient Growth Plus Project Plus Cumulative Projects (Year 2017) traffic conditions. Figure 50 shows the average daily traffic volumes that can be expected for Existing Plus Ambient Growth Plus Project Plus Cumulative Projects (Year 2018) traffic conditions. Figure 51 shows the average daily traffic volumes that can be expected for Existing Plus Ambient Growth Plus Project Plus Cumulative Projects (Year 2019) traffic conditions. Figure 52 shows the average daily traffic volumes that can be expected for Existing Plus Ambient Growth Plus Project Plus Cumulative Projects (Year 2020) traffic conditions. Figure 53 shows the average daily traffic volumes that can be expected for Existing Plus Ambient Growth Plus Project Plus Cumulative Projects (Year 2021) traffic conditions. Figure 54 shows the average daily traffic volumes that can be expected for Existing Plus Ambient Growth Plus Project Plus Cumulative Projects (Year 2022) traffic conditions.

C. Delay and Level of Service Analysis

A complete explanation and calculation of intersection delay and Level of Service worksheets for all future traffic scenarios are included in Appendix D.

1. Existing Plus Project

The Existing Plus Project delay and Levels of Service for the study area roadway network are shown in Table 5. Table 5 shows delay values based on geometrics at the study area intersections, without and with improvements. Existing Plus Project morning and evening peak hour intersection turning movement volumes are shown on Figures 55 and 56, respectively. For Existing Plus Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
- County Line Road (EW) - #1
- Sandalwood Drive (EW) - #2

I-10 Freeway NB Off Ramp (NS) at:
- Calimesa Boulevard (EW) - #6

2nd Street (NS) at:
- County Line Road (EW) - #13

For Existing Plus Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

2. Existing Plus Ambient Growth Plus Project

The Existing Plus Ambient Growth Plus Project (Year 2014) delay and Levels of Service for the study area roadway network are shown in Table 6. Table 6 shows delay values based on geometrics at the study area intersections, without and with improvements. Existing Plus Ambient Growth Plus Project (Year 2014) morning and evening peak hour intersection turning movement volumes are shown on Figures 57 and 58, respectively. For Existing Plus Ambient Growth Plus Project (Year 2014) traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at Unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

For Existing Plus Ambient Growth Plus Project (Year 2014) traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

The Existing Plus Ambient Growth Plus Project (Year 2015) delay and Levels of Service for the study area roadway network are shown in Table 7. Table 7 shows delay values based on geometrics at the study area intersections, without and with improvements. Existing Plus Ambient Growth Plus Project (Year 2015) morning and evening peak hour intersection turning movement volumes are shown on Figures 59 and 60, respectively. For Existing Plus Ambient Growth Plus Project (Year 2015) traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at Unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

For Existing Plus Ambient Growth Plus Project (Year 2015) traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

The Existing Plus Ambient Growth Plus Project (Year 2016) delay and Levels of Service for the study area roadway network are shown in Table 8. Table 8 shows delay values based on geometrics at the study area intersections, without and with improvements. Existing Plus Ambient Growth Plus Project (Year 2016) morning and evening peak hour intersection turning movement volumes are shown on Figures 61 and 62, respectively. For Existing Plus Ambient Growth Plus Project (Year 2016) traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at Unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

For Existing Plus Ambient Growth Plus Project (Year 2016) traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

The Existing Plus Ambient Growth Plus Project (Year 2017) delay and Levels of Service for the study area roadway network are shown in Table 9. Table 9 shows delay values based on geometrics at the study area intersections, without and with improvements. Existing Plus Ambient Growth Plus Project (Year 2017) morning and evening peak hour intersection turning movement volumes are shown on Figures 63 and 64, respectively. For Existing Plus Ambient Growth Plus Project (Year 2017) traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at Unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

For Existing Plus Ambient Growth Plus Project (Year 2017) traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

3. Existing Plus Ambient Growth Plus Project Plus Cumulative Projects

The Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects delay and Levels of Service for the study area roadway network are shown in Table 10. Table 10 shows delay values based on geometrics at the study area intersections, without and with improvements. Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects morning and evening peak hour intersection turning movement volumes are shown on Figures 65 and 66, respectively. For Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at Unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

I-10 Freeway NB Off Ramp (NS) at:
Calimesa Boulevard (EW) - #6

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

For Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

The Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects delay and Levels of Service for the study area roadway network are shown in Table 11. Table 11 shows delay values based on geometrics at the study area intersections, without and with improvements. Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects morning and evening peak hour intersection turning movement volumes are shown on Figures 67 and 68, respectively. For Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at Unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

I-10 Freeway NB Off Ramp (NS) at:
Calimesa Boulevard (EW) - #6

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

California Street (NS) at:
County Line Road (EW) - #14

Bryant Street (NS) at:
County Line Road (EW) - #15

For Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

The Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects delay and Levels of Service for the study area roadway network are shown in Table 12. Table 12 shows delay values based on geometrics at the study area intersections, without and with improvements. Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects morning and evening peak hour intersection turning movement volumes are shown on Figures 69 and 70, respectively. For Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

I-10 Freeway NB Off Ramp (NS) at:
Calimesa Boulevard (EW) - #6

Calimesa Boulevard (NS) at:
Singleton Road (EW) - #10

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

California Street (NS) at:
County Line Road (EW) - #14

Bryant Street (NS) at:
County Line Road (EW) - #15

For Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

The Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects delay and Levels of Service for the study area roadway network are shown in Table 13. Table 13 shows delay values based on geometrics at the study area intersections, without and with improvements. Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects morning and evening peak hour intersection turning movement volumes are shown on Figures 71 and 72, respectively. For Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

I-10 Freeway NB Ramps (NS) at:
County Line Road (EW) - #4

I-10 Freeway NB Off Ramp (NS) at:
Calimesa Boulevard (EW) - #6

Calimesa Boulevard (NS) at:
Singleton Road (EW) - #10

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

California Street (NS) at:
County Line Road (EW) - #14

Bryant Street (NS) at:
County Line Road (EW) - #15

For Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

The Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects delay and Levels of Service for the study area roadway network are shown in Table 14. Table 14 shows delay values based on geometrics at the study area intersections, without and with improvements. Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects morning and evening peak hour intersection turning movement volumes are shown on Figures 73 and 74, respectively. For Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at Unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

I-10 Freeway NB Ramps (NS) at:
County Line Road (EW) - #4

I-10 Freeway NB Off Ramp (NS) at:
Calimesa Boulevard (EW) - #6

Calimesa Boulevard (NS) at:
Singleton Road (EW) - #10

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

California Street (NS) at:
County Line Road (EW) - #14

Bryant Street (NS) at:
County Line Road (EW) - #15

For Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

The Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects delay and Levels of Service for the study area roadway network are shown in Table 15. Table 15 shows delay values based on geometrics at the study area intersections, without and with improvements. Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects morning and evening peak hour intersection turning movement volumes are shown on Figures 75 and 76, respectively. For Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of

Service during the peak hours, except for the following study area intersection that is projected to operate at Unacceptable Levels of Service during the peak hours:

I-10 Freeway SB Ramps (NS) at:
County Line Road (EW) - #1
Sandalwood Drive (EW) - #2

I-10 Freeway NB Ramps (NS) at:
County Line Road (EW) - #4

I-10 Freeway NB Off Ramp (NS) at:
Calimesa Boulevard (EW) - #6

Calimesa Boulevard (NS) at:
Singleton Road (EW) - #10

3rd Street (NS) at:
County Line Road (EW) - #12

2nd Street (NS) at:
County Line Road (EW) - #13

California Street (NS) at:
County Line Road (EW) - #14

Bryant Street (NS) at:
County Line Road (EW) - #15
Avenue L (EW) - #16

For Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours, with improvements.

D. <u>Future Traffic Signal Warrant Analysis</u>

Traffic signals are projected to be warranted at the following additional study area intersections for Existing Plus Ambient Growth Plus Project (Year 2017) traffic conditions (see Appendix E):

California Street (NS) at:
County Line Road (EW) - #14[17]

Bryant Street (NS) at:
County Line Road (EW) - #15[17]

[17] At the issuance of the 177th building permit for Tentative Tract Map No. 30386 and 1st building permit for Tentative Tract Map No. 30387, the developer shall pay the fair share contribution toward the traffic signal installation.

Traffic signals are projected to be warranted at the following additional study area intersections for Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects traffic conditions (see Appendix E):

I-10 Freeway NB Off Ramp (NS) at:
Calimesa Boulevard (EW) - #6[18]

Calimesa Boulevard (NS) at:
Singleton Road (EW) - #10[19]

A traffic signal is projected to be warranted at the following additional study area intersection for Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects traffic conditions (see Appendix E):

Bryant Street (NS) at:
Avenue L (EW) - #15[20]

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

[18] Included within the Transportation Uniform Mitigation fee (TUMF) improvements included in Appendix F.

[19] At the issuance of the 177th building permit for Tentative Tract Map No. 30386 and 1st building permit for Tentative Tract Map No. 30387, the developer shall pay the fair share contribution toward the traffic signal installation.

[20] At the issuance of the 211th building permit for Tentative Tract Map No. 30386 and 255th building permit for Tentative Tract Map No. 30387, the developer shall pay the fair share contribution toward the traffic signal installation.

Table 4

Other Development Trip Generation[1]

Other Development	Land Use	Quantity[2]	Units[3]	Peak Hour						Daily
				Morning			Evening			
				Inbound	Outbound	Total	Inbound	Outbound	Total	
Mastercraft (TT 26811)	Single-Family Detached Residential	268	DU	51	150	201	169	99	268	2,551
TT 26925	Single-Family Detached Residential	97	DU	18	54	72	61	36	97	923
Osbourne (TT 31450)	Senior Adult Housing - Detached	119	DU	10	17	27	19	13	32	438
	Single-Family Detached Residential	80	DU	15	45	60	50	30	80	762
Holbert Ranch (TT 30545)	Single-Family Detached Residential	131	DU	25	73	98	83	48	131	1,247
Mesa Verde Estates	Single-Family Detached Residential	417	DU	79	234	313	263	154	417	3,970
Total				198	573	771	645	380	1,025	9,891

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Categories 210 and 251.

[2] Mesa Verde Estates PA's 9, 16, 17, and 21 have been assumed for Year 2017.

[3] DU = Dwelling Units

Table 5

Existing Plus Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
I-10 Freeway SB Ramps (NS) at:															
County Line Road (EW) - #1															
- Without Improvements	CSS	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	99.9-F[4]	99.9-F
- With Improvements	**TS**	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	11.6-B	14.5-B
Sandalwood Drive (EW) - #2															
- Without Improvements	AWS	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	47.8-E	43.8-E
- With Improvements	**TS**	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	13.2-B	19.7-B
I-10 Freeway SB On Ramp (NS) at:															
Singleton Road (EW) - #3	CSS	0	0	0	0	0	0	0	0.5	0.5	0.5	0.5	0	7.7-A	7.5-A
I-10 Freeway NB Ramps (NS) at:															
County Line Road (EW) - #4															
- Without Improvements	CSS	0.5	0.5	d	0	0	0	1	1	0	0	1	1	14.8-B	17.4-C
- With Improvements	**TS**	0.5	0.5	d	0	0	0	1	1	0	0	1	1	12.0-B	7.9-A
I-10 Freeway NB On Ramp (NS) at:															
Sandalwood Drive (EW) - #5	CSS	0	0	0	0	0	0	0.5	0.5	0	0	0.5	0.5	12.7-B	9.1-A
I-10 Freeway NB Off Ramp (NS) at:															
Calimesa Boulevard (EW) - #6															
- Without Improvements	CSS	0	0.5	0.5	0	0	0	0.5	0.5	0	0	0	1	21.0-C	52.9-F
- With Improvements	**TS**	0	0.5	0.5	0	0	0	0.5	0.5	0	0	0	1	13.2-B	13.2-B
Singleton Road (EW) - #7	CSS	0.5	0	0.5	0	0	0	0	1	0	0	1	0	8.7-A	9.7-A
Calimesa Boulevard (NS) at:															
County Line Road (EW) - #8	TS	1	1.5	0.5	1	1	1	1	1	d	1	1.5	0.5	10.0-A	9.8-A
Sandalwood Drive (EW) - #9	TS	1	2	d	1	1	1>	1.5	1	0.5	1	1	1	27.8-C	21.4-C
Singleton Road (EW) - #10	AWS	0	1	0	0	1	0	0	1	0	0	1	0	13.0-B	22.9-C
5th Street (NS) at:															
County Line Road (EW) - #11	TS	1	0.5	0.5	1	1	d	1	1	1	1	1	1	24.4-C	16.5-B
3rd Street (NS) at:															
County Line Road (EW) - #12															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	24.5-C	22.0-C
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	7.0-A	7.7-A
2nd Street (NS) at:															
County Line Road (EW) - #13															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	28.3-D	13.4-B
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	10.2-B	5.1-A
California Street (NS) at:															
County Line Road (EW) - #14	AWS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	14.9-B	13.4-B
Bryant Street (NS) at:															
County Line Road (EW) - #15	AWS	0	1	0	0	1	0	0	1	0	0	1	0	11.6-B	11.4-B
Avenue L (EW) - #16	AWS	0	1	0	0	1	0	0	1	0	0	1	0	7.6-A	7.8-A

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn; > = Right Turn Overlap; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[3] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

Table 6

Existing Plus Ambient Growth Plus Project (Year 2014) Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
I-10 Freeway SB Ramps (NS) at:															
County Line Road (EW) - #1															
- Without Improvements	CSS	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	99.9-F[4]	99.9-F
- With Improvements	**TS**	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	11.7-B	14.7-B
Sandalwood Drive (EW) - #2															
- Without Improvements	AWS	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	46.1-E	20.1-C
- With Improvements	**TS**	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	13.0-B	15.4-B
I-10 Freeway SB On Ramp (NS) at:															
Singleton Road (EW) - #3	CSS	0	0	0	0	0	0	0	0.5	0.5	0.5	0.5	0	7.3-A	7.3-A
I-10 Freeway NB Ramps (NS) at:															
County Line Road (EW) - #4															
- Without Improvements	CSS	0.5	0.5	d	0	0	0	1	1	0	0	1	1	14.9-B	17.7-C
- With Improvements	**TS**	0.5	0.5	d	0	0	0	1	1	0	0	1	1	12.2-B	8.0-A
I-10 Freeway NB On Ramp (NS) at:															
Sandalwood Drive (EW) - #5	CSS	0	0	0	0	0	0	0.5	0.5	0	0	0.5	0.5	11.3-B	8.8-A
I-10 Freeway NB Off Ramp (NS) at:															
Calimesa Boulevard (EW) - #6	CSS	0	0.5	0.5	0	0	0	0.5	0.5	0	0	0	1	14.0-B	16.6-C
Singleton Road (EW) - #7	CSS	0.5	0	0.5	0	0	0	0	1	0	0	1	0	8.4-A	8.6-A
Calimesa Boulevard (NS) at:															
County Line Road (EW) - #8	TS	1	1.5	0.5	1	1	1	1	1	d	1	1.5	0.5	9.9-A	9.6-A
Sandalwood Drive (EW) - #9	TS	1	2	d	1	1	1>	1.5	1	0.5	1	1	1	25.1-C	20.6-C
Singleton Road (EW) - #10	AWS	0	1	0	0	1	0	0	1	0	0	1	0	7.5-A	8.1-A
5th Street (NS) at:															
County Line Road (EW) - #11	TS	1	0.5	0.5	1	1	d	1	1	1	1	1	1	24.2-C	16.3-B
3rd Street (NS) at:															
County Line Road (EW) - #12															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	25.6-D	22.9-C
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	7.0-A	7.7-A
2nd Street (NS) at:															
County Line Road (EW) - #13															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	29.8-D	13.5-B
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	10.3-B	5.1-A
California Street (NS) at:															
County Line Road (EW) - #14	AWS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	15.1-C	13.5-B
Bryant Street (NS) at:															
County Line Road (EW) - #15	AWS	0	1	0	0	1	0	0	1	0	0	1	0	11.7-B	11.5-B
Avenue L (EW) - #16	AWS	0	1	0	0	1	0	0	1	0	0	1	0	7.6-A	7.8-A

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn; > = Right Turn Overlap; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[3] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

Table 7

Existing Plus Ambient Growth Plus Project (Year 2015) Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
I-10 Freeway SB Ramps (NS) at:															
County Line Road (EW) - #1															
- Without Improvements	CSS	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	99.9-F[4]	99.9-F
- With Improvements	**TS**	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	11.8-B	14.9-B
Sandalwood Drive (EW) - #2															
- Without Improvements	AWS	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	49.0-E	22.2-C
- With Improvements	**TS**	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	13.2-B	16.1-B
I-10 Freeway SB On Ramp (NS) at:															
Singleton Road (EW) - #3	CSS	0	0	0	0	0	0	0	0.5	0.5	0.5	0.5	0	7.4-A	7.3-A
I-10 Freeway NB Ramps (NS) at:															
County Line Road (EW) - #4															
- Without Improvements	CSS	0.5	0.5	d	0	0	0	1	1	0	0	1	1	15.1-C	17.9-C
- With Improvements	**TS**	0.5	0.5	d	0	0	0	1	1	0	0	1	1	12.5-B	8.0-A
I-10 Freeway NB On Ramp (NS) at:															
Sandalwood Drive (EW) - #5	CSS	0	0	0	0	0	0	0.5	0.5	0	0	0.5	0.5	11.6-B	8.9-A
I-10 Freeway NB Off Ramp (NS) at:															
Calimesa Boulevard (EW) - #6	CSS	0	0.5	0.5	0	0	0	0.5	0.5	0	0	0	1	14.4-B	18.5-C
Singleton Road (EW) - #7	CSS	0.5	0	0.5	0	0	0	0	1	0	0	1	0	8.5-A	8.7-A
Calimesa Boulevard (NS) at:															
County Line Road (EW) - #8	TS	1	1.5	0.5	1	1	1	1	1	d	1	1.5	0.5	10.0-A	9.6-A
Sandalwood Drive (EW) - #9	TS	1	2	d	1	1	1>	1.5	1	0.5	1	1	1	25.4-C	21.4-C
Singleton Road (EW) - #10	AWS	0	1	0	0	1	0	0	1	0	0	1	0	7.9-A	8.7-A
5th Street (NS) at:															
County Line Road (EW) - #11	TS	1	0.5	0.5	1	1	d	1	1	1	1	1	1	24.6-C	16.5-B
3rd Street (NS) at:															
County Line Road (EW) - #12															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	26.7-D	23.8-C
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	7.0-A	7.8-A
2nd Street (NS) at:															
County Line Road (EW) - #13															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	31.5-D	13.7-B
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	10.3-B	5.1-A
California Street (NS) at:															
County Line Road (EW) - #14	AWS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	15.4-C	13.8-B
Bryant Street (NS) at:															
County Line Road (EW) - #15	AWS	0	1	0	0	1	0	0	1	0	0	1	0	11.9-B	11.6-B
Avenue L (EW) - #16	AWS	0	1	0	0	1	0	0	1	0	0	1	0	7.6-A	7.8-A

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

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[3] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

Table 8

Existing Plus Ambient Growth Plus Project (Year 2016) Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
I-10 Freeway SB Ramps (NS) at:															
County Line Road (EW) - #1															
- Without Improvements	CSS	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	99.9-F[4]	99.9-F
- With Improvements	**TS**	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	12.0-B	15.1-B
Sandalwood Drive (EW) - #2															
- Without Improvements	AWS	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	51.5-F	23.1-C
- With Improvements	**TS**	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	13.4-B	16.4-B
I-10 Freeway SB On Ramp (NS) at:															
Singleton Road (EW) - #3	CSS	0	0	0	0	0	0	0	0.5	0.5	0.5	0.5	0	7.4-A	7.3-A
I-10 Freeway NB Ramps (NS) at:															
County Line Road (EW) - #4															
- Without Improvements	CSS	0.5	0.5	d	0	0	0	1	1	0	0	1	1	15.3-C	18.2-C
- With Improvements	**TS**	0.5	0.5	d	0	0	0	1	1	0	0	1	1	12.7-B	8.1-A
I-10 Freeway NB On Ramp (NS) at:															
Sandalwood Drive (EW) - #5	CSS	0	0	0	0	0	0	0.5	0.5	0	0	0.5	0.5	11.7-B	8.9-A
I-10 Freeway NB Off Ramp (NS) at:															
Calimesa Boulevard (EW) - #6	CSS	0	0.5	0.5	0	0	0	0.5	0.5	0	0	0	1	14.5-B	19.0-C
Singleton Road (EW) - #7	CSS	0.5	0	0.5	0	0	0	0	1	0	0	1	0	8.5-A	8.8-A
Calimesa Boulevard (NS) at:															
County Line Road (EW) - #8	TS	1	1.5	0.5	1	1	1	1	1	d	1	1.5	0.5	10.0-A	9.7-A
Sandalwood Drive (EW) - #9	TS	1	2	d	1	1	1>	1.5	1	0.5	1	1	1	25.6-C	21.5-C
Singleton Road (EW) - #10	AWS	0	1	0	0	1	0	0	1	0	0	1	0	7.9-A	8.8-A
5th Street (NS) at:															
County Line Road (EW) - #11	TS	1	0.5	0.5	1	1	d	1	1	1	1	1	1	25.0-C	16.6-B
3rd Street (NS) at:															
County Line Road (EW) - #12															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	27.9-D	24.8-C
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	7.1-A	7.8-A
2nd Street (NS) at:															
County Line Road (EW) - #13															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	33.3-D	14.0-B
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	10.4-B	5.1-A
California Street (NS) at:															
County Line Road (EW) - #14	AWS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	15.7-C	14.0-B
Bryant Street (NS) at:															
County Line Road (EW) - #15	AWS	0	1	0	0	1	0	0	1	0	0	1	0	12.0-B	11.7-B
Avenue L (EW) - #16	AWS	0	1	0	0	1	0	0	1	0	0	1	0	7.6-A	7.8-A

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

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[3] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

Table 9

Existing Plus Ambient Growth Plus Project (Year 2017) Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
I-10 Freeway SB Ramps (NS) at:															
County Line Road (EW) - #1															
- Without Improvements	CSS	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	99.9-F[4]	99.9-F
- With Improvements	**TS**	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	13.0-B	17.1-B
Sandalwood Drive (EW) - #2															
- Without Improvements	AWS	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	43.6-E	16.8-C
- With Improvements	**TS**	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	12.7-B	13.8-B
I-10 Freeway SB On Ramp (NS) at:															
Singleton Road (EW) - #3	CSS	0	0	0	0	0	0	0	0.5	0.5	0.5	0.5	0	7.6-A	7.5-A
I-10 Freeway NB Ramps (NS) at:															
County Line Road (EW) - #4															
- Without Improvements	CSS	0.5	0.5	d	0	0	0	1	1	0	0	1	1	16.2-C	21.2-C
- With Improvements	**TS**	0.5	0.5	d	0	0	0	1	1	0	0	1	1	15.4-B	8.0-A
I-10 Freeway NB On Ramp (NS) at:															
Sandalwood Drive (EW) - #5	CSS	0	0	0	0	0	0	0.5	0.5	0	0	0.5	0.5	10.8-B	8.6-A
I-10 Freeway NB Off Ramp (NS) at:															
Calimesa Boulevard (EW) - #6	CSS	0	0.5	0.5	0	0	0	0.5	0.5	0	0	0	1	12.5-B	14.4-B
Singleton Road (EW) - #7	CSS	0.5	0	0.5	0	0	0	0	1	0	0	1	0	9.2-A	9.7-A
Calimesa Boulevard (NS) at:															
County Line Road (EW) - #8	TS	1	1.5	0.5	1	1	1	1	1	d	1	1.5	0.5	10.1-B	9.6-A
Sandalwood Drive (EW) - #9	TS	1	2	d	1	1	1>	1.5	1	0.5	1	1	1	23.0-C	19.1-B
Singleton Road (EW) - #10	AWS	0	1	0	0	1	0	0	1	0	0	1	0	9.4-A	10.4-B
5th Street (NS) at:															
County Line Road (EW) - #11	TS	1	0.5	0.5	1	1	d	1	1	1	1	1	1	26.3-C	15.4-B
3rd Street (NS) at:															
County Line Road (EW) - #12															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	46.8-E	44.9-E
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	7.1-A	7.8-A
2nd Street (NS) at:															
County Line Road (EW) - #13															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	56.9-F	18.8-C
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	10.5-B	5.0-A
California Street (NS) at:															
County Line Road (EW) - #14															
- Without Improvements	AWS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	21.4-C	19.2-C
- With Improvements	**TS**	0	1	0	0.5	0.5	d	0	1	0	0	1	0	7.9-A	4.2-A
Bryant Street (NS) at:															
County Line Road (EW) - #15															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	20.3-C	20.3-C
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	12.5-B	11.6-B
Avenue L (EW) - #16	AWS	0	1	0	0	1	0	0	1	0	0	1	0	9.6-A	11.0-B
Singleton Road (NS) at:															
JP Ranch Drive (EW) - #17	**CSS**	0	**1**	0	0	**1**	0	0	**1**	0	0	0	0	10.1-B	10.7-B
Lariat Road (EW) - #18	**CSS**	0	**1**	0	0	**1**	0	0	**1**	0	0	0	0	10.1-B	10.6-B

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn; > = Right Turn Overlap; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[3] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

Table 10

Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative
Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
I-10 Freeway SB Ramps (NS) at:															
County Line Road (EW) - #1															
- Without Improvements	CSS	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	99.9-F[4]	99.9-F
- With Improvements	**TS**	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	13.0-B	17.1-B
Sandalwood Drive (EW) - #2															
- Without Improvements	AWS	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	99.9-F	38.7-E
- With Improvements	**TS**	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	19.1-B	17.1-B
I-10 Freeway SB On Ramp (NS) at:															
Singleton Road (EW) - #3	CSS	0	0	0	0	0	0	0	0.5	0.5	0.5	0.5	0	7.9-A	7.6-A
I-10 Freeway NB Ramps (NS) at:															
County Line Road (EW) - #4															
- Without Improvements	CSS	0.5	0.5	d	0	0	0	1	1	0	0	1	1	16.2-C	21.2-C
- With Improvements	**TS**	0.5	0.5	d	0	0	0	1	1	0	0	1	1	15.4-B	8.0-A
I-10 Freeway NB On Ramp (NS) at:															
Sandalwood Drive (EW) - #5	CSS	0	0	0	0	0	0	0.5	0.5	0	0	0.5	0.5	14.4-B	9.7-A
I-10 Freeway NB Off Ramp (NS) at:															
Calimesa Boulevard (EW) - #6															
- Without Improvements	CSS	0	0.5	0.5	0	0	0	0.5	0.5	0	0	0	1	14.5-B	25.3-D
- With Improvements	**TS**	0	0.5	0.5	0	0	0	0.5	0.5	0	0	0	1	12.0-B	12.9-B
Singleton Road (EW) - #7	CSS	0.5	0	0.5	0	0	0	0	1	0	0	1	0	9.4-A	10.4-B
Calimesa Boulevard (NS) at:															
County Line Road (EW) - #8	TS	1	1.5	0.5	1	1	1	1	1	d	1	1.5	0.5	10.2-B	9.7-A
Sandalwood Drive (EW) - #9	TS	1	2	d	1	1	1>	1.5	1	0.5	1	1	1	25.7-C	22.0-C
Singleton Road (EW) - #10															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	12.4-B	18.2-C
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	8.4-A	12.3-B
5th Street (NS) at:															
County Line Road (EW) - #11	TS	1	0.5	0.5	1	1	d	1	1	1	1	1	1	26.4-C	15.8-B
3rd Street (NS) at:															
County Line Road (EW) - #12															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	46.8-E	44.9-E
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	7.1-A	7.8-A
2nd Street (NS) at:															
County Line Road (EW) - #13															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	56.9-F	18.8-C
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	10.5-B	5.0-A
California Street (NS) at:															
County Line Road (EW) - #14															
- Without Improvements	AWS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	21.4-C	19.2-C
- With Improvements	**TS**	0	1	0	0.5	0.5	d	0	1	0	0	1	0	7.9-A	4.2-A
Bryant Street (NS) at:															
County Line Road (EW) - #15															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	21.3-C	21.2-C
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	12.5-B	11.8-B
Avenue L (EW) - #16	AWS	0	1	0	0	1	0	0	1	0	0	1	0	9.7-A	11.3-B
Singleton Road (NS) at:															
JP Ranch Drive (EW) - #17	**CSS**	0	**1**	0	0	**1**	0	0	**1**	0	0	**1**	0	10.2-B	10.8-B
Lariat Road (EW) - #18	**CSS**	0	**1**	0	0	**1**	0	0	**1**	0	0	**1**	0	10.2-B	10.8-B

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

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

Table 11

Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative
Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
I-10 Freeway SB Ramps (NS) at:															
County Line Road (EW) - #1															
- Without Improvements	CSS	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	99.9-F[4]	99.9-F
- With Improvements	**TS**	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	13.5-B	18.3-B
Sandalwood Drive (EW) - #2															
- Without Improvements	AWS	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	99.9-F	40.1-E
- With Improvements	**TS**	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	19.6-B	17.4-B
I-10 Freeway SB On Ramp (NS) at:															
Singleton Road (EW) - #3	CSS	0	0	0	0	0	0	0	0.5	0.5	0.5	0.5	0	8.0-A	7.7-A
I-10 Freeway NB Ramps (NS) at:															
County Line Road (EW) - #4															
- Without Improvements	CSS	0.5	0.5	d	0	0	0	1	1	0	0	1	1	16.7-C	22.7-C
- With Improvements	**TS**	0.5	0.5	d	0	0	0	1	1	0	0	1	1	16.9-B	8.1-A
I-10 Freeway NB On Ramp (NS) at:															
Sandalwood Drive (EW) - #5	CSS	0	0	0	0	0	0	0.5	0.5	0	0	0.5	0.5	14.6-B	9.7-A
I-10 Freeway NB Off Ramp (NS) at:															
Calimesa Boulevard (EW) - #6															
- Without Improvements	CSS	0	0.5	0.5	0	0	0	0.5	0.5	0	0	0	1	14.7-B	26.3-D
- With Improvements	**TS**	0	0.5	0.5	0	0	0	0.5	0.5	0	0	0	1	12.0-B	13.0-B
Singleton Road (EW) - #7	CSS	0.5	0	0.5	0	0	0	0	1	0	0	1	0	9.5-A	10.7-B
Calimesa Boulevard (NS) at:															
County Line Road (EW) - #8	TS	1	1.5	0.5	1	1	1	1	1	d	1	1.5	0.5	10.4-B	9.8-A
Sandalwood Drive (EW) - #9	TS	1	2	d	1	1	1>	1.5	1	0.5	1	1	1	25.9-C	22.1-C
Singleton Road (EW) - #10															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	13.5-B	22.1-C
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	8.3-A	12.5-B
5th Street (NS) at:															
County Line Road (EW) - #11	TS	1	0.5	0.5	1	1	d	1	1	1	1	1	1	27.9-C	16.2-B
3rd Street (NS) at:															
County Line Road (EW) - #12															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	56.9-F	56.0-F
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	7.1-A	7.9-A
2nd Street (NS) at:															
County Line Road (EW) - #13															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	69.2-F	21.9-C
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	10.7-B	5.0-A
California Street (NS) at:															
County Line Road (EW) - #14															
- Without Improvements	AWS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	25.2-D	22.7-C
- With Improvements	**TS**	0	1	0	0.5	0.5	d	0	1	0	0	1	0	7.8-A	4.7-A
Bryant Street (NS) at:															
County Line Road (EW) - #15															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	25.0-D	26.8-D
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	12.8-B	12.1-B
Avenue L (EW) - #16	AWS	0	1	0	0	1	0	0	1	0	0	1	0	10.1-B	12.2-B
Singleton Road (NS) at:															
JP Ranch Drive (EW) - #17	**CSS**	0	**1**	0	0	**1**	0	0	**1**	0	0	**1**	0	10.5-B	11.4-B
Lariat Road (EW) - #18	**CSS**	0	**1**	0	0	**1**	0	0	**1**	0	0	**1**	0	10.5-B	11.5-B

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

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[3] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

Table 12

Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative
Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
I-10 Freeway SB Ramps (NS) at:															
County Line Road (EW) - #1															
- Without Improvements	CSS	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	99.9-F[4]	99.9-F
- With Improvements	**TS**	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	13.9-B	19.7-B
Sandalwood Drive (EW) - #2															
- Without Improvements	AWS	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	99.9-F	41.6-E
- With Improvements	**TS**	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	20.0-C	17.6-C
I-10 Freeway SB On Ramp (NS) at:															
Singleton Road (EW) - #3	CSS	0	0	0	0	0	0	0	0.5	0.5	0.5	0.5	0	8.1-A	7.7-A
I-10 Freeway NB Ramps (NS) at:															
County Line Road (EW) - #4															
- Without Improvements	CSS	0.5	0.5	d	0	0	0	1	1	0	0	1	1	17.2-C	24.4-C
- With Improvements	**TS**	0.5	0.5	d	0	0	0	1	1	0	0	1	1	18.7-B	8.2-A
I-10 Freeway NB On Ramp (NS) at:															
Sandalwood Drive (EW) - #5	CSS	0	0	0	0	0	0	0.5	0.5	0	0	0.5	0.5	14.7-B	9.7-A
I-10 Freeway NB Off Ramp (NS) at:															
Calimesa Boulevard (EW) - #6															
- Without Improvements	CSS	0	0.5	0.5	0	0	0	0.5	0.5	0	0	0	1	14.9-B	27.1-D
- With Improvements	**TS**	0	0.5	0.5	0	0	0	0.5	0.5	0	0	0	1	12.0-B	13.0-B
Singleton Road (EW) - #7	CSS	0.5	0	0.5	0	0	0	0	1	0	0	1	0	9.6-A	11.1-B
Calimesa Boulevard (NS) at:															
County Line Road (EW) - #8	TS	1	1.5	0.5	1	1	1	1	1	d	1	1.5	0.5	10.6-B	9.9-A
Sandalwood Drive (EW) - #9	TS	1	2	d	1	1	1>	1.5	1	0.5	1	1	1	26.2-C	22.2-C
Singleton Road (EW) - #10															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	14.7-B	28.1-D
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	8.2-A	12.6-B
5th Street (NS) at:															
County Line Road (EW) - #11	TS	1	0.5	0.5	1	1	d	1	1	1	1	1	1	29.5-C	16.6-B
3rd Street (NS) at:															
County Line Road (EW) - #12															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	67.4-F	67.9-F
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	7.2-A	8.0-A
2nd Street (NS) at:															
County Line Road (EW) - #13															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	82.1-F	25.8-D
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	10.9-B	5.0-A
California Street (NS) at:															
County Line Road (EW) - #14															
- Without Improvements	AWS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	30.1-D	27.3-D
- With Improvements	**TS**	0	1	0	0.5	0.5	d	0	1	0	0	1	0	7.8-A	5.2-A
Bryant Street (NS) at:															
County Line Road (EW) - #15															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	30.1-D	34.8-D
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	13.1-B	12.4-B
Avenue L (EW) - #16	AWS	0	1	0	0	1	0	0	1	0	0	1	0	10.6-B	13.2-B
Singleton Road (NS) at:															
JP Ranch Drive (EW) - #17	**CSS**	0	**1**	0	0	**1**	0	0	**1**	0	0	**1**	0	10.8-B	12.0-B
Lariat Road (EW) - #18	**CSS**	0	**1**	0	0	**1**	0	0	**1**	0	0	**1**	0	10.8-B	12.0-B

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

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[3] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

Table 13

Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative
Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
I-10 Freeway SB Ramps (NS) at:															
County Line Road (EW) - #1															
- Without Improvements	CSS	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	99.9-F[4]	99.9-F
- With Improvements	**TS**	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	14.3-B	21.3-C
Sandalwood Drive (EW) - #2															
- Without Improvements	AWS	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	99.9-F	43.1-E
- With Improvements	**TS**	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	20.5-C	17.9-B
I-10 Freeway SB On Ramp (NS) at:															
Singleton Road (EW) - #3	CSS	0	0	0	0	0	0	0	0.5	0.5	0.5	0.5	0	8.1-A	7.8-A
I-10 Freeway NB Ramps (NS) at:															
County Line Road (EW) - #4															
- Without Improvements	CSS	0.5	0.5	d	0	0	0	1	1	0	0	1	1	17.8-C	26.2-D
- With Improvements	**TS**	0.5	0.5	d	0	0	0	1	1	0	0	1	1	20.6-C	8.4-A
I-10 Freeway NB On Ramp (NS) at:															
Sandalwood Drive (EW) - #5	CSS	0	0	0	0	0	0	0.5	0.5	0	0	0.5	0.5	14.9-B	9.8-A
I-10 Freeway NB Off Ramp (NS) at:															
Calimesa Boulevard (EW) - #6															
- Without Improvements	CSS	0	0.5	0.5	0	0	0	0.5	0.5	0	0	0	1	15.1-C	27.9-D
- With Improvements	**TS**	0	0.5	0.5	0	0	0	0.5	0.5	0	0	0	1	12.1-B	13.1-B
Singleton Road (EW) - #7	CSS	0.5	0	0.5	0	0	0	0	1	0	0	1	0	9.7-A	11.4-B
Calimesa Boulevard (NS) at:															
County Line Road (EW) - #8	TS	1	1.5	0.5	1	1	1	1	1	d	1	1.5	0.5	10.9-B	10.0-A
Sandalwood Drive (EW) - #9	TS	1	2	d	1	1	1>	1.5	1	0.5	1	1	1	26.5-C	22.3-C
Singleton Road (EW) - #10															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	16.1-C	36.9-E
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	8.1-A	12.7-B
5th Street (NS) at:															
County Line Road (EW) - #11	TS	1	0.5	0.5	1	1	d	1	1	1	1	1	1	31.3-C	17.0-B
3rd Street (NS) at:															
County Line Road (EW) - #12															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	78.4-F	80.5-F
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	7.3-A	8.3-A
2nd Street (NS) at:															
County Line Road (EW) - #13															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	95.9-F	30.8-D
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	11.0-B	5.0-A
California Street (NS) at:															
County Line Road (EW) - #14															
- Without Improvements	AWS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	36.3-E	33.3-D
- With Improvements	**TS**	0	1	0	0.5	0.5	d	0	1	0	0	1	0	7.7-A	5.8-A
Bryant Street (NS) at:															
County Line Road (EW) - #15															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	38.2-E	43.7-E
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	13.5-B	12.8-B
Avenue L (EW) - #16	AWS	0	1	0	0	1	0	0	1	0	0	1	0	11.0-B	14.3-B
Singleton Road (NS) at:															
JP Ranch Drive (EW) - #17	**CSS**	0	**1**	0	0	**1**	0	0	**1**	0	0	**1**	0	11.1-B	12.6-B
Lariat Road (EW) - #18	**CSS**	0	**1**	0	0	**1**	0	0	**1**	0	0	**1**	0	11.2-B	12.6-B

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

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[3] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

Table 14

Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative
Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
I-10 Freeway SB Ramps (NS) at:															
County Line Road (EW) - #1															
- Without Improvements	CSS	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	99.9-F[4]	99.9-F
- With Improvements	**TS**	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	14.7-B	22.8-C
Sandalwood Drive (EW) - #2															
- Without Improvements	AWS	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	99.9-F	44.7-E
- With Improvements	**TS**	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	20.9-C	18.1-B
I-10 Freeway SB On Ramp (NS) at:															
Singleton Road (EW) - #3	CSS	0	0	0	0	0	0	0	0.5	0.5	0.5	0.5	0	8.2-A	7.8-A
I-10 Freeway NB Ramps (NS) at:															
County Line Road (EW) - #4															
- Without Improvements	CSS	0.5	0.5	d	0	0	0	1	1	0	0	1	1	18.3-C	28.0-D
- With Improvements	**TS**	0.5	0.5	d	0	0	0	1	1	0	0	1	1	22.6-C	8.5-A
I-10 Freeway NB On Ramp (NS) at:															
Sandalwood Drive (EW) - #5	CSS	0	0	0	0	0	0	0.5	0.5	0	0	0.5	0.5	15.1-C	9.8-A
I-10 Freeway NB Off Ramp (NS) at:															
Calimesa Boulevard (EW) - #6															
- Without Improvements	CSS	0	0.5	0.5	0	0	0	0.5	0.5	0	0	0	1	15.3-C	28.9-D
- With Improvements	**TS**	0	0.5	0.5	0	0	0	0.5	0.5	0	0	0	1	12.1-B	13.1-B
Singleton Road (EW) - #7	CSS	0.5	0	0.5	0	0	0	0	1	0	0	1	0	9.7-A	11.8-B
Calimesa Boulevard (NS) at:															
County Line Road (EW) - #8	TS	1	1.5	0.5	1	1	1	1	1	d	1	1.5	0.5	11.2-B	10.0-B
Sandalwood Drive (EW) - #9	TS	1	2	d	1	1	1>	1.5	1	0.5	1	1	1	26.7-C	22.4-C
Singleton Road (EW) - #10															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	17.5-C	47.4-E
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	8.0-A	12.9-B
5th Street (NS) at:															
County Line Road (EW) - #11	TS	1	0.5	0.5	1	1	d	1	1	1	1	1	1	32.9-C	17.5-B
3rd Street (NS) at:															
County Line Road (EW) - #12															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	88.3-F	91.7-F
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	7.5-A	8.5-A
2nd Street (NS) at:															
County Line Road (EW) - #13															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	99.9-F	36.1-E
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	11.2-B	5.1-A
California Street (NS) at:															
County Line Road (EW) - #14															
- Without Improvements	AWS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	42.3-E	39.5-E
- With Improvements	**TS**	0	1	0	0.5	0.5	d	0	1	0	0	1	0	7.7-A	6.3-A
Bryant Street (NS) at:															
County Line Road (EW) - #15															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	48.5-E	53.3-F
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	13.9-B	13.3-B
Avenue L (EW) - #16	AWS	0	1	0	0	1	0	0	1	0	0	1	0	11.5-B	15.4-C
Singleton Road (NS) at:															
JP Ranch Drive (EW) - #17	**CSS**	0	**1**	0	0	**1**	0	0	**1**	0	0	**1**	0	11.4-B	13.2-B
Lariat Road (EW) - #18	**CSS**	0	**1**	0	0	**1**	0	0	**1**	0	0	**1**	0	11.5-B	13.2-B

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

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[3] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

Table 15

Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative
Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
I-10 Freeway SB Ramps (NS) at:															
County Line Road (EW) - #1															
- Without Improvements	CSS	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	99.9-F[4]	99.9-F
- With Improvements	**TS**	0	0	0	0.5	0.5	d	0	0.5	0.5	1	1	0	15.2-B	24.1-C
Sandalwood Drive (EW) - #2															
- Without Improvements	AWS	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	99.9-F	46.4-E
- With Improvements	**TS**	0	0	0	1	0	d	0	0.5	0.5	0.5	0.5	0	21.4-C	18.4-B
I-10 Freeway SB On Ramp (NS) at:															
Singleton Road (EW) - #3	CSS	0	0	0	0	0	0	0	0.5	0.5	0.5	0.5	0	8.3-A	7.9-A
I-10 Freeway NB Ramps (NS) at:															
County Line Road (EW) - #4															
- Without Improvements	CSS	0.5	0.5	d	0	0	0	1	1	0	0	1	1	18.8-C	29.5-D
- With Improvements	**TS**	0.5	0.5	d	0	0	0	1	1	0	0	1	1	24.0-C	8.6-A
I-10 Freeway NB On Ramp (NS) at:															
Sandalwood Drive (EW) - #5	CSS	0	0	0	0	0	0	0.5	0.5	0	0	0.5	0.5	15.3-C	9.8-A
I-10 Freeway NB Off Ramp (NS) at:															
Calimesa Boulevard (EW) - #6															
- Without Improvements	CSS	0	0.5	0.5	0	0	0	0.5	0.5	0	0	0	1	15.4-C	29.5-D
- With Improvements	**TS**	0	0.5	0.5	0	0	0	0.5	0.5	0	0	0	1	12.1-B	13.2-B
Singleton Road (EW) - #7	CSS	0.5	0	0.5	0	0	0	0	1	0	0	1	0	9.8-A	12.1-B
Calimesa Boulevard (NS) at:															
County Line Road (EW) - #8	TS	1	1.5	0.5	1	1	1	1	1	d	1	1.5	0.5	11.5-B	10.1-B
Sandalwood Drive (EW) - #9	TS	1	2	d	1	1	1>	1.5	1	0.5	1	1	1	26.9-C	22.5-C
Singleton Road (EW) - #10															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	18.7-C	60.3-F
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	8.1-A	13.4-B
5th Street (NS) at:															
County Line Road (EW) - #11	TS	1	0.5	0.5	1	1	d	1	1	1	1	1	1	34.2-C	17.8-B
3rd Street (NS) at:															
County Line Road (EW) - #12															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	94.8-F	99.9-F
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	7.6-A	8.7-A
2nd Street (NS) at:															
County Line Road (EW) - #13															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	99.9-F	42.1-E
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	11.5-B	5.2-A
California Street (NS) at:															
County Line Road (EW) - #14															
- Without Improvements	AWS	0	1	0	0.5	0.5	d	0	1	0	0	1	0	47.6-E	48.7-E
- With Improvements	**TS**	0	1	0	0.5	0.5	d	0	1	0	0	1	0	7.8-A	20.8-C
Bryant Street (NS) at:															
County Line Road (EW) - #15															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	64.7-F	80.8-F
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	14.5-B	15.5-B
Avenue L (EW) - #16															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	12.9-B	71.8-F
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	1	0	9.6-A	13.7-B
Singleton Road (NS) at:															
JP Ranch Drive (EW) - #17	**CSS**	0	**1**	0	0	**1**	0	0	**1**	0	0	**1**	0	12.6-B	22.1-C
Lariat Road (EW) - #18	**CSS**	0	**1**	0	0	**1**	0	0	**1**	0	0	**1**	0	11.8-B	13.9-B

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

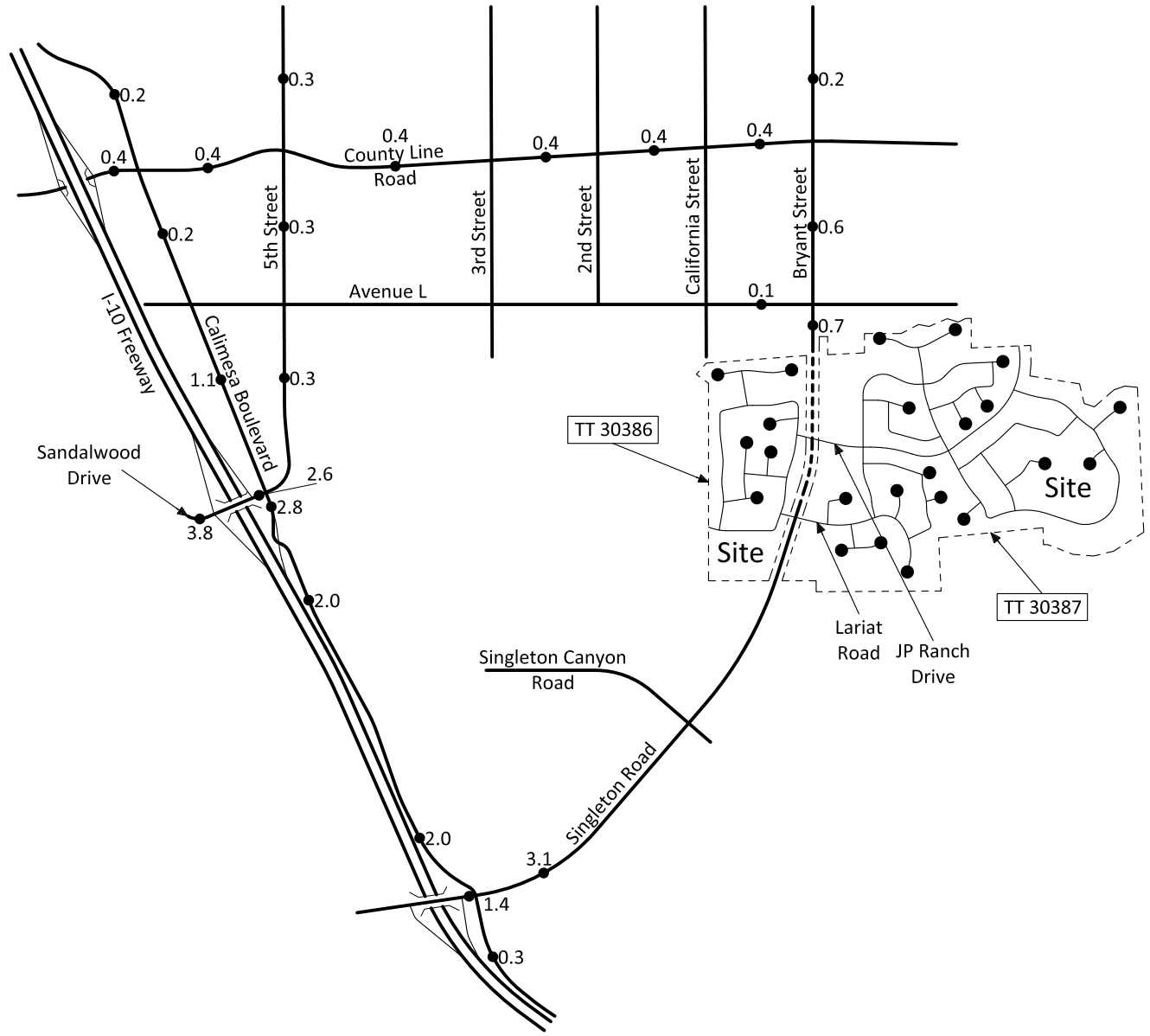
L = Left; T = Through; R = Right; d = Defacto Right Turn; > = Right Turn Overlap; **1** = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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

[3] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

Figure 41
Other Development Average Daily Traffic Volumes



Legend

3.1 = Vehicles Per Day (1,000's)

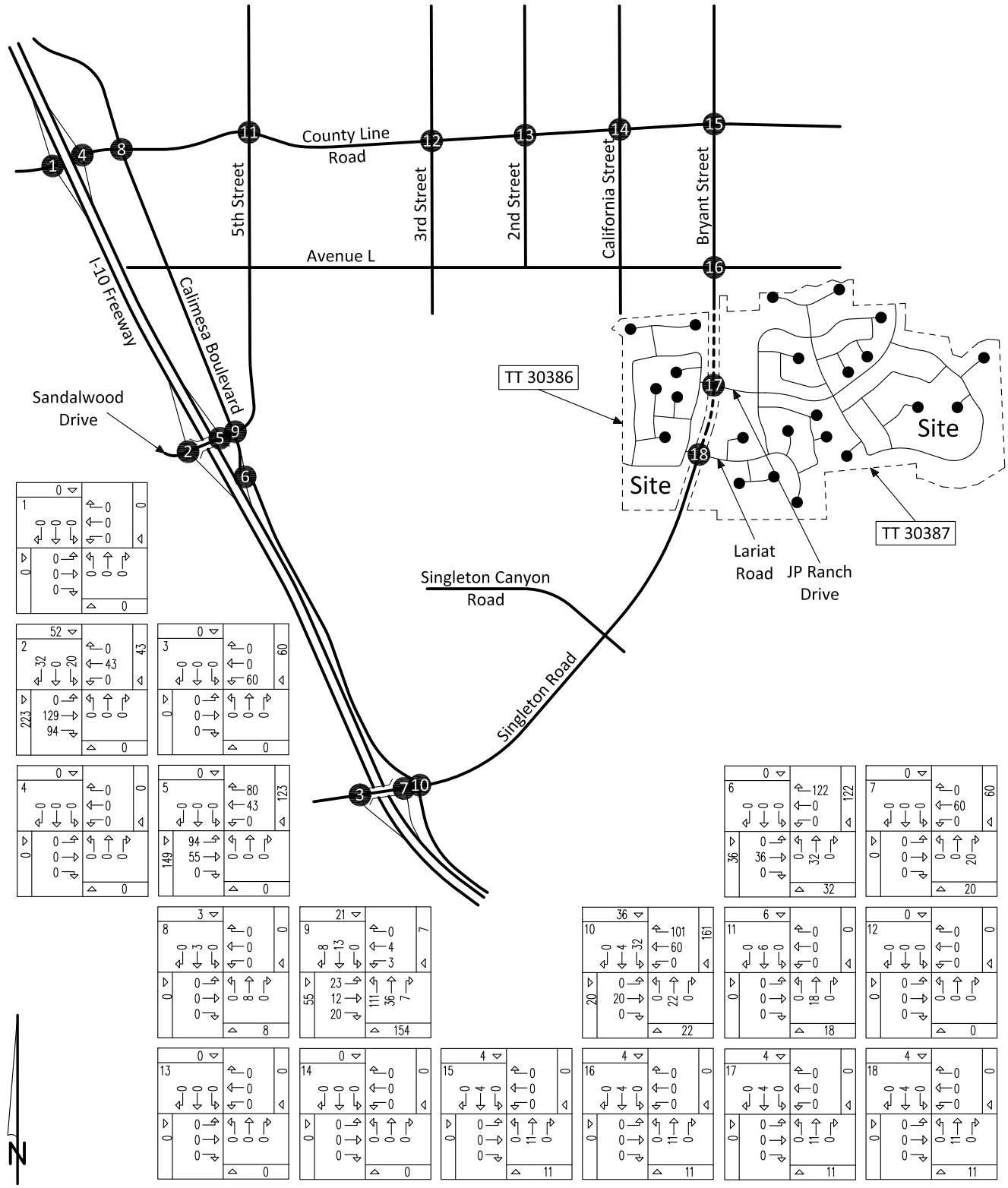
NTS

5318/41

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 42
Other Development
Morning Peak Hour Intersection Turning Movement Volumes

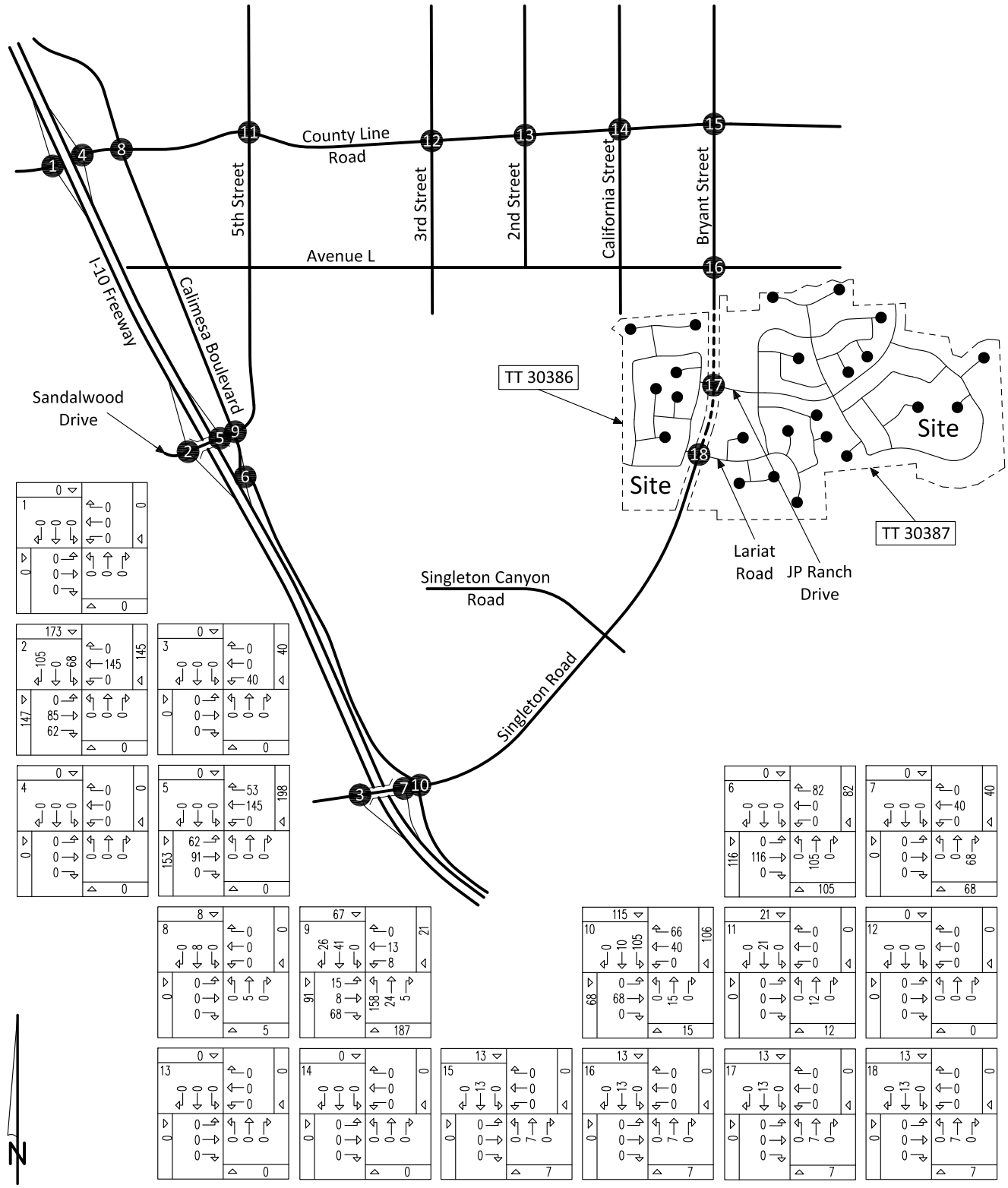


5318/42

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 43
Other Development
Evening Peak Hour Intersection Turning Movement Volumes

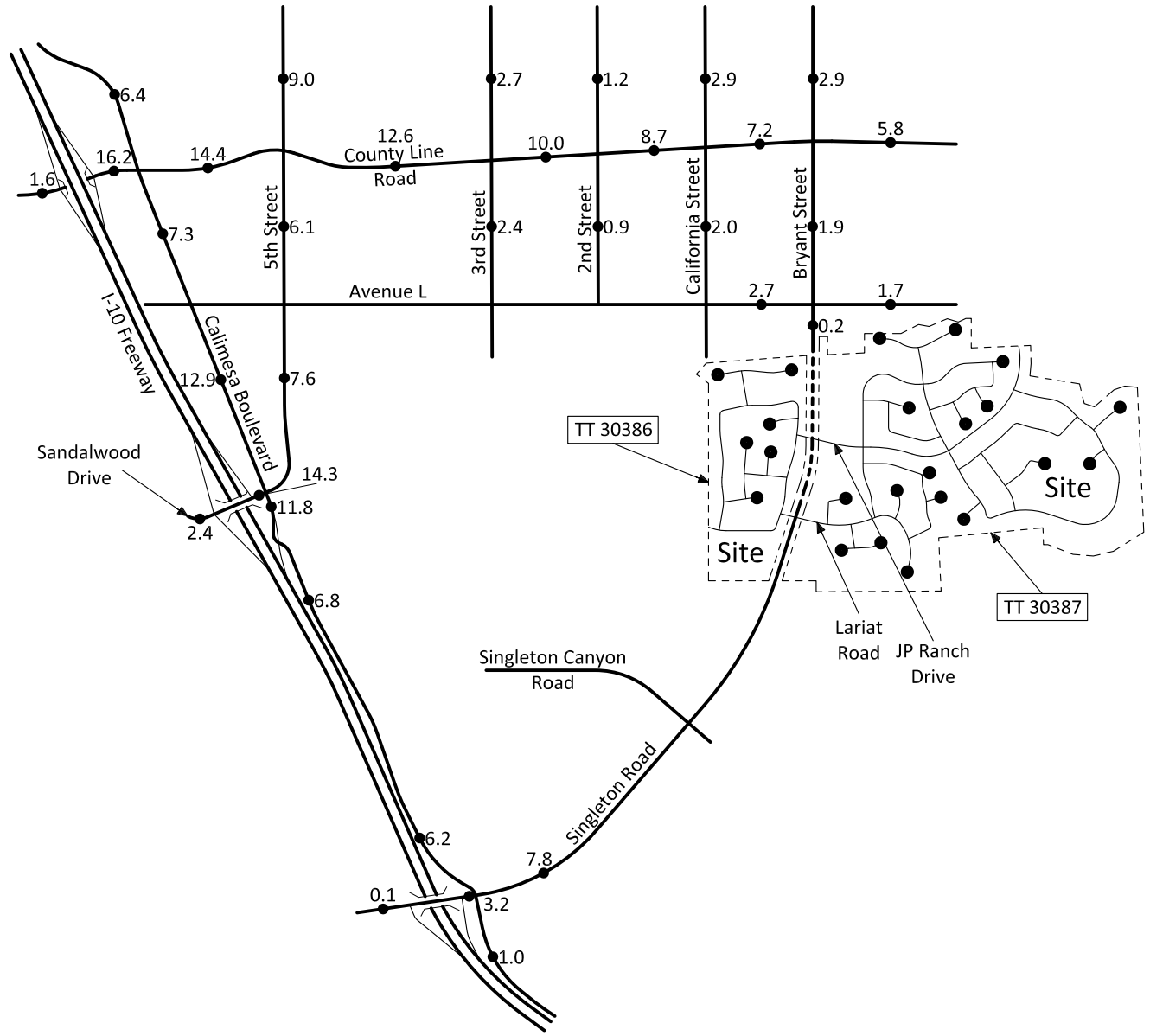


5318/43

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 44
Existing Plus Project Average Daily Traffic Volumes



Legend

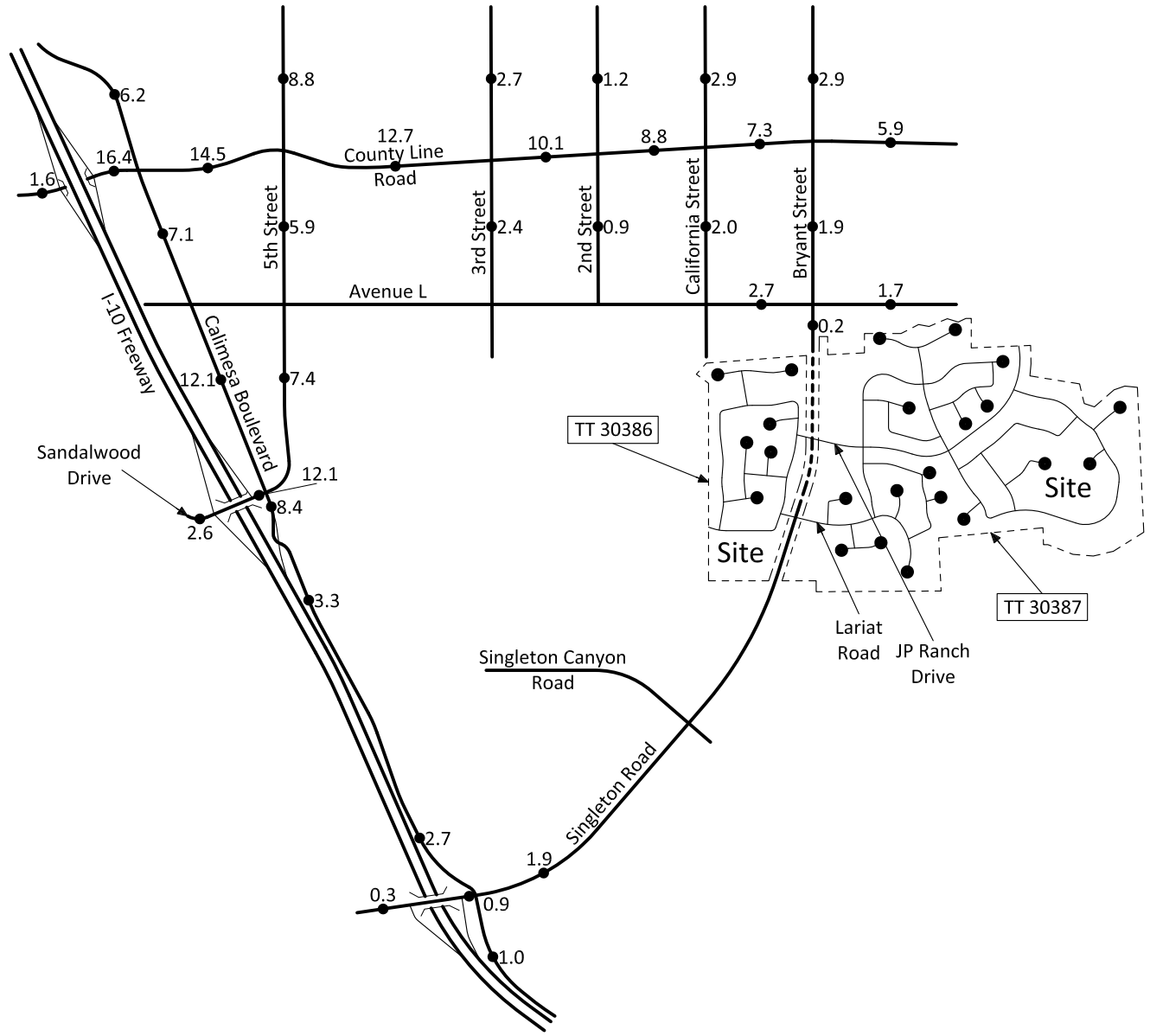
7.8 = Vehicles Per Day (1,000's)

5318/44

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 45
Existing Plus Ambient Growth Plus Project (Year 2014)
Average Daily Traffic Volumes

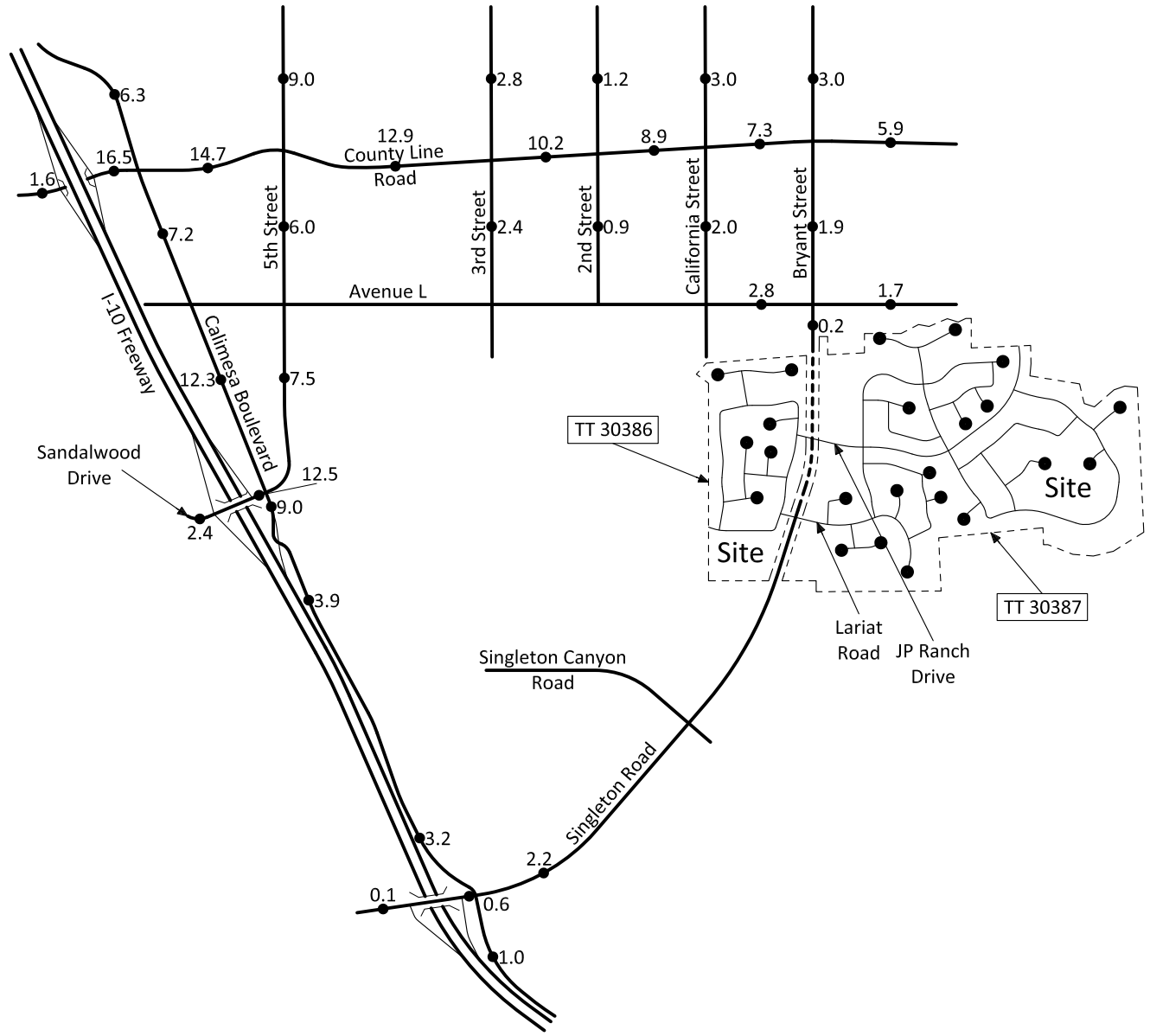


Legend

1.9 = Vehicles Per Day (1,000's)

5318/45

Figure 46
Existing Plus Ambient Growth Plus Project (Year 2015)
Average Daily Traffic Volumes



Legend

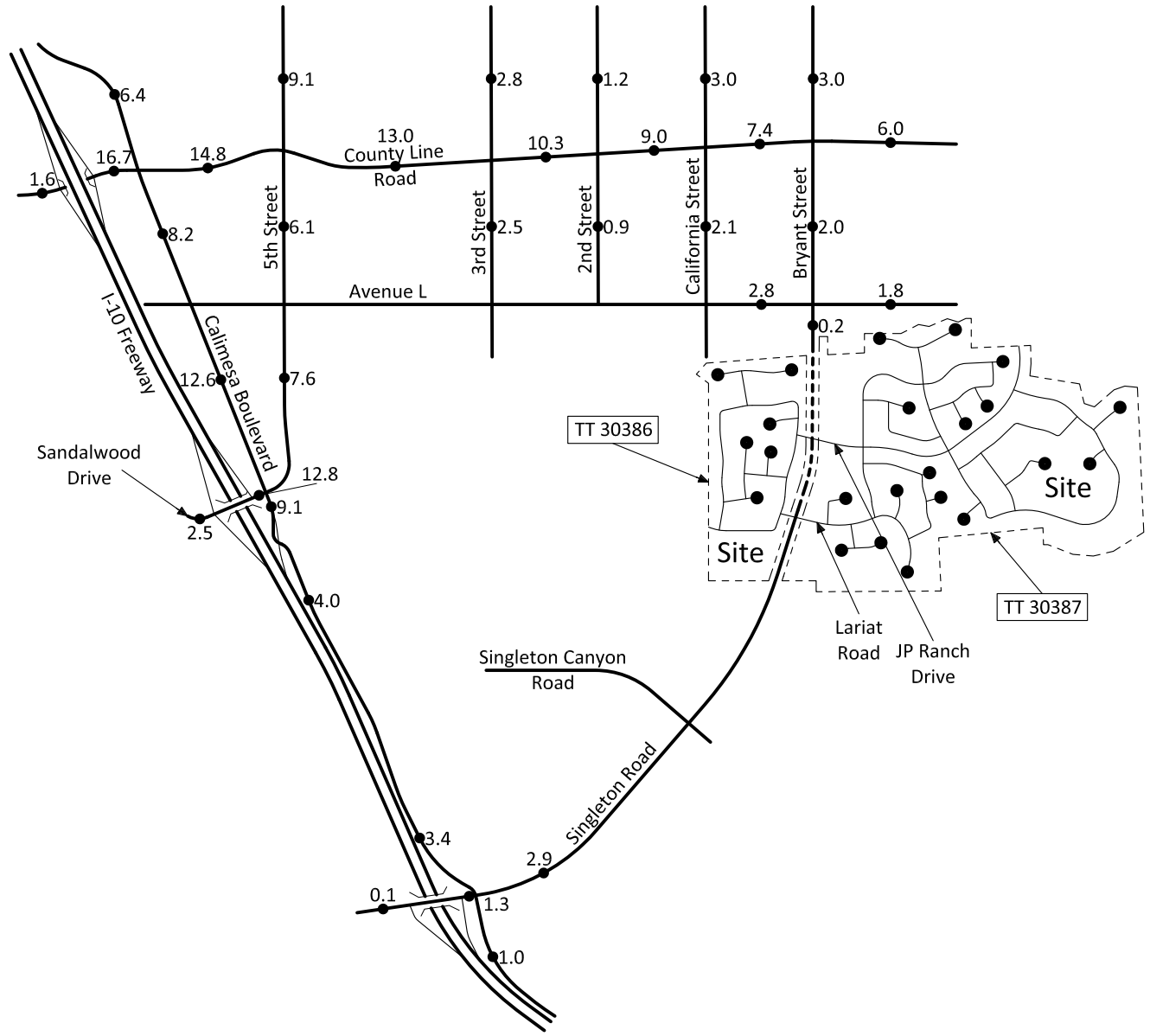
2.2 = Vehicles Per Day (1,000's)

5318/46

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 47
Existing Plus Ambient Growth Plus Project (Year 2016)
Average Daily Traffic Volumes



Legend

2.9 = Vehicles Per Day (1,000's)

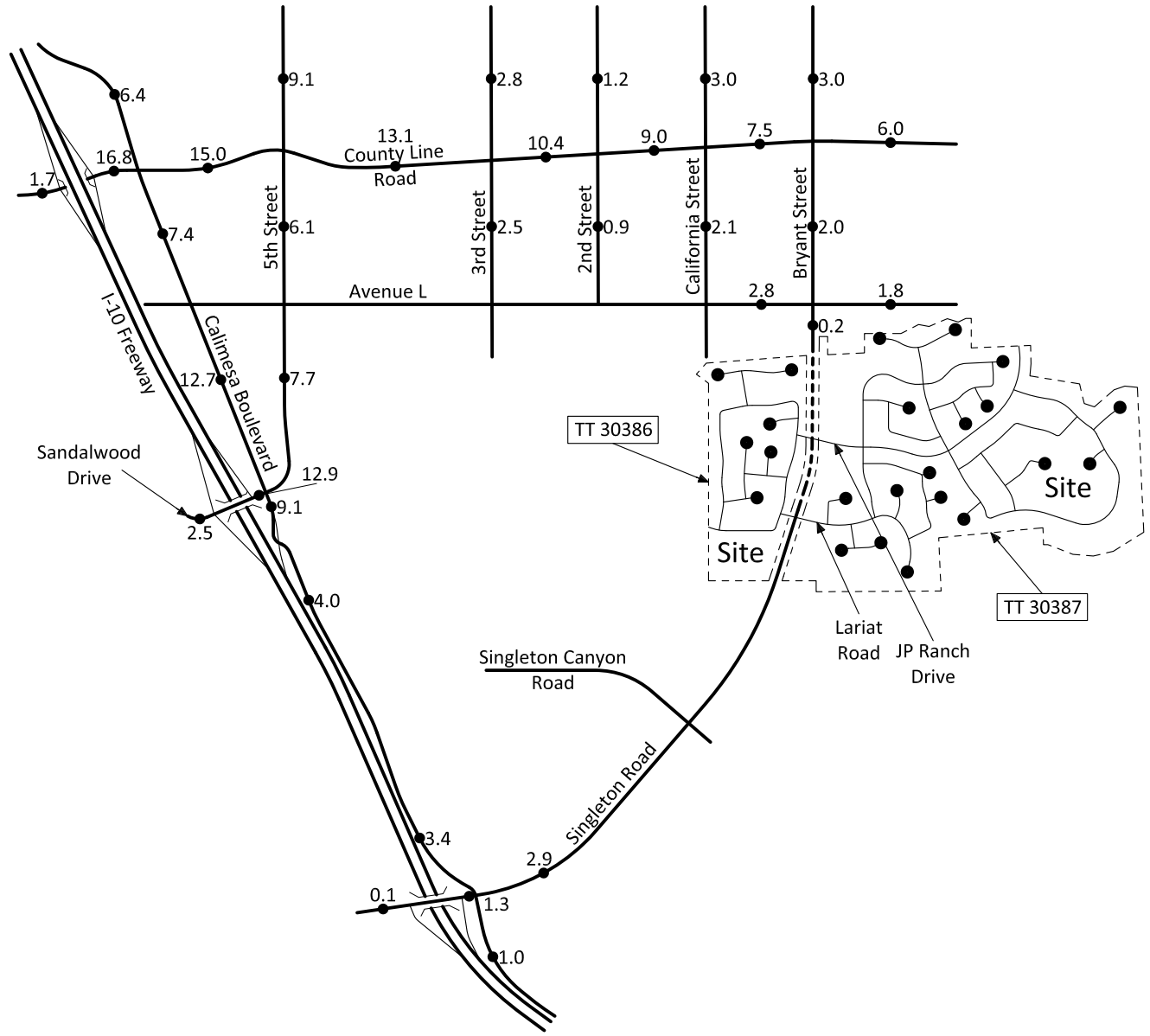
NTS

5318/47

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 48
Existing Plus Ambient Growth Plus Project (Year 2017)
Average Daily Traffic Volumes



Legend

2.9 = Vehicles Per Day (1,000's)

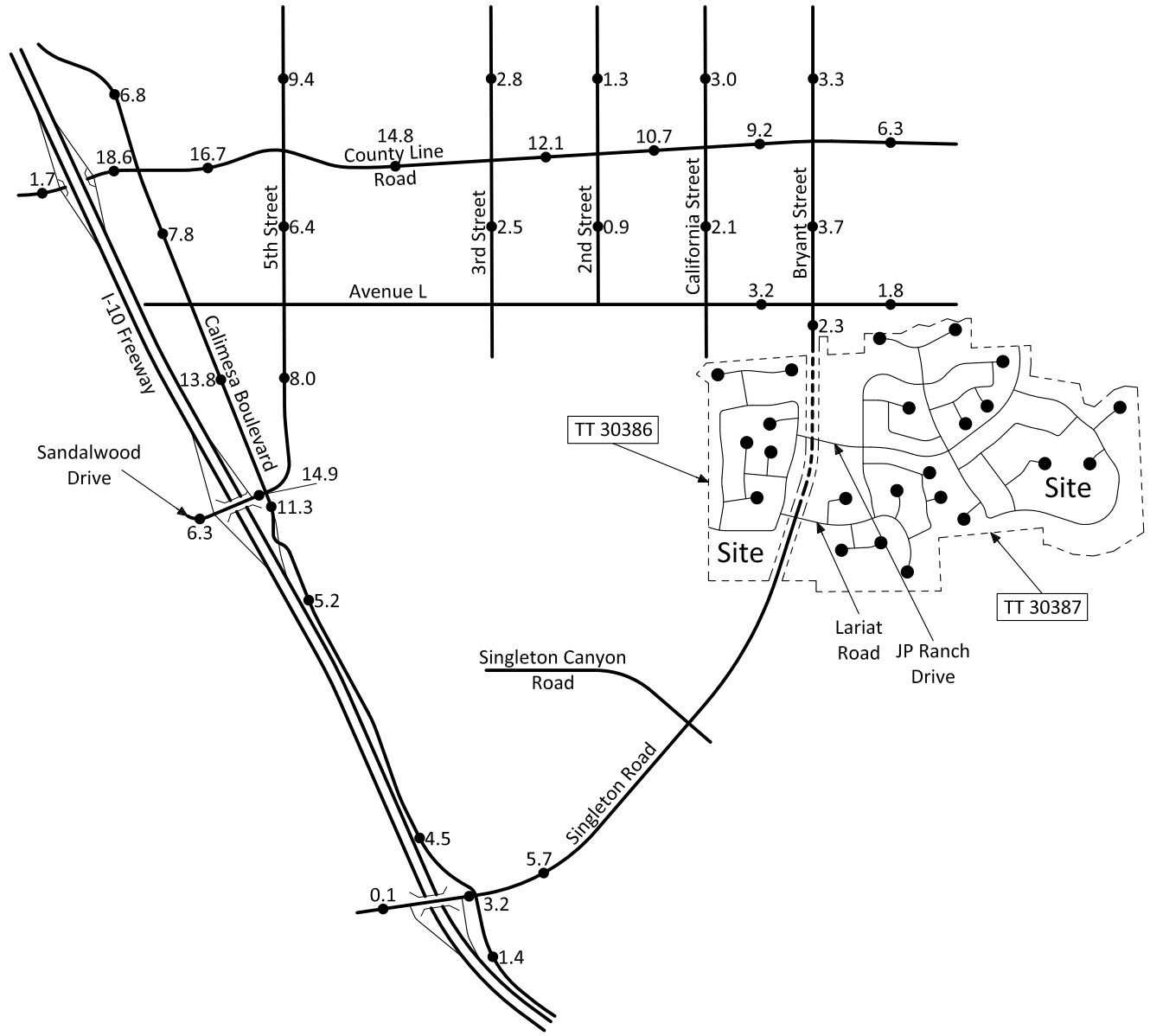
NTS

5318/48

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 49
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Average Daily Traffic Volumes



Legend

5.7 = Vehicles Per Day (1,000's)

N

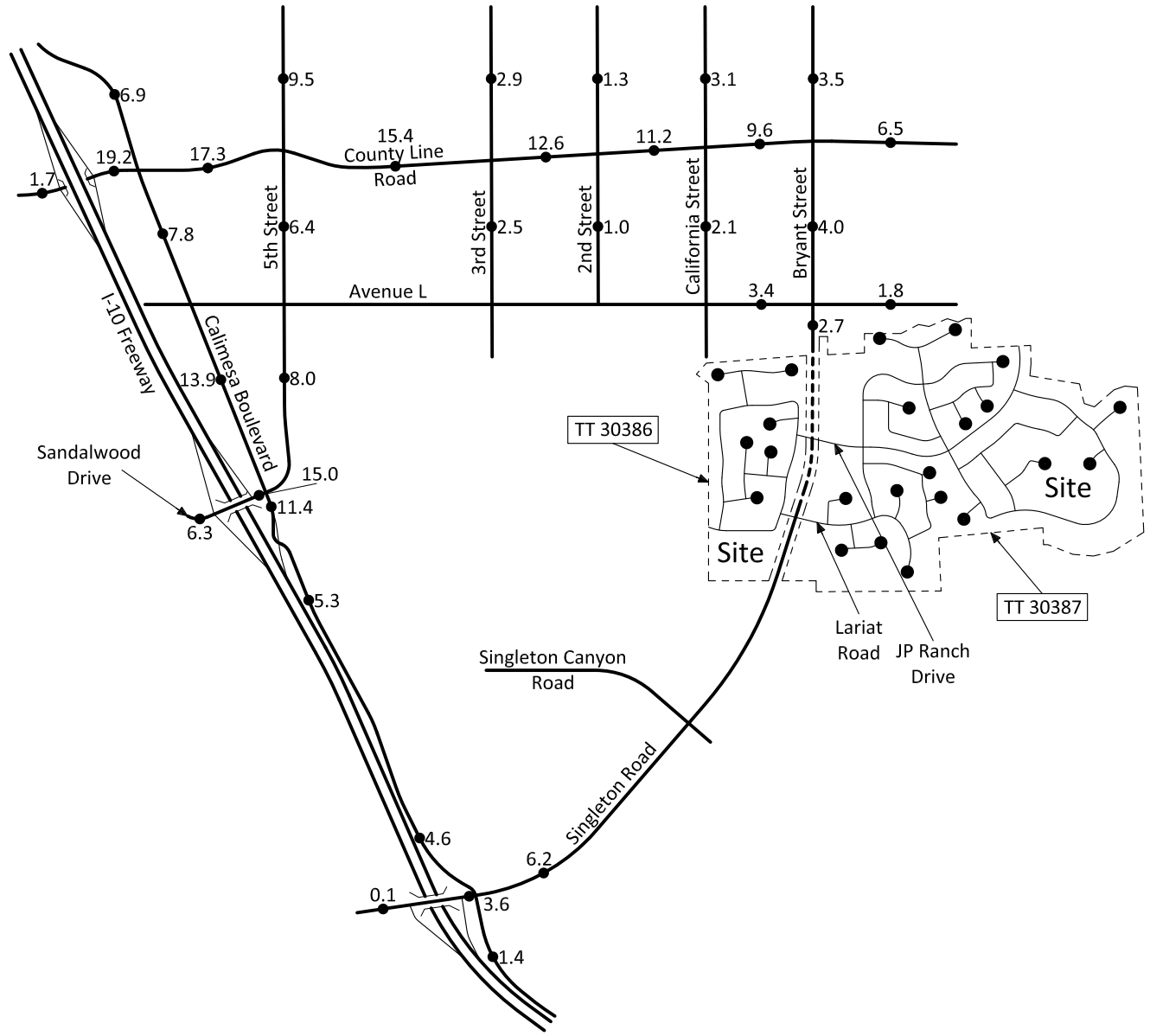
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

5318/49

Figure 50
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Average Daily Traffic Volumes



Legend

6.2 = Vehicles Per Day (1,000's)

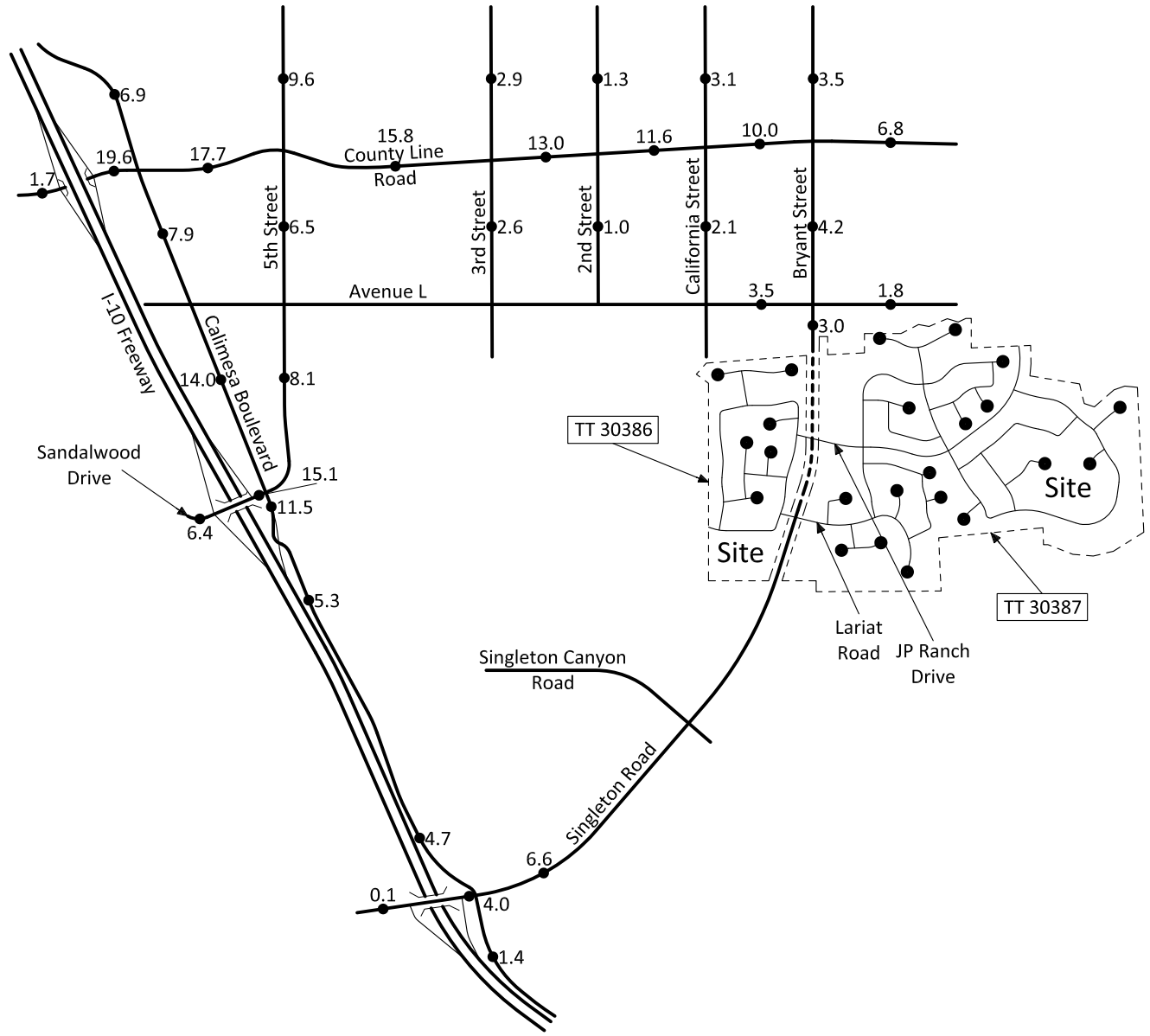
NTS

5318/50

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 51
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Average Daily Traffic Volumes

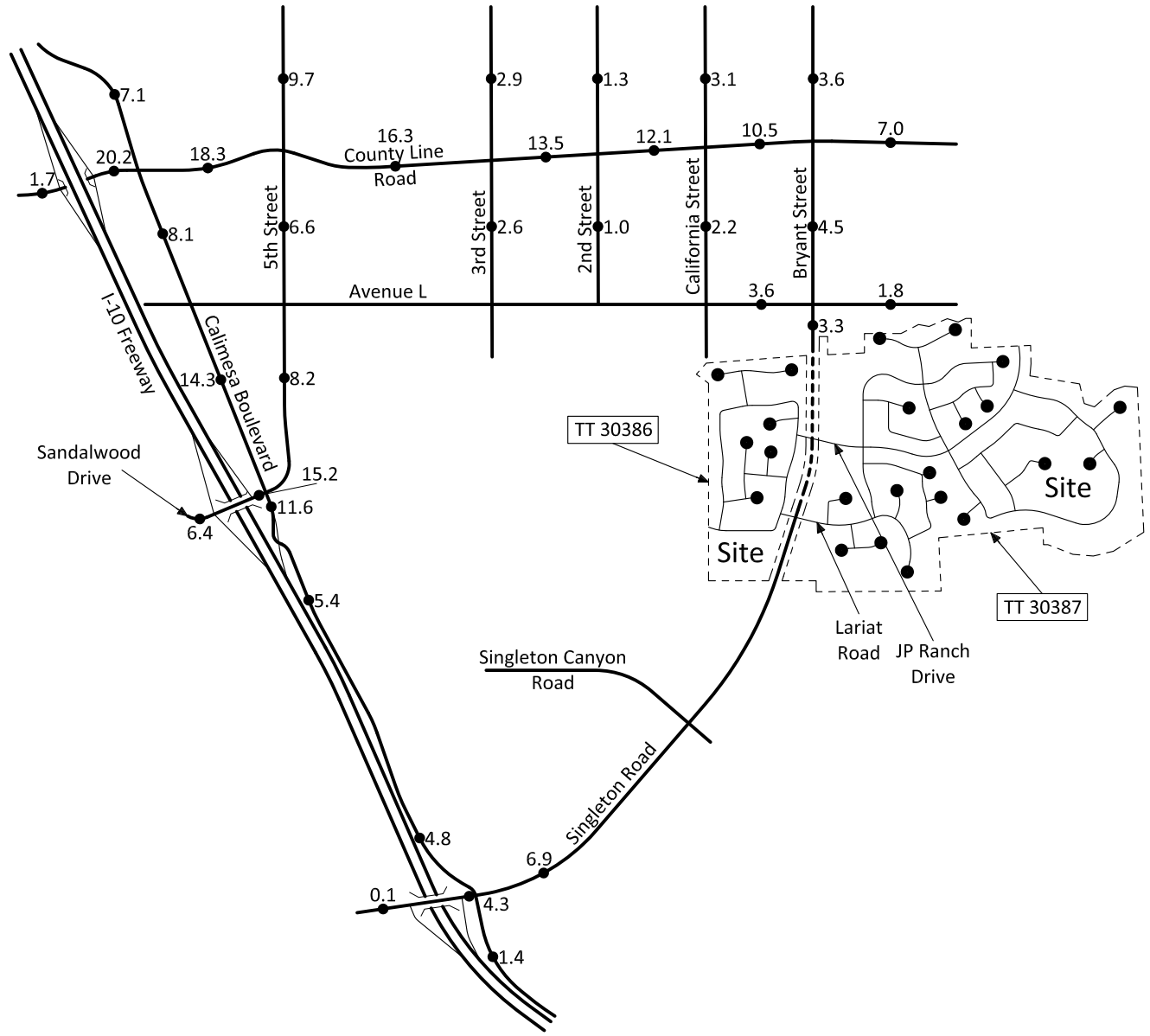


5318/51

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 52
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Average Daily Traffic Volumes



Legend

6.9 = Vehicles Per Day (1,000's)

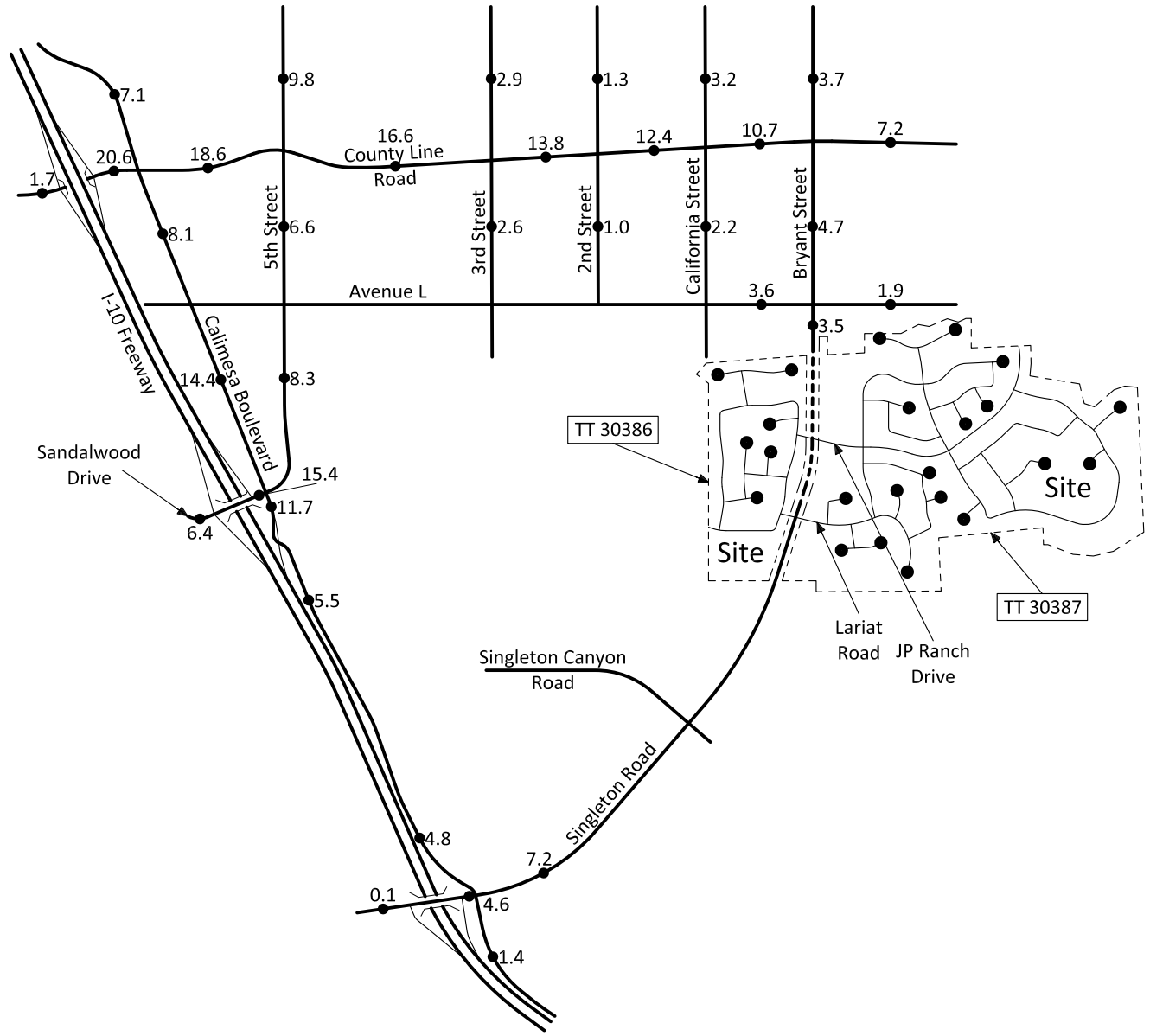
NTS

5318/52

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 53
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Average Daily Traffic Volumes



Legend

7.2 = Vehicles Per Day (1,000's)

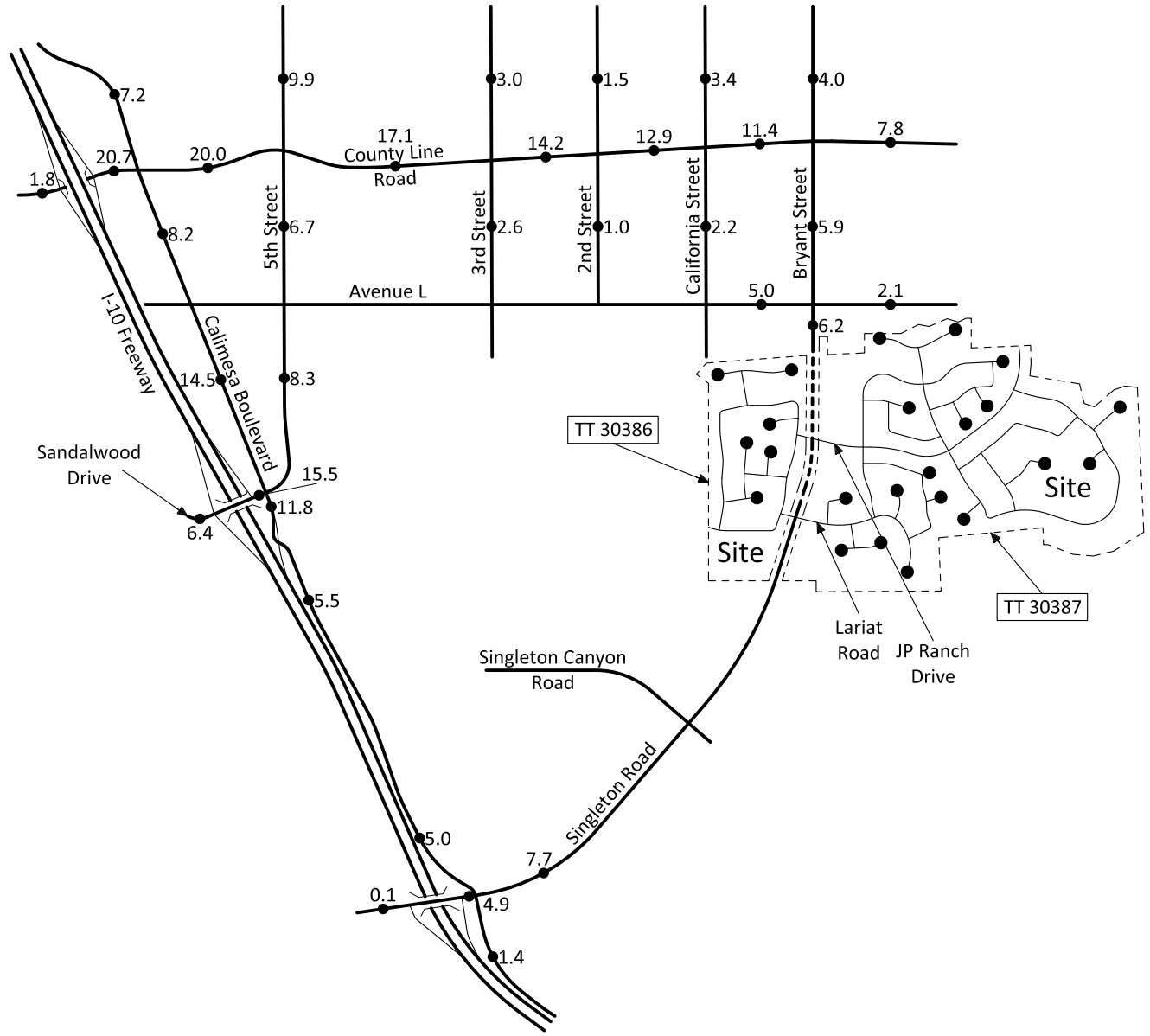
NTS

5318/53

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 54
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Average Daily Traffic Volumes



Legend

7.7 = Vehicles Per Day (1,000's)

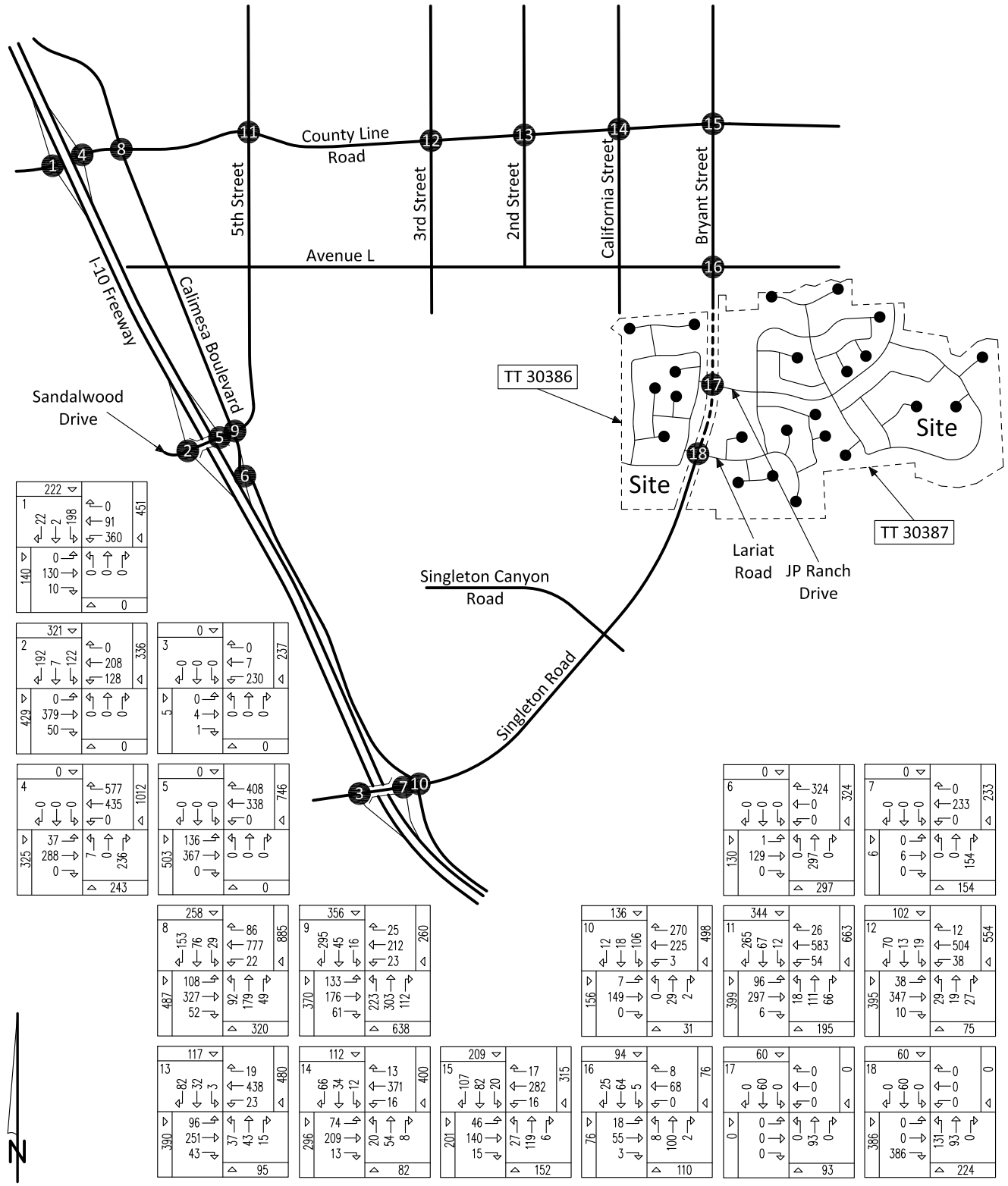
NTS

5318/54

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 55
Existing Plus Project
Morning Peak Hour Intersection Turning Movement Volumes

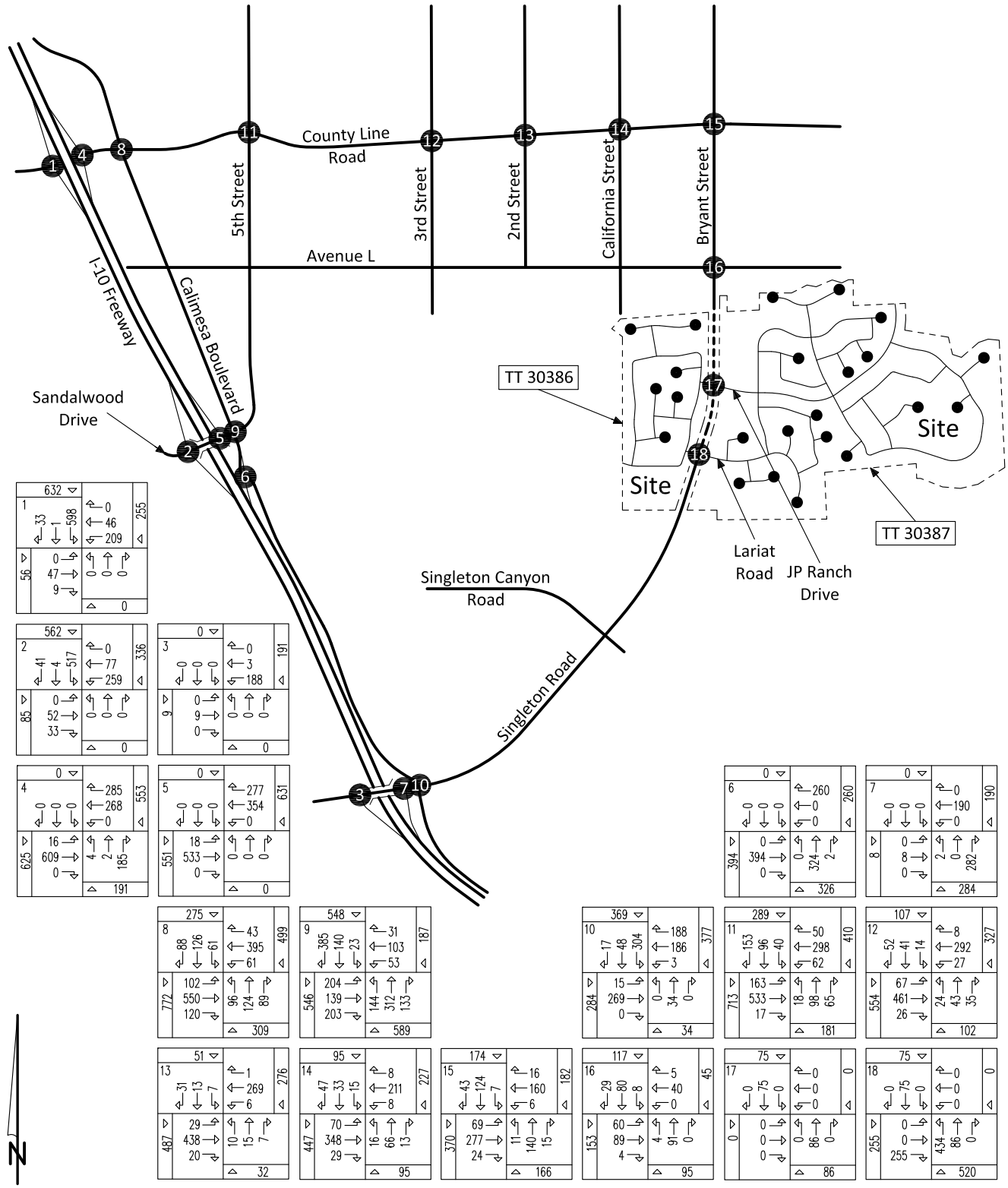


5318/55

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 56
Existing Plus Project
Evening Peak Hour Intersection Turning Movement Volumes

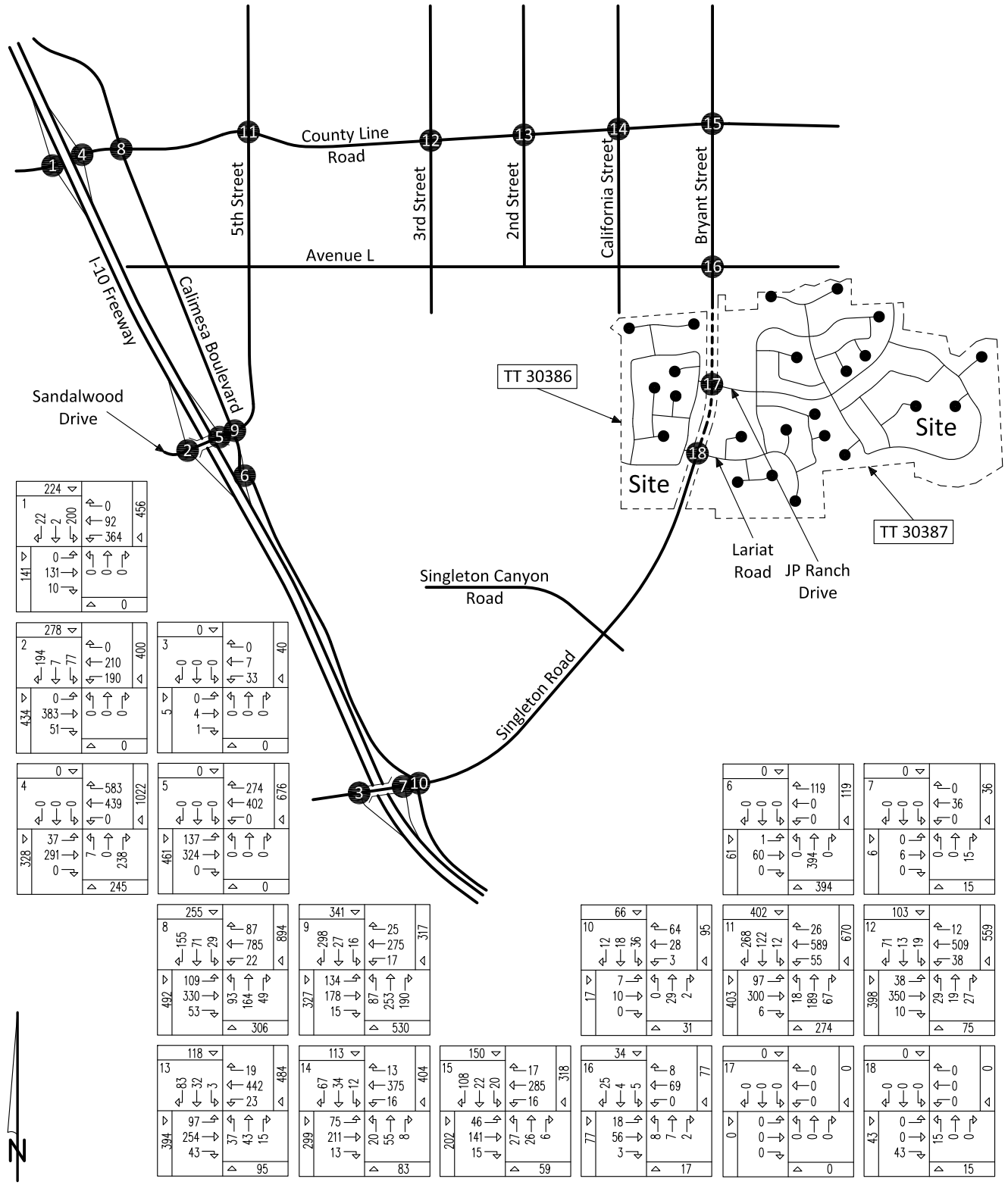


5318/56

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 57
Existing Plus Ambient Growth Plus Project (Year 2014)
Morning Peak Hour Intersection Turning Movement Volumes

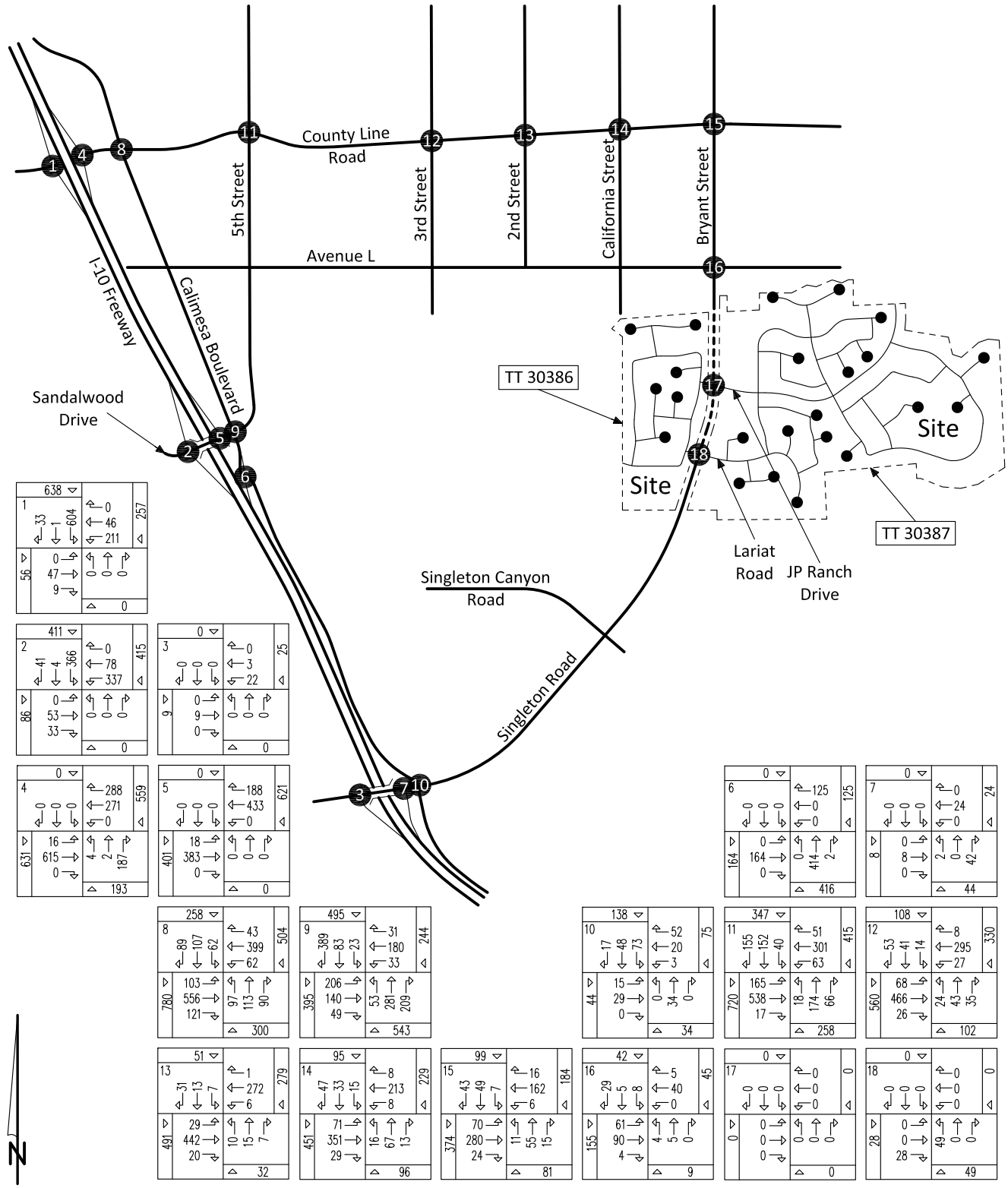


5318/57

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 58
Existing Plus Ambient Growth Plus Project (Year 2014)
Evening Peak Hour Intersection Turning Movement Volumes

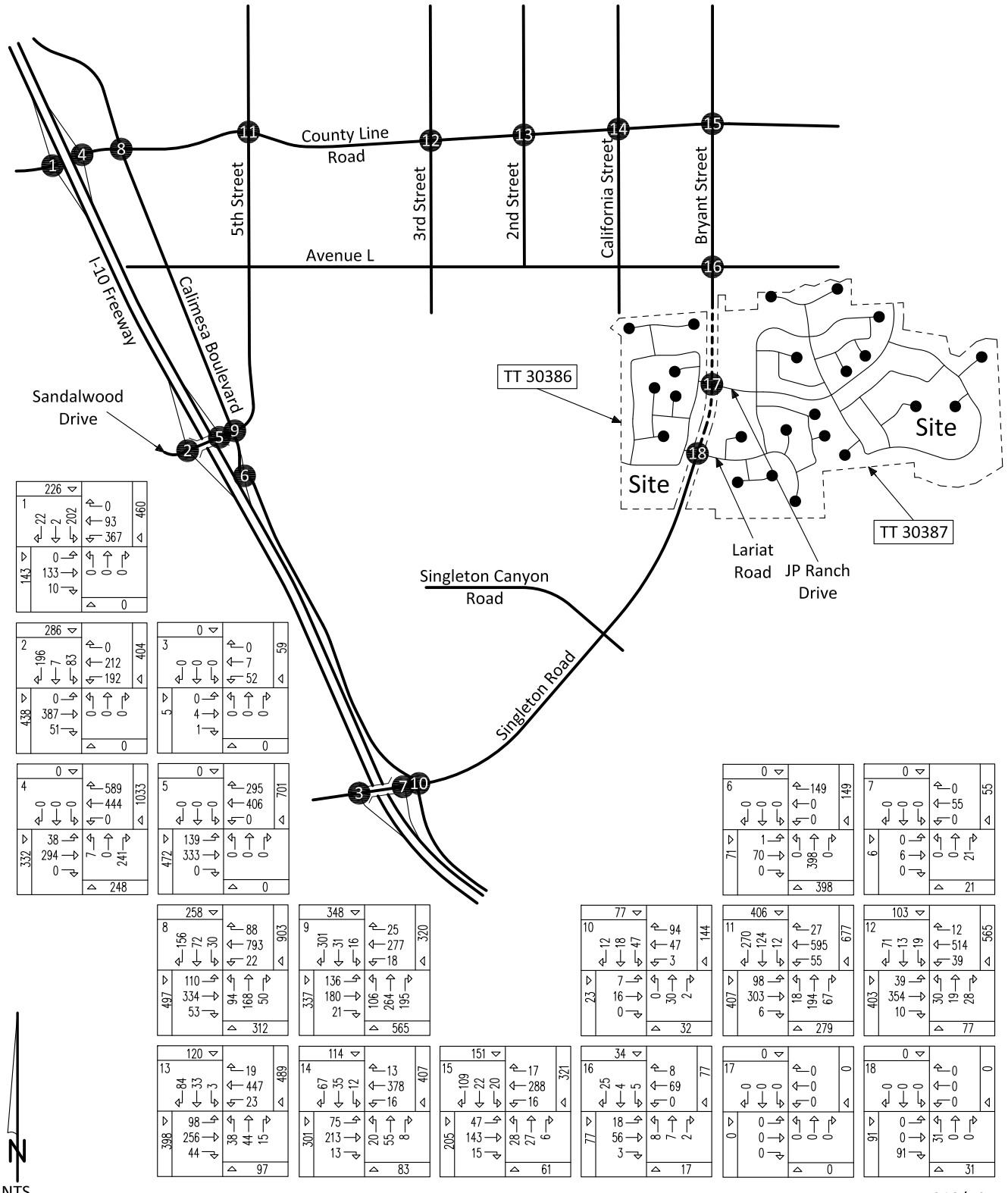


5318/58

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 59
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour Intersection Turning Movement Volumes

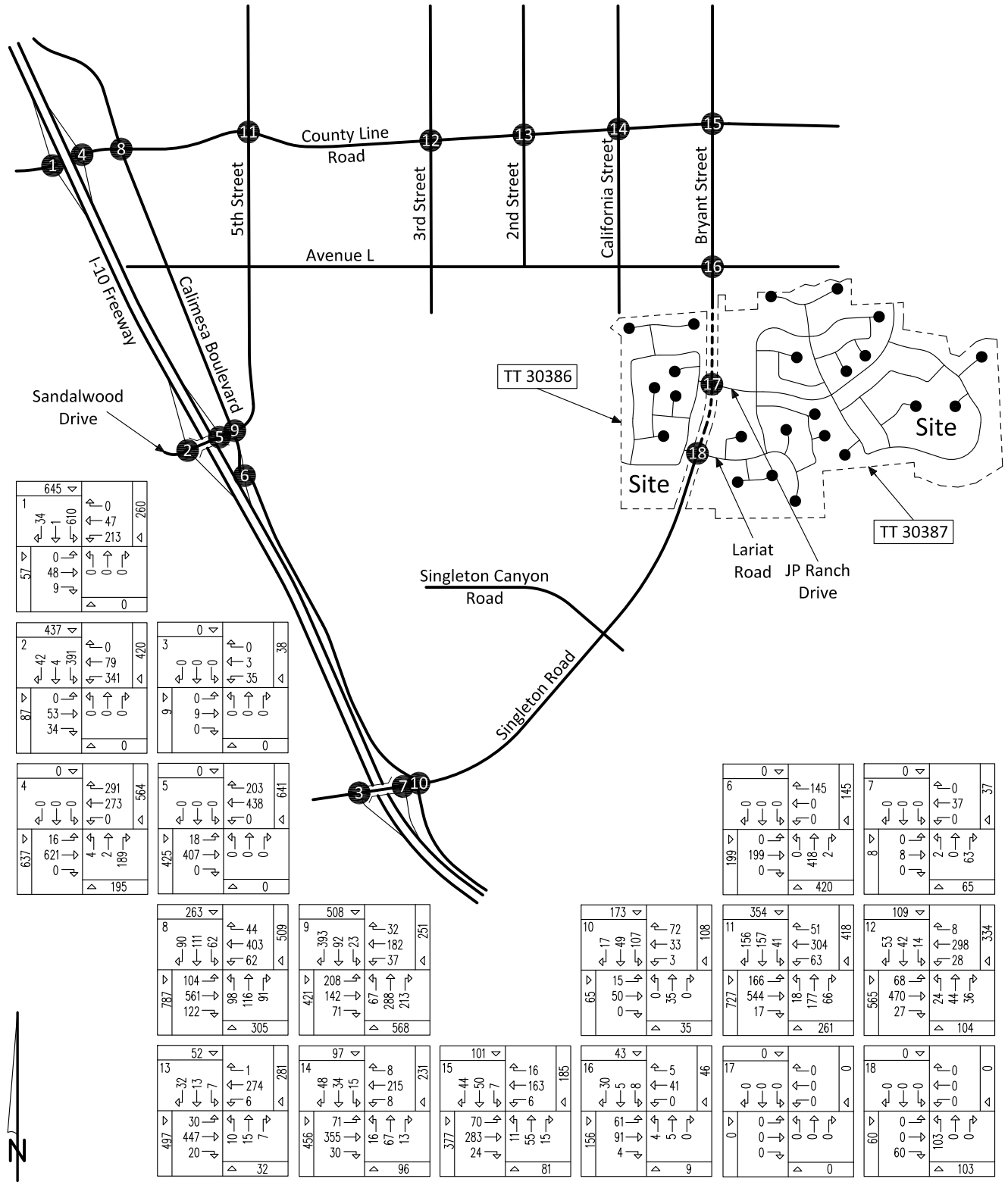


5318/59

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 60
Existing Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour Intersection Turning Movement Volumes

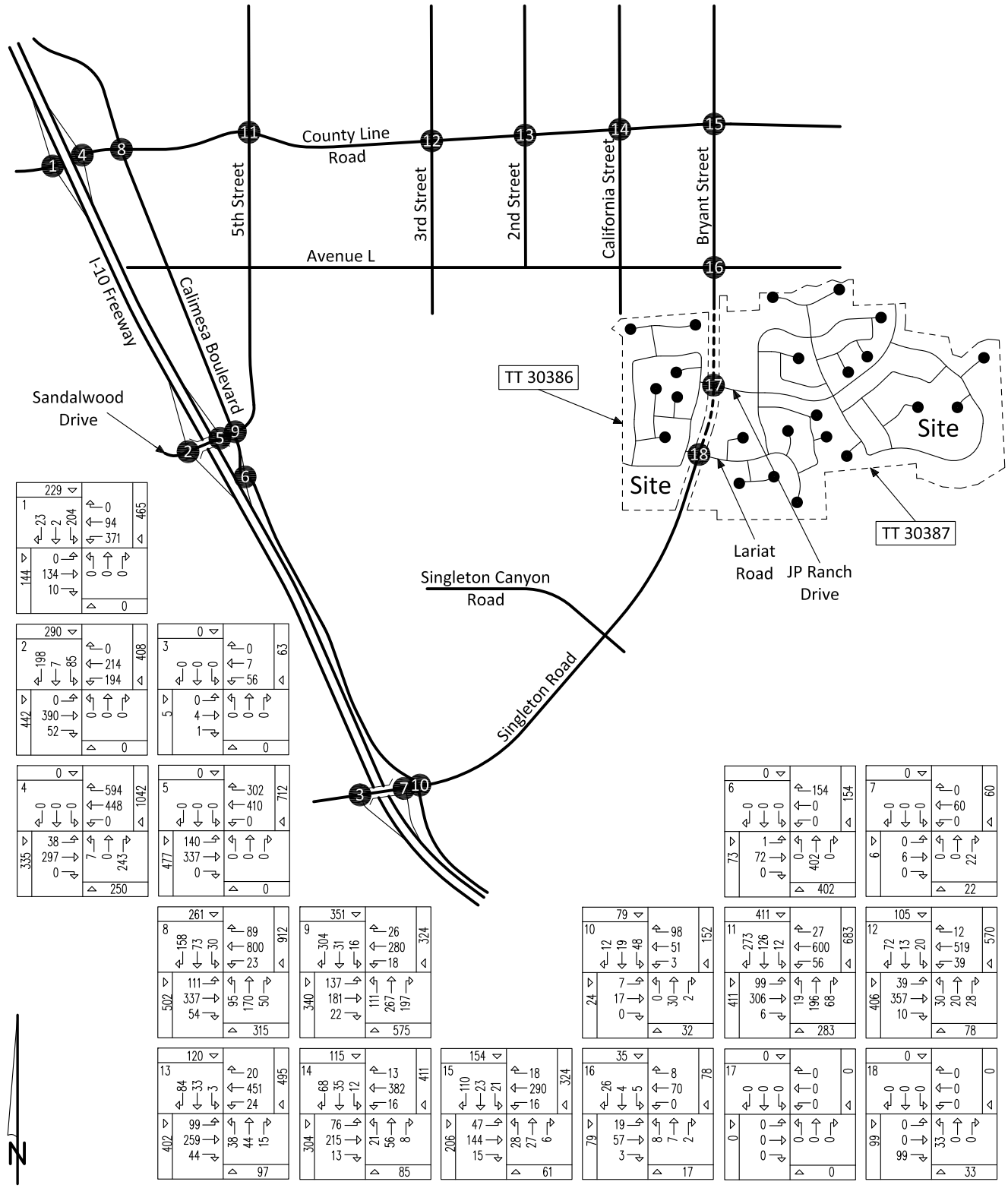


5318/60

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 61
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour Intersection Turning Movement Volumes

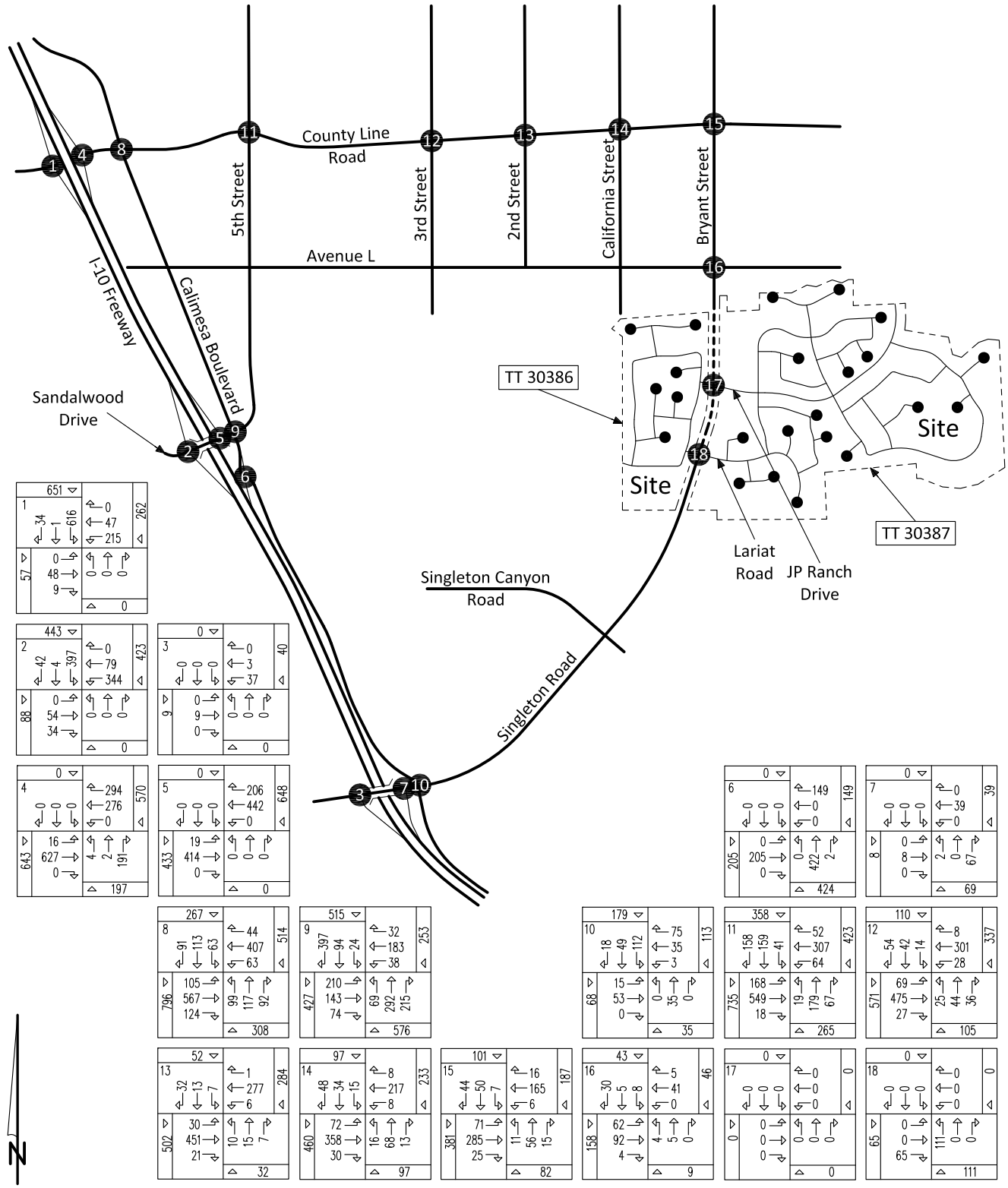


5318/61

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 62
Existing Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour Intersection Turning Movement Volumes

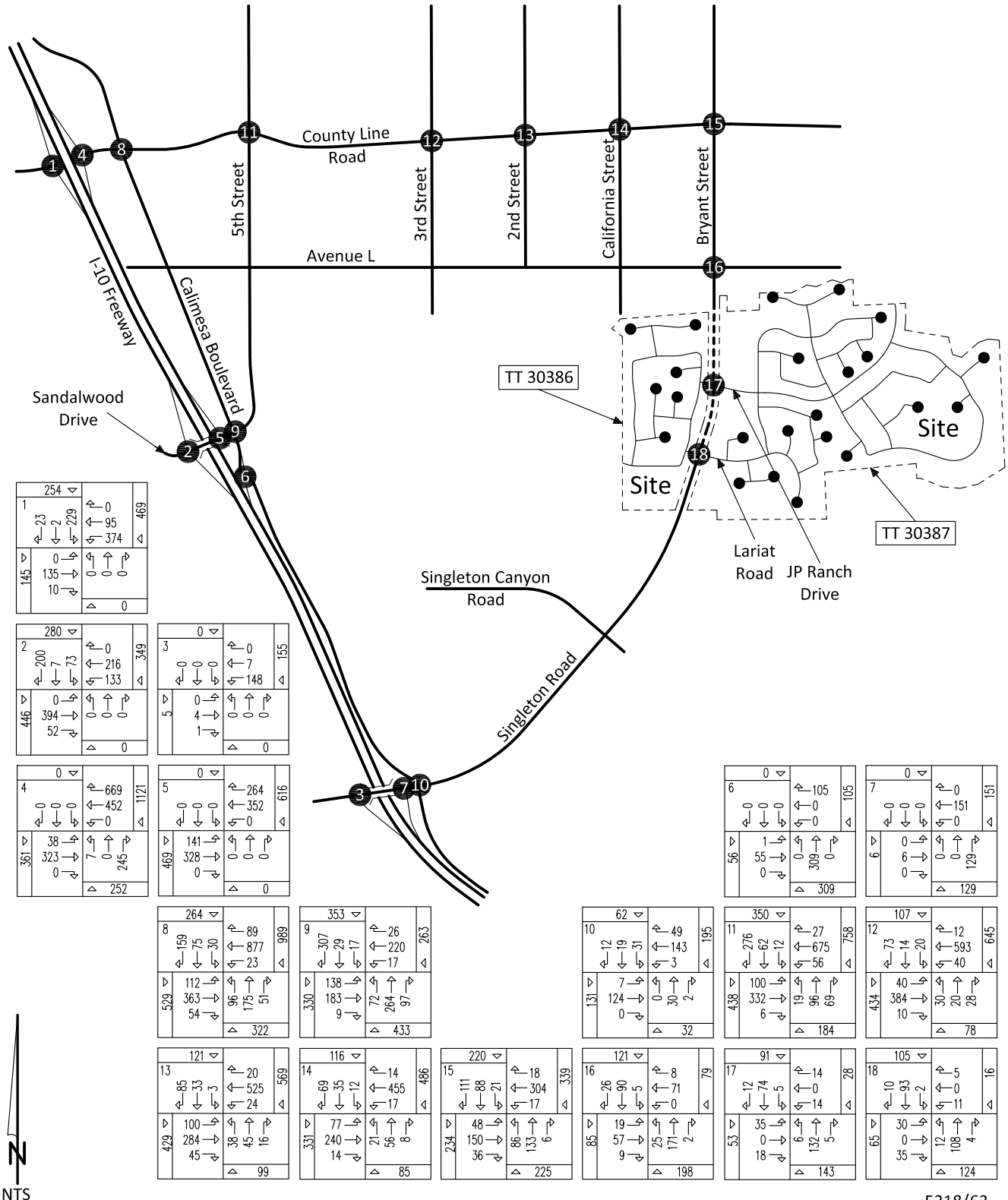


5318/62

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 63
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour Intersection Turning Movement Volumes

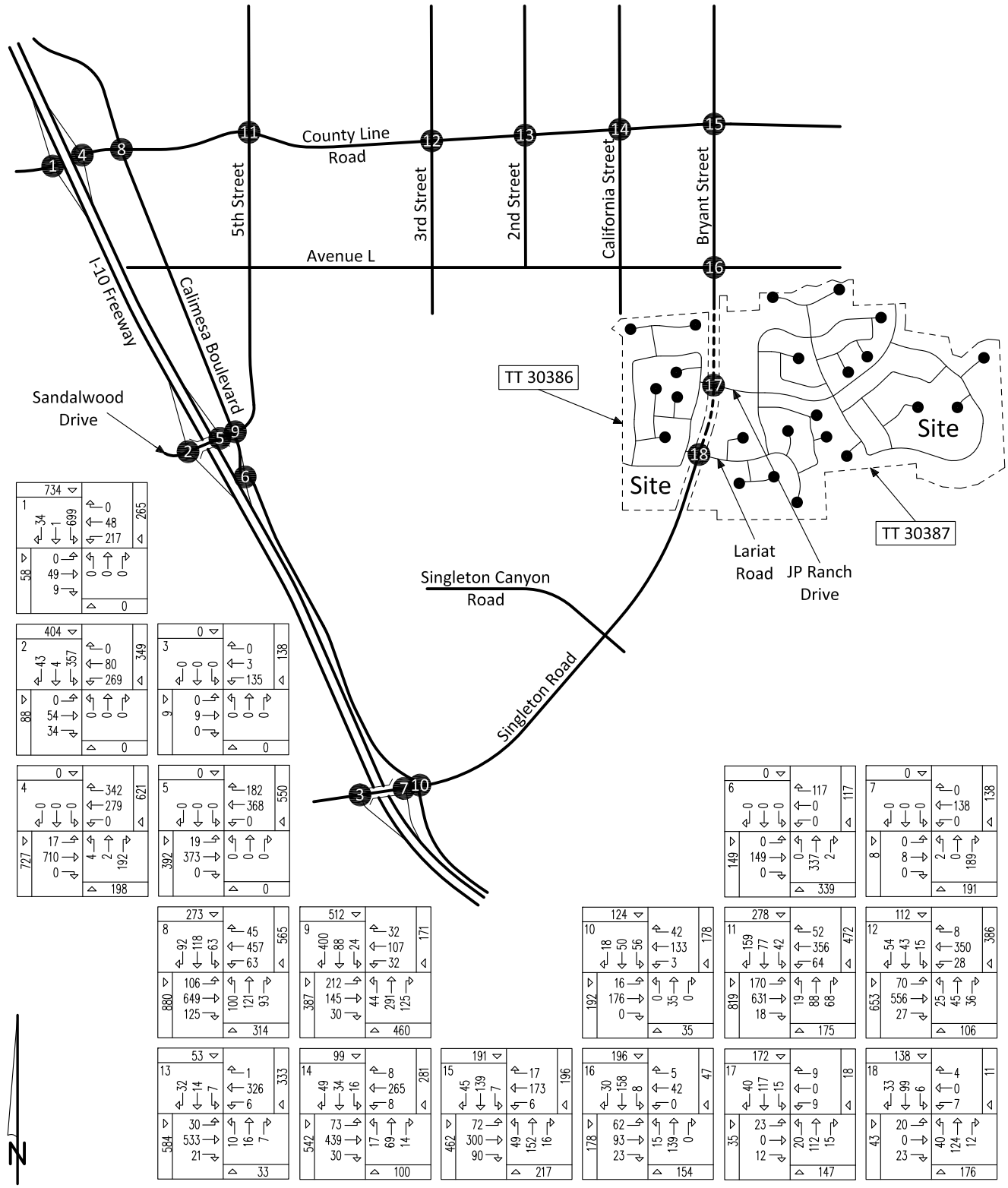


5318/63

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 64
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour Intersection Turning Movement Volumes

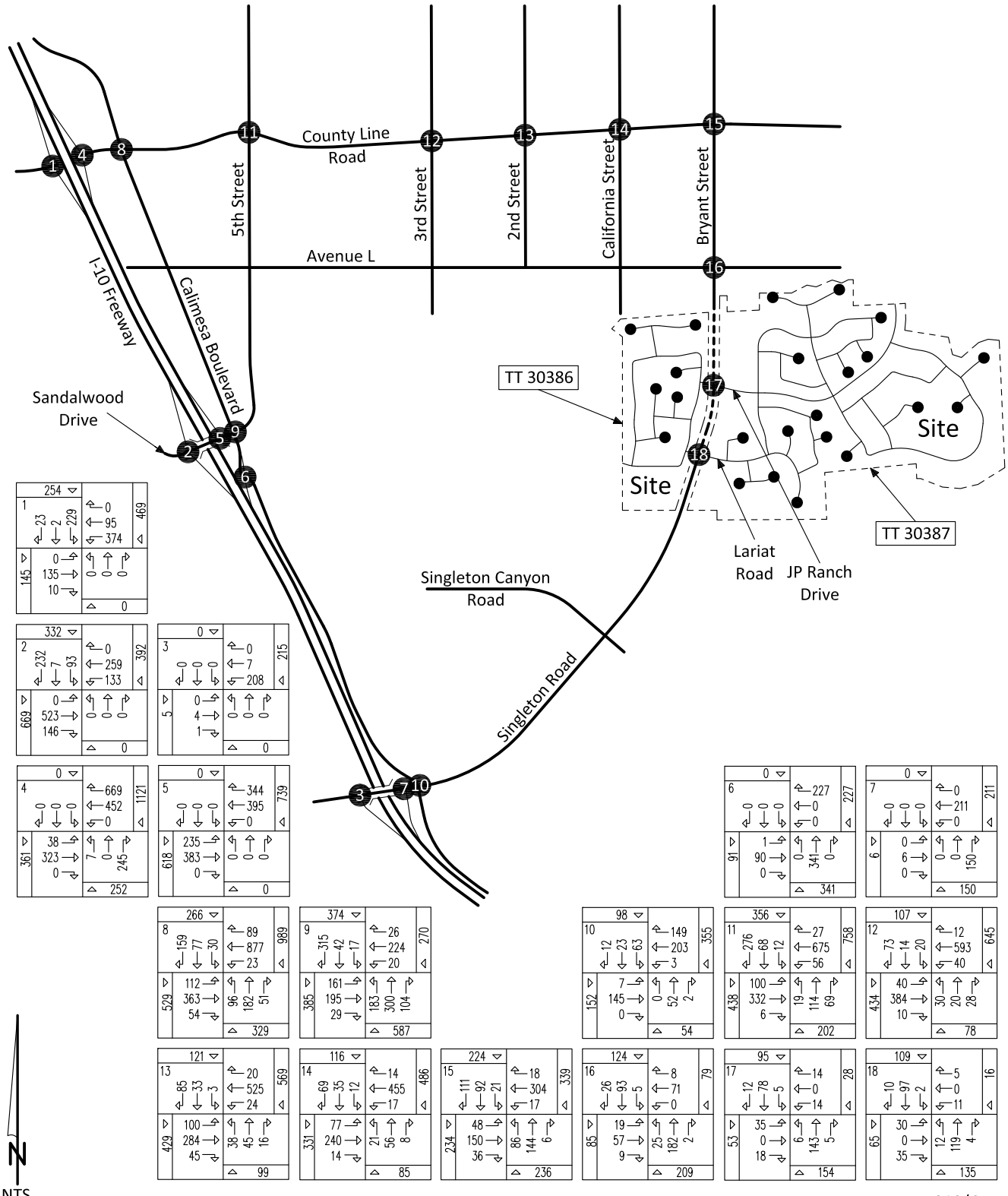


5318/64

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 65
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Project Morning Peak Hour Intersection Turning Movement Volumes

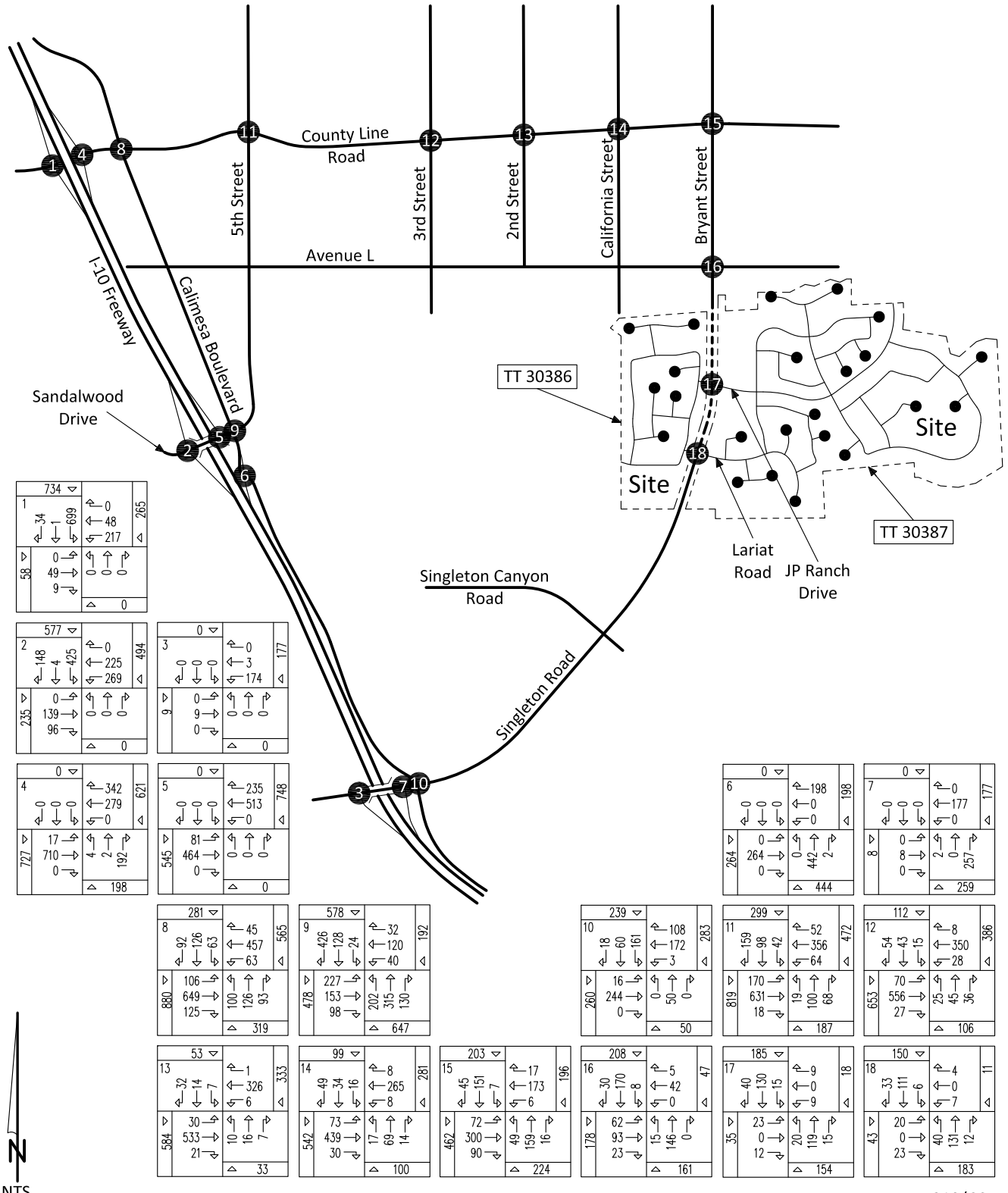


5318/65

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

OVER 35 YEARS OF EXCELLENT SERVICE

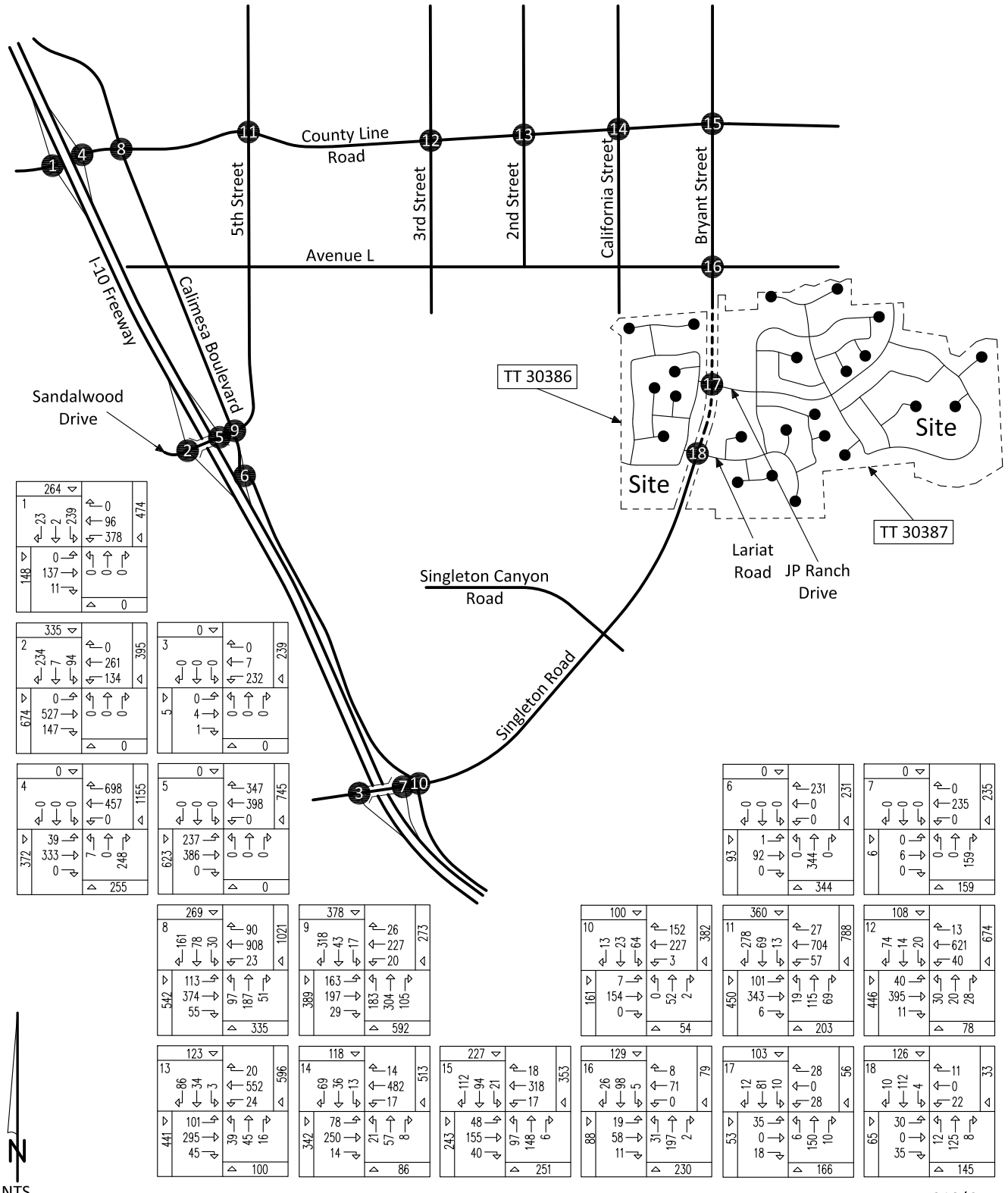
Figure 66
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Project Evening Peak Hour Intersection Turning Movement Volumes



5318/66

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

Figure 67
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Project Morning Peak Hour Intersection Turning Movement Volumes

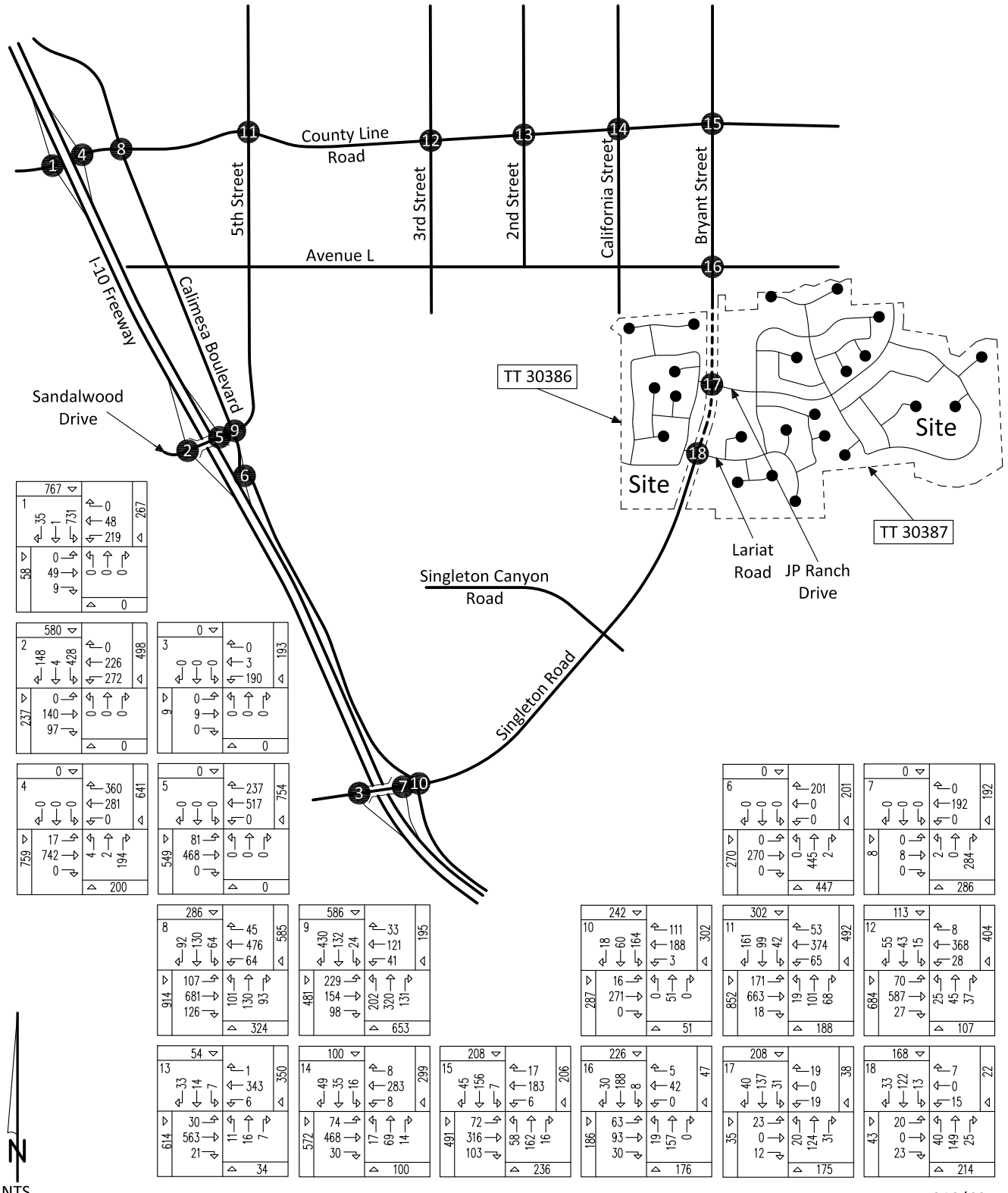


5318/67

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 68
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Project Evening Peak Hour Intersection Turning Movement Volumes

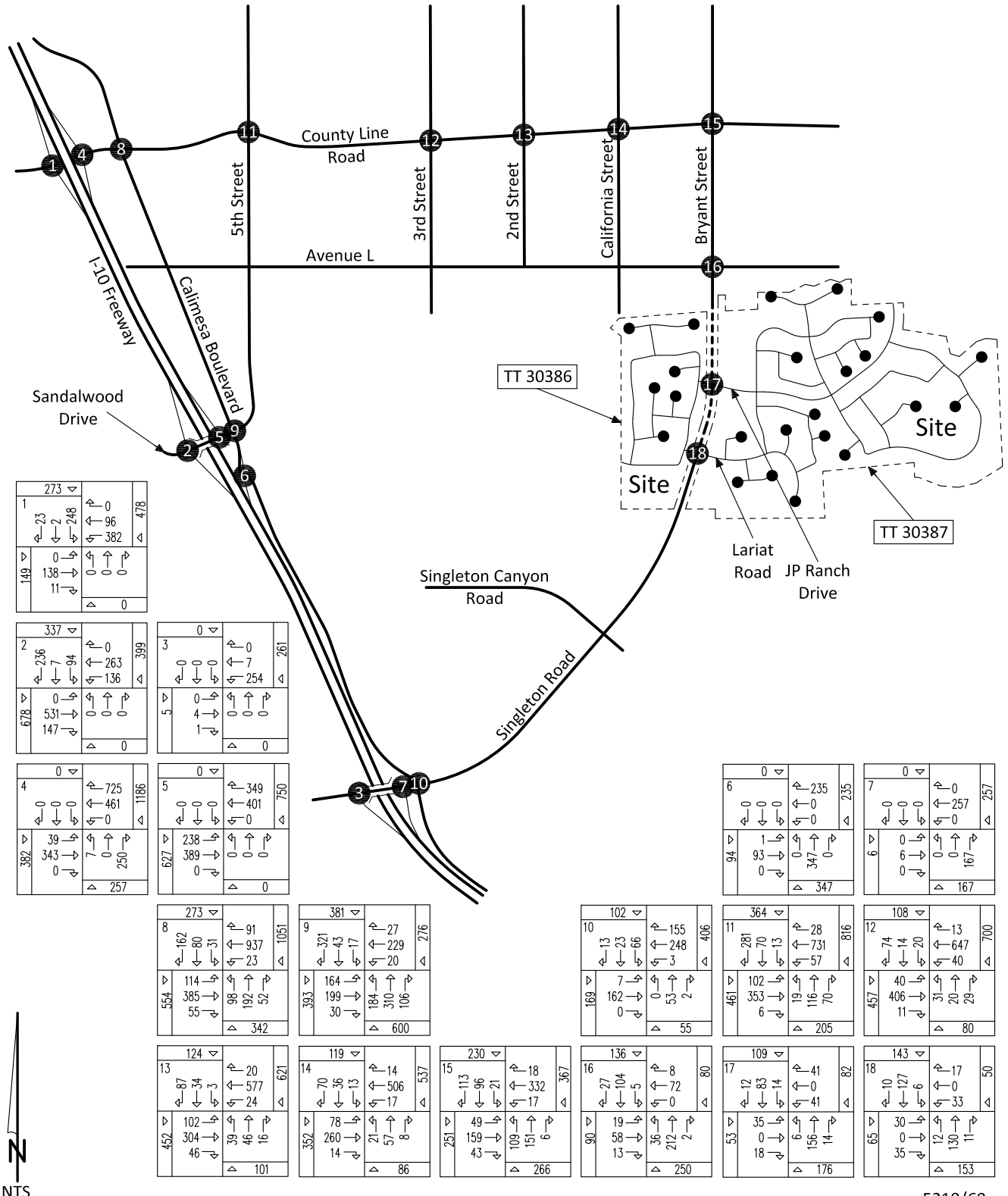


5318/68

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 69
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Project Morning Peak Hour Intersection Turning Movement Volumes

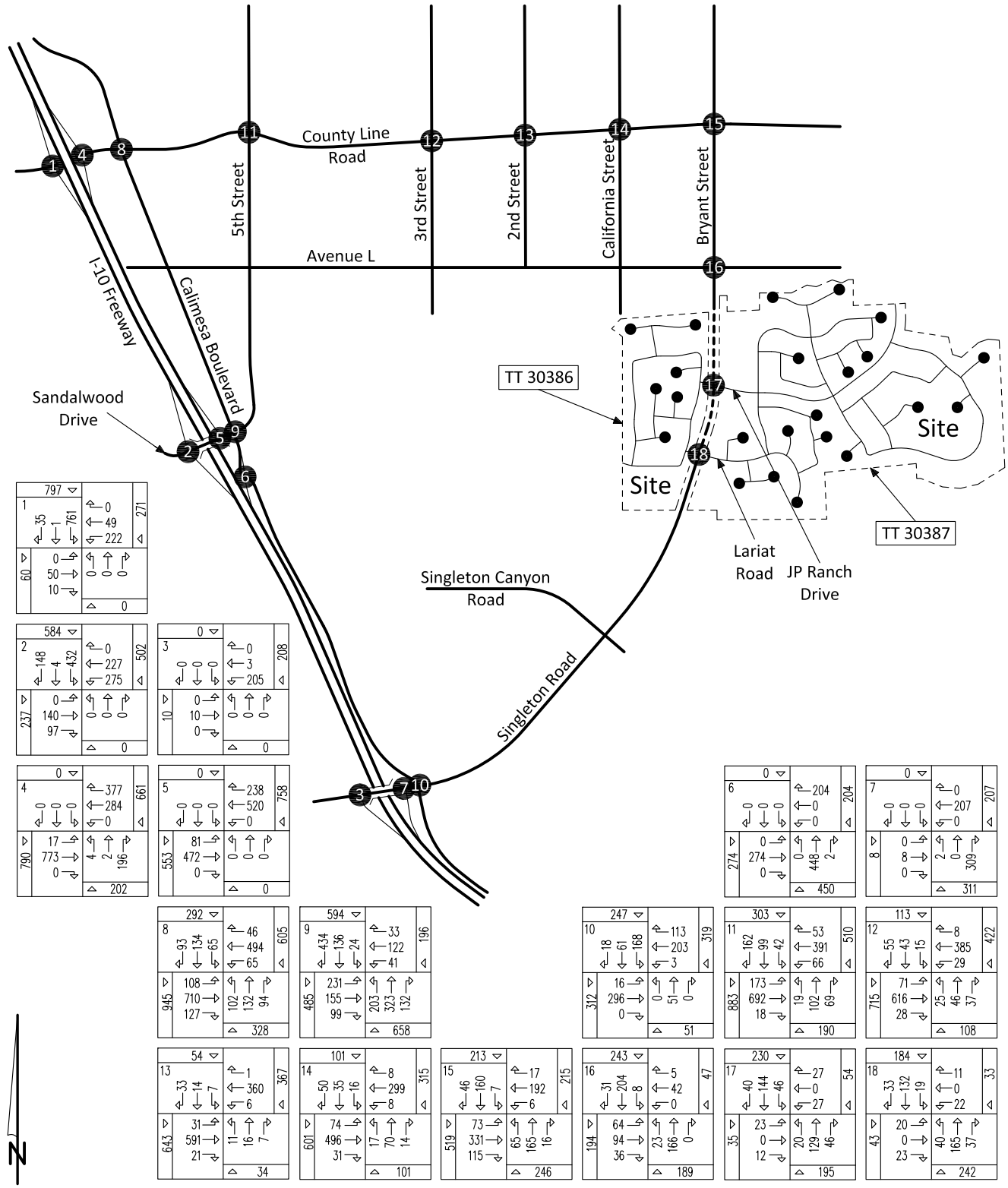


5318/69

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 70
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Project Evening Peak Hour Intersection Turning Movement Volumes

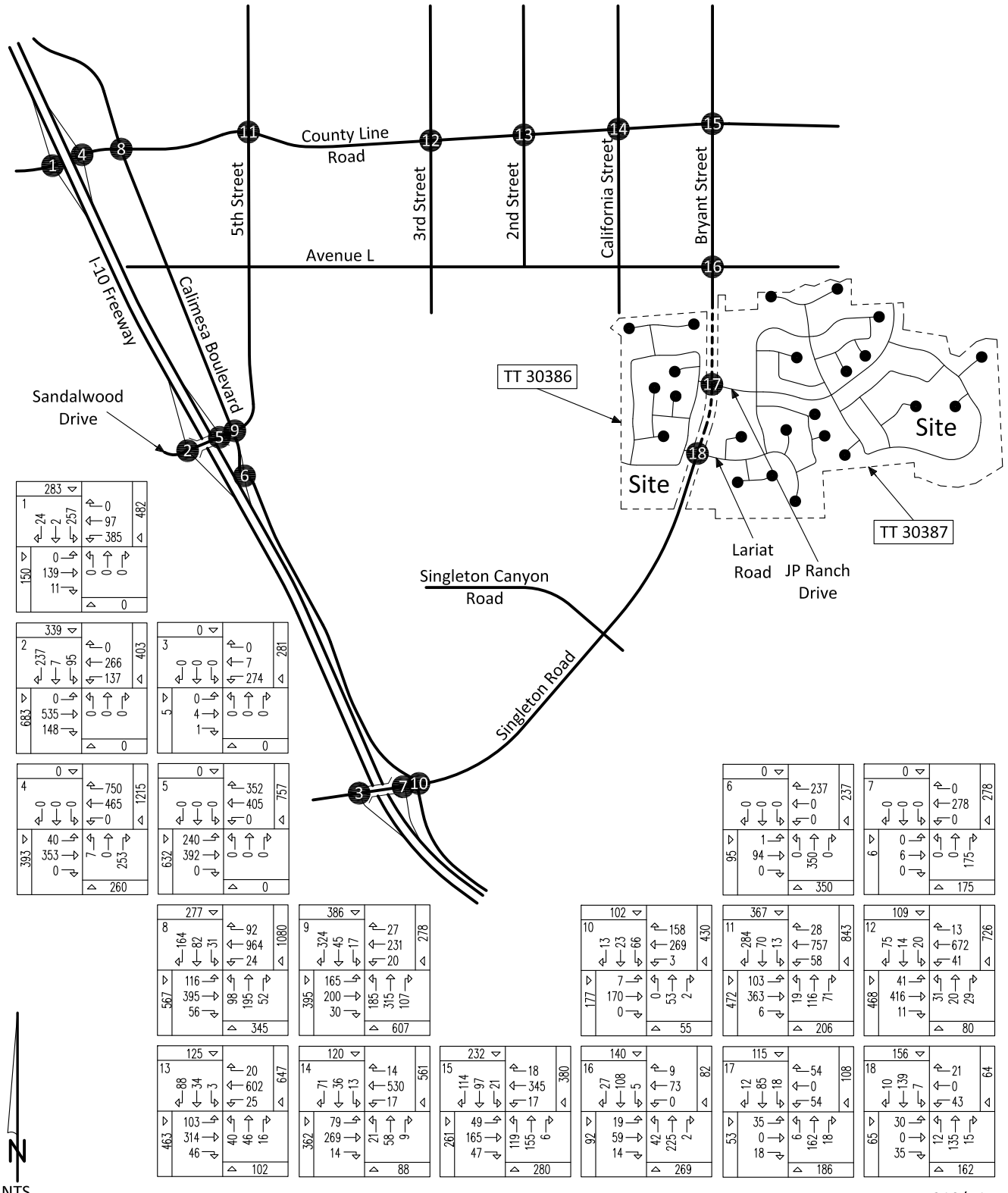


5318/70

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 71
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Project Morning Peak Hour Intersection Turning Movement Volumes

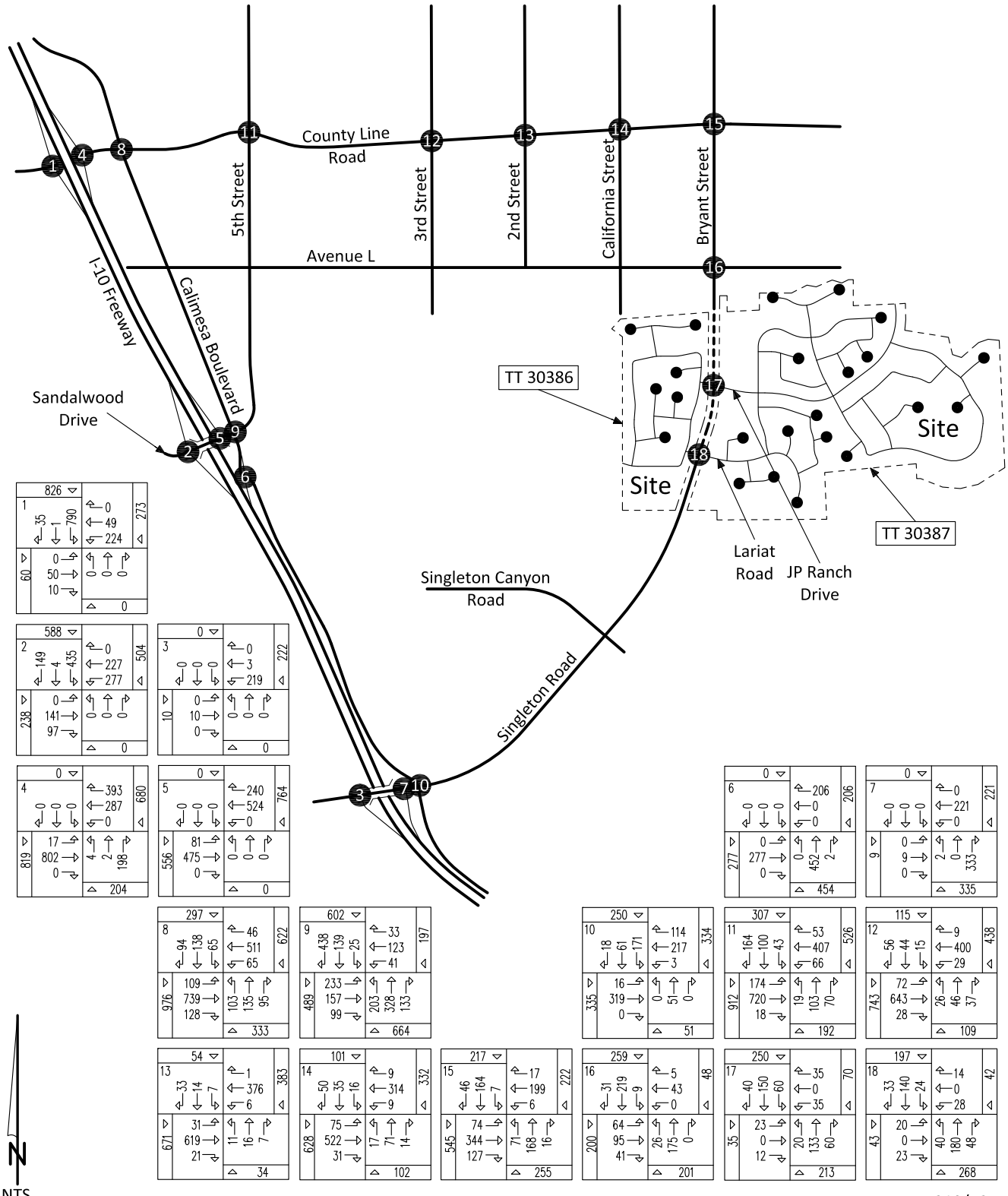


5318/71

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 72
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Project Evening Peak Hour Intersection Turning Movement Volumes

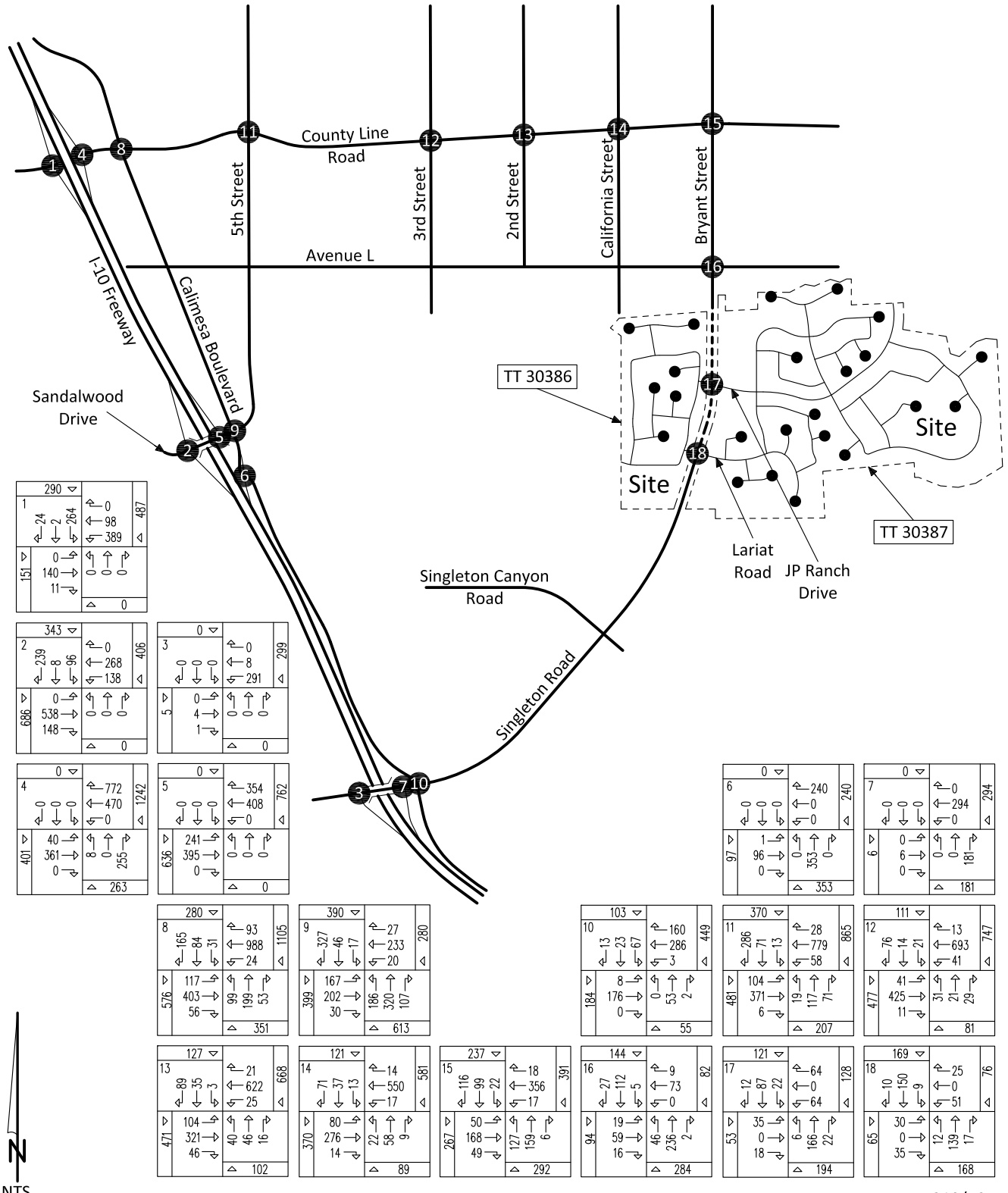


5318/72

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 73
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Project Morning Peak Hour Intersection Turning Movement Volumes

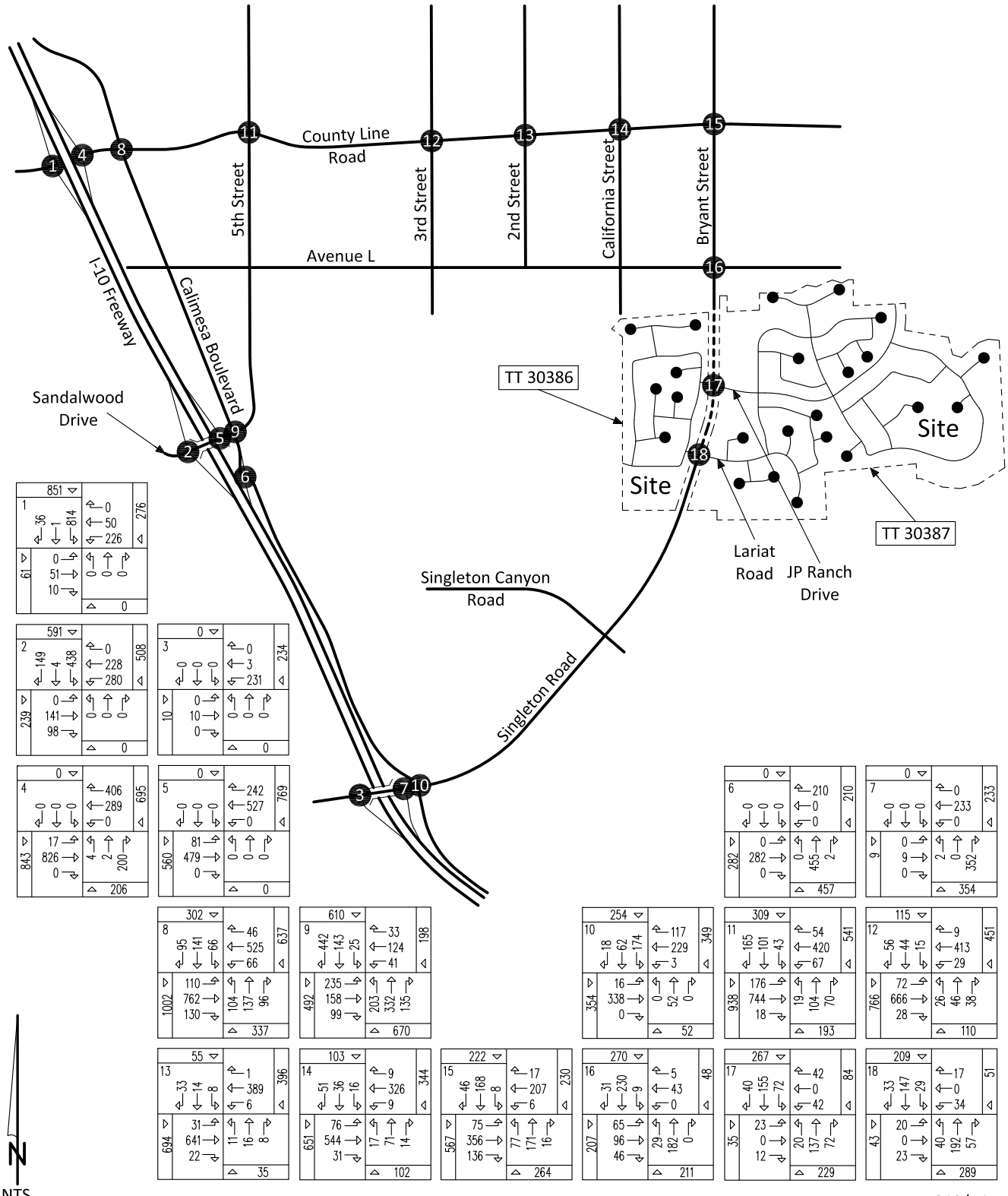


5318/73

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 74
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Project Evening Peak Hour Intersection Turning Movement Volumes

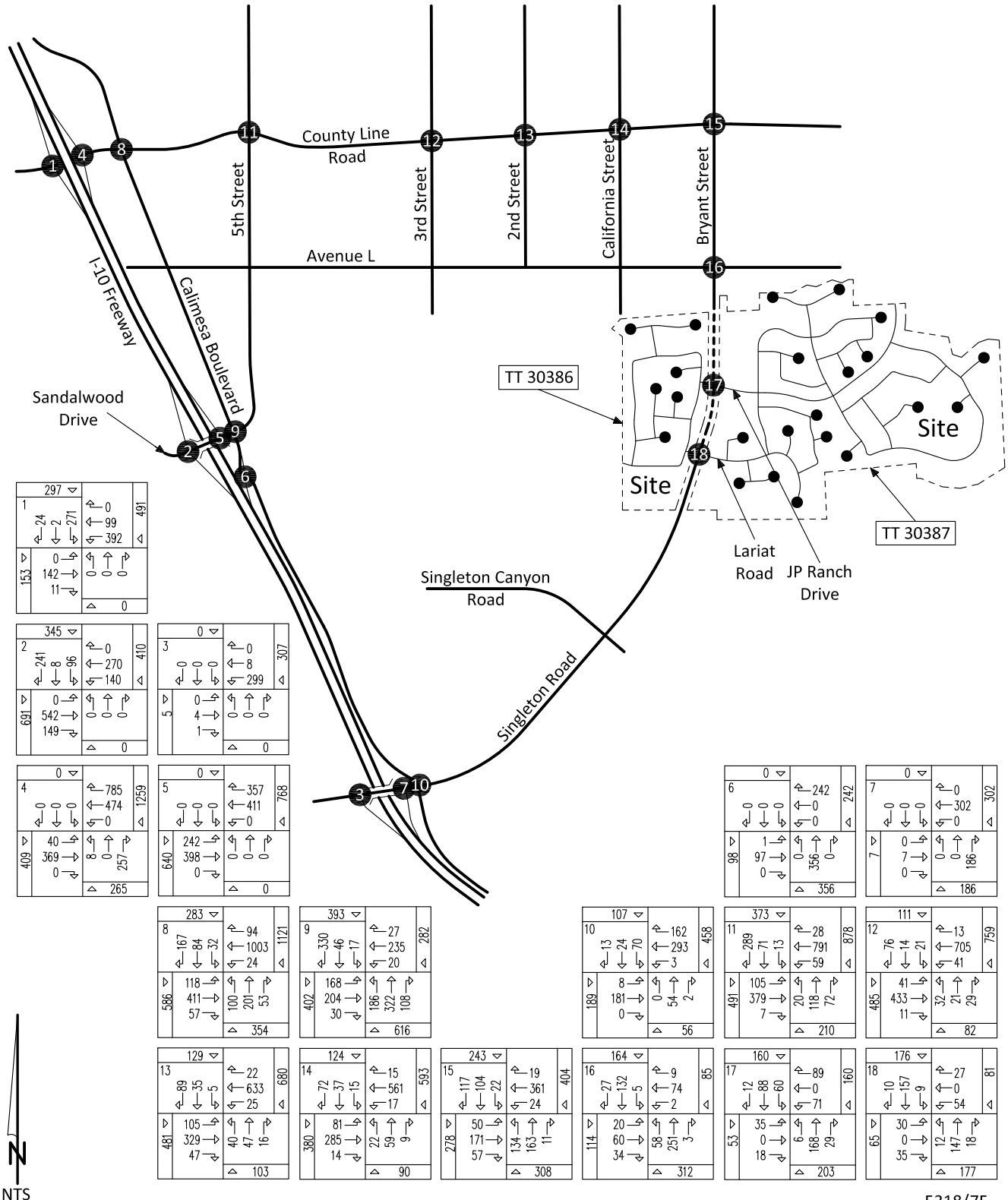


5318/74

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 75
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Project Morning Peak Hour Intersection Turning Movement Volumes

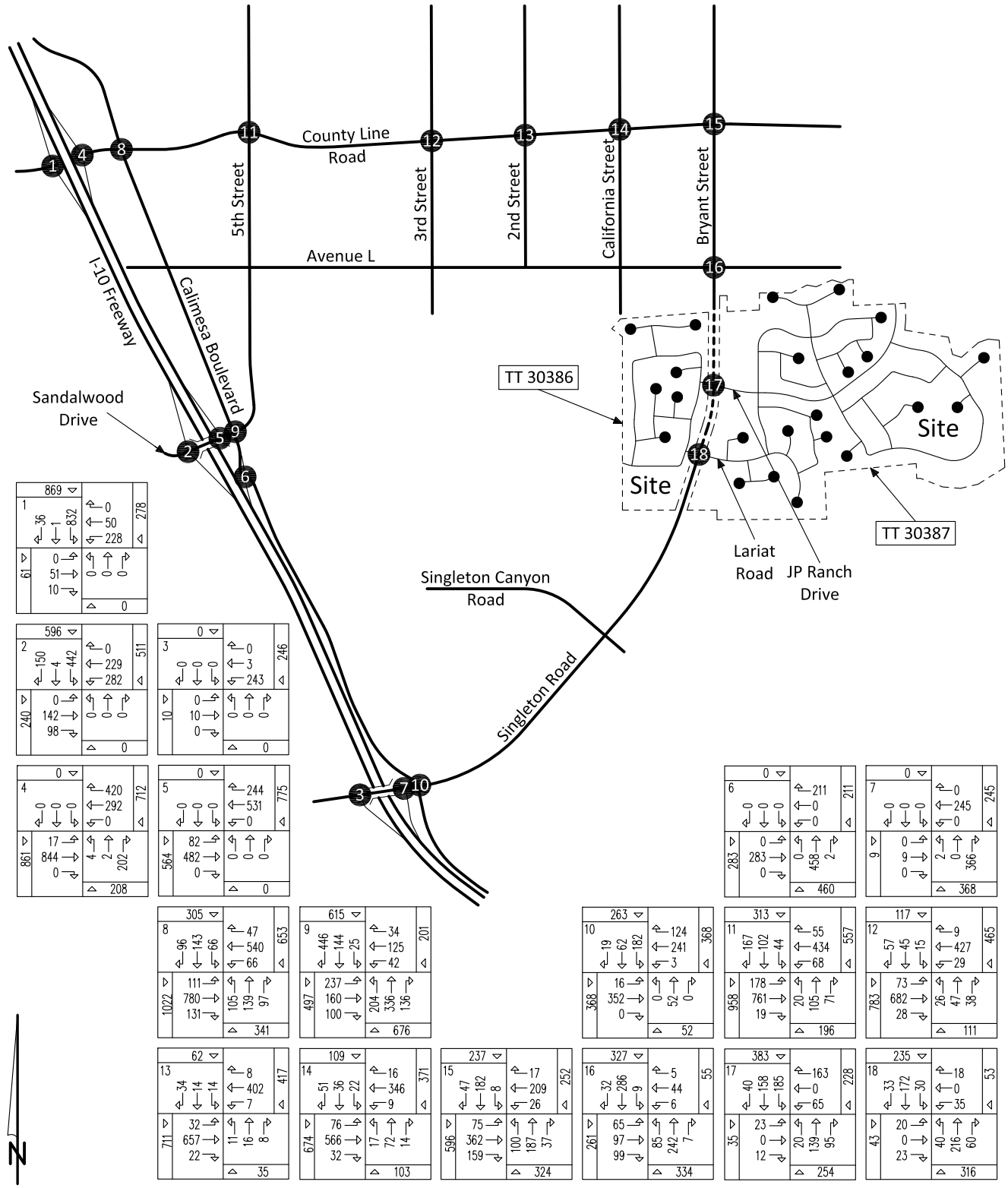


5318/75

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

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 76
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Project Evening Peak Hour Intersection Turning Movement Volumes



5318/76

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

OVER 35 YEARS OF EXCELLENT SERVICE

VI. Recommendations

A. Site Access

The proposed project will have access to Singleton Road and Avenue L via an extension of Fremont Street. Emergency only access will be provided via Country Club Drive to the west.

B. Roadway Improvements

1. On-Site

Site-specific circulation and access recommendations are depicted on Figure 77.

Construct the extension of Singleton Road from its existing terminus to Lariat Road for Year 2014 traffic conditions (see Table 2).

Construct the extension of Singleton Road from Lariat Road to JP Ranch Drive for Year 2015 traffic conditions (see Table 2).

Construct the extension of Singleton Road from JP Ranch Drive to Avenue L for Year 2017 traffic conditions (see Table 2).

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

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

2. Off-Site

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

The project site shall participate in the Transportation Uniform Mitigation Fee (TUMF) improvements (see Appendix F).

Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at general plan buildout should specifically include an interconnect of the traffic signals to function in a coordinated system. The project fair share of traffic signals is calculated in Table 16.

Table 16

Project Fair Share Intersection Traffic Contribution

Intersection	Peak Hour	Existing Traffic	Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects Traffic	Project Traffic TT 30386	Project Traffic TT 30387	Total New Traffic	Project % of New Traffic TT 30386 Peak Hour	TT 30386 Average	TT 30387 Peak Hour	TT 30387 Average
I-10 Freeway SB Ramps (NS) at:										
County Line Road (EW) - #1[1]	Morning	813	941	16	39	128	12.5%	16.3%	30.5%	39.2%
	Evening	943	1,208	53	127	265	20.0%		47.9%	
Sandalwood Drive (EW) - #2[1]	Morning	1,034	1,445	-	-	411	0.0%	0.0%	0.0%	0.0%
	Evening	809	1,347	-	-	538	0.0%		0.0%	
I-10 Freeway NB Ramps (NS) at:										
County Line Road (EW) - #4[1]	Morning	1,580	1,933	63	148	353	17.8%	19.1%	41.9%	45.9%
	Evening	1,369	1,781	84	205	412	20.4%		49.8%	
I-10 Freeway NB Off Ramp (NS) at:										
Calimesa Boulevard (EW) - #6[1]	Morning	440	696	8	18	256	3.1%	3.0%	7.0%	6.6%
	Evening	567	954	11	24	387	2.8%		6.2%	
Calimesa Boulevard (NS) at:										
Singleton Road (EW) - #10	Morning	304	810	71	170	506	14.0%	14.1%	33.6%	34.7%
	Evening	375	1,051	95	242	676	14.1%		35.8%	
3rd Street (NS) at:										
County Line Road (EW) - #12	Morning	1,126	1,438	63	148	312	20.2%	21.0%	47.4%	50.2%
	Evening	1,090	1,477	84	205	387	21.7%		53.0%	
2nd Street (NS) at:										
County Line Road (EW) - #13	Morning	1,082	1,393	63	151	311	20.3%	21.3%	48.6%	53.2%
	Evening	846	1,224	84	218	378	22.2%		57.7%	
California Street (NS) at:										
County Line Road (EW) - #14	Morning	890	1,187	63	154	297	21.2%	21.3%	51.9%	55.3%
	Evening	864	1,258	84	231	394	21.3%		58.6%	
Bryant Street (NS) at:										
County Line Road (EW) - #15	Morning	877	1,233	71	190	356	19.9%	19.2%	53.4%	57.9%
	Evening	892	1,409	95	322	517	18.4%		62.3%	
Avenue L (EW) - #16	Morning	356	675	87	184	319	27.3%	23.9%	57.7%	63.8%
	Evening	410	977	116	396	567	20.5%		69.8%	

[1] Included within the Transportation Uniform Mitigation Fee (TUMF) improvements included in Appendix F.

Figure 77
Circulation Recommendations

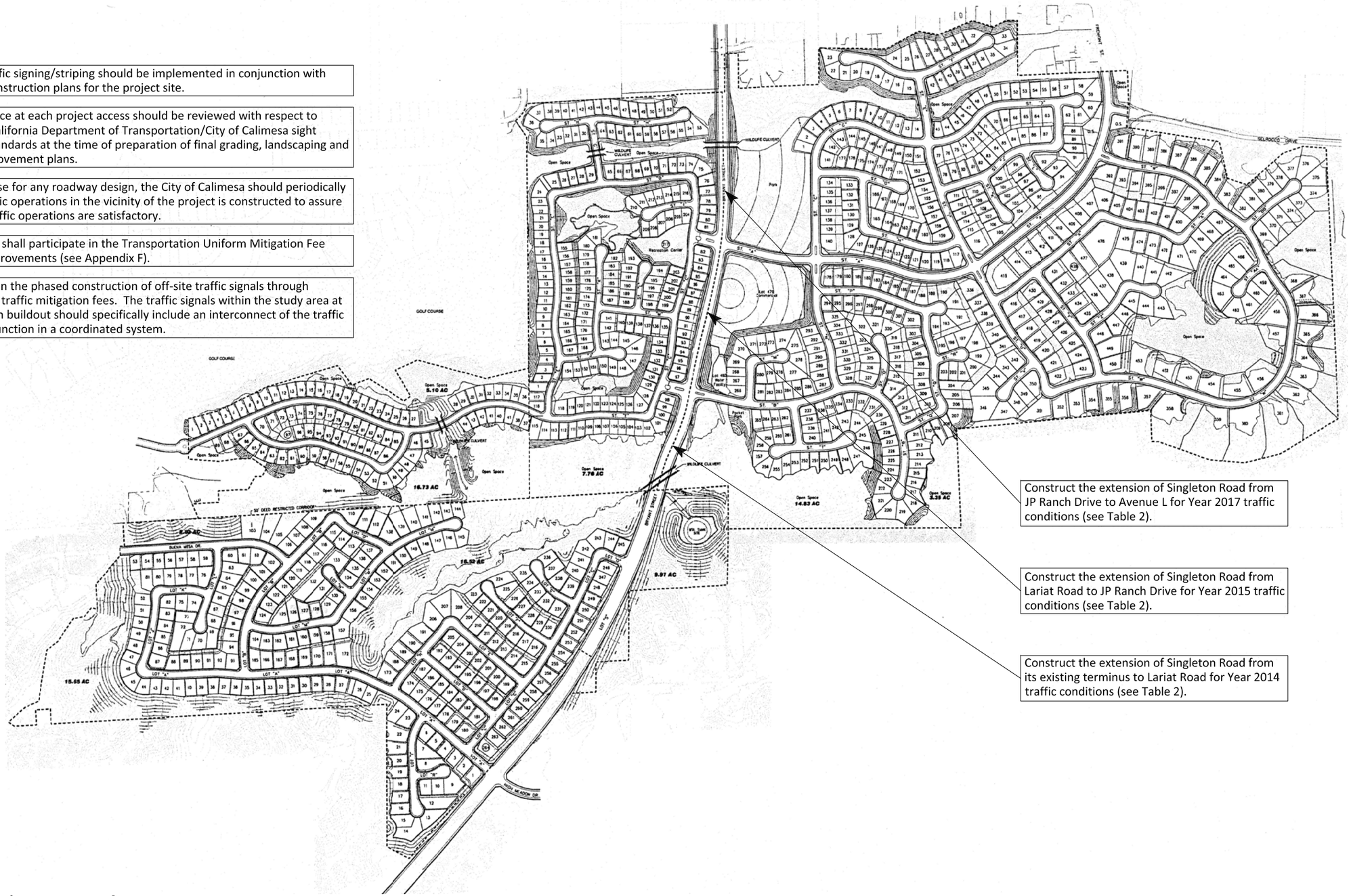
On-site traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

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

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

The project shall participate in the Transportation Uniform Mitigation Fee (TUMF) improvements (see Appendix F).

Participate in the phased construction of off-site traffic signals through payment of traffic mitigation fees. The traffic signals within the study area at general plan buildout should specifically include an interconnect of the traffic signals to function in a coordinated system.



Appendices

Appendix A – Glossary of Transportation Terms

Appendix B – Scoping Agreement

Appendix C – Traffic Count Worksheets

Appendix D – Explanation and Calculation of Intersection Delay

Appendix E – Traffic Signal Warrant Worksheets

Appendix F – Transportation Uniform Mitigation Fee (TUMF) Improvements

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

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

TERMS

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

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

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

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

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

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

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

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

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

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

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

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

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

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

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

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

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

FORCED FLOW: Opposite of free flow.

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

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

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

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

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

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

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

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

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

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

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX B

Scoping Agreement

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the City of Calimesa requirements for a traffic impact analysis of the following project.

Project Name: **JP Ranch (TT 30386/TT 26925)**
Project Address: **Adjacent to Singleton Road between Avenue L and Calimesa Boulevard**
Project Description: **308 single-family detached residential dwelling units**

	Consultant	Developer
Name:	**Kunzman Associates, Inc.**	**Highpointe Communities, Inc.**
Address:	**1111 Town & Country Road, Suite 34**	**20 Enterprise, Suite 320**
	Orange, CA 92868	**Aliso Viejo, CA 92656**
Telephone:	**(714) 973-8383**	**(949) 472-0174**

A. Trip Generation Source: **Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008.**

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	**Nom**	**Nom**	**Nom**	**58**	**172**	**230**
PM Trips	**Nom**	**Nom**	**Nom**	**197**	**114**	**311**
Daily Trips			**Nom**			**2,947**

Internal Trip Allowance Yes **No** (% Trip Discount)
Pass-By Trip Allowance Yes **No** (% Trip Discount)

B. Trip Geographic Distribution:

Without Bryant Street Connection: N **60** % S **40** % E **0** % W **0** %
With Bryant Street Connection: N **60** % S **40** % E **0** % W **0** %
(See attached exhibits for detailed trip assignments)

C. Analysis Scenarios:

Existing
Existing + Project (for existing conditions)
Project/Phase Completion (fully occupied): Existing + Ambient Growth + Project (for each project phase)
Cumulative: Existing + Ambient Growth + Project + Cumulative (for each project phase)
With improvements, as needed, for each project/phase completion and cumulative

D. Background Traffic:

Project Build-out Year **2017** Annual Ambient Growth Rate: **1** %
Phase Year(s) **2014, 2015, and 2016**
Other area projects to be analyzed: **City has already provided, thank you!**

Model/Forecast methodology **N/A**

E. Study intersections: (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)

1. I-10 Freeway SB Ramps (NS) at County Line Road (EW)
2. I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)
3. I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)
4. I-10 Freeway NB Ramps (NS) at County Line Road (EW)
5. I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)
6. I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)
7. I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)
8. Calimesa Boulevard (NS) at County Line Road (EW)
9. Calimesa Boulevard (NS) at Sandalwood Drive (EW)
10. Calimesa Boulevard (NS) at Singleton Road (EW)
11. 5th Street (NS) at County Line Road (EW)
12. 3rd Street (NS) at County Line Road (EW)
13. 2nd Street (NS) at County Line Road (EW)
14. California Street (NS) at County Line Road (EW)
15. Bryant Street (NS) at County Line Road (EW)
16. Bryant Street (NS) at Avenue L (EW)
17. Singleton Road (NS) at Project North Entrance (EW)
18. Singleton Road (NS) at Project South Entrance (EW)

F. Site Plan (See attached reduced copy) – 11x 17 will be provided in traffic study.

G. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline)

Study to analyze without and with Singleton Road connection to Bryant Street.
Intersection analysis using Traffix based upon HCM 2000.

H. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.
Date of counts **July 2012** – Verify conservation of flow

Recommended by:

Carl Ballard, Principal Associate — **October 9, 2012**
Consultant's Representative — Date

Scoping Agreement Submitted on October 9, 2012

Revised on October 10, 2012

Approved Scoping Agreement:

Ruth M. Smith — 10/10/12
City of Calimesa — Date
#5219

Table 1

Project Trip Generation by Phase[1]

Land Use	Quantity	Units[2]	Morning Peak Hour			Evening Peak Hour			Daily
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates									
Single-Family Detached Residential		DU	0.19	0.56	0.75	0.64	0.37	1.01	9.57
Trips Generated for Year 2014									
TT 30386[3]	91	DU	17	51	68	58	34	92	871
TT 26925[4]	17	DU	3	10	13	11	6	17	163
Total	108	DU	20	61	81	69	40	109	1,034
Trips Generated for Year 2015									
TT 30386	176	DU	33	99	132	113	65	178	1,684
TT 26925	17	DU	3	10	13	11	6	17	163
Total	193	DU	36	109	145	124	71	195	1,847
Trips Generated for Year 2016									
TT 30386	176	DU	33	99	132	113	65	178	1,684
TT 26925	97	DU	18	54	72	62	36	98	928
Total	273	DU	51	153	204	175	101	276	2,612
Trips Generated for Year 2017[5]									
TT 30386	211	DU	40	118	158	135	78	213	2,019
TT 26925	97	DU	18	54	72	62	36	98	928
Total	308	DU	58	172	230	197	114	311	2,947

[1] Source: Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008, Land Use Category 210.

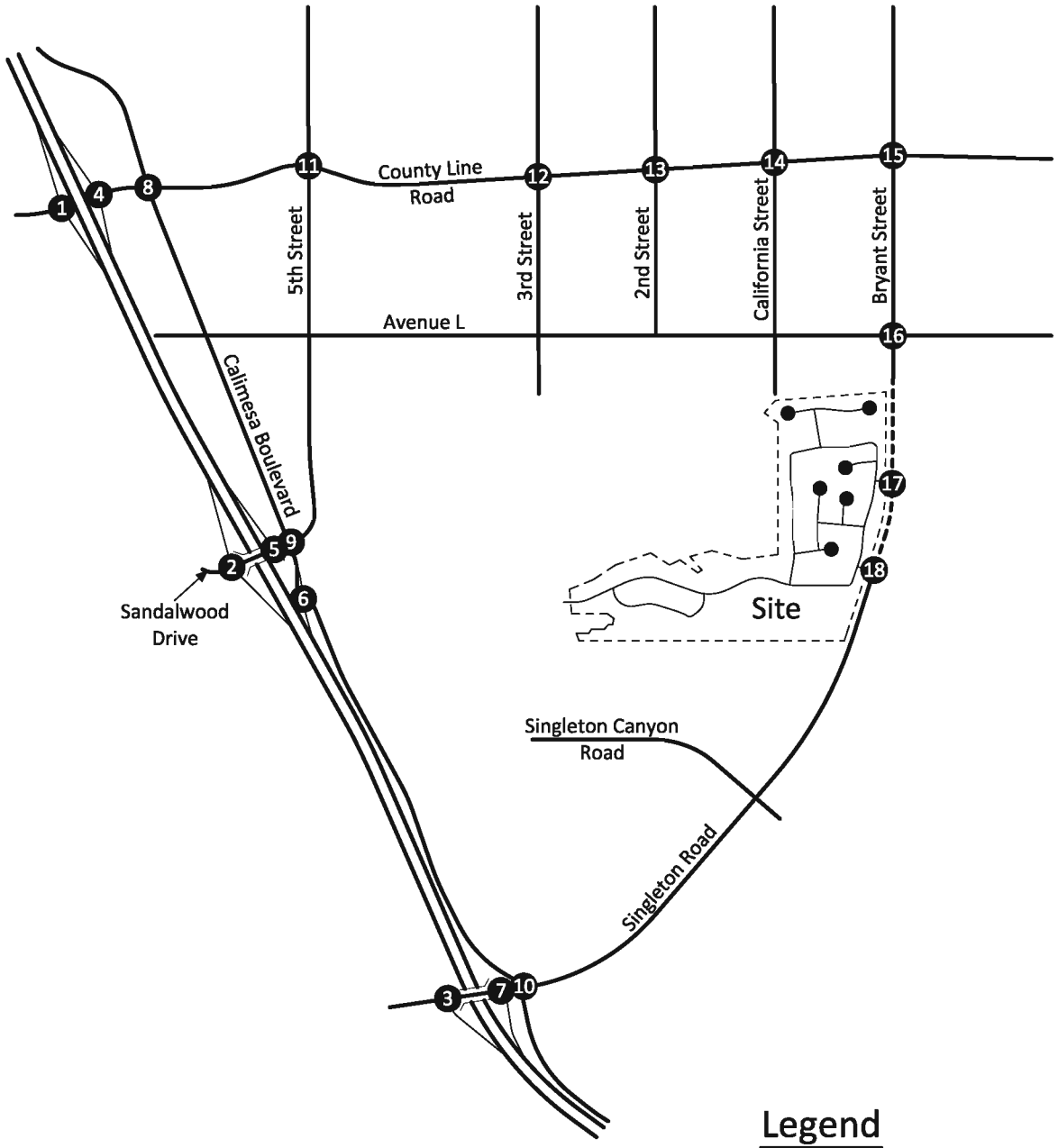
[2] DU = Dwelling Unit

[3] In order to provide a conservative analysis, the 29 dwelling units currently built will be included in Year 2014.

[4] In order to provide a conservative analysis, the 17 dwelling units currently built will be included in Year 2014.

[5] Bryant Street connection assumed for Year 2017.

Figure 1
Project Location Map



Legend

1 = Intersection Reference Number

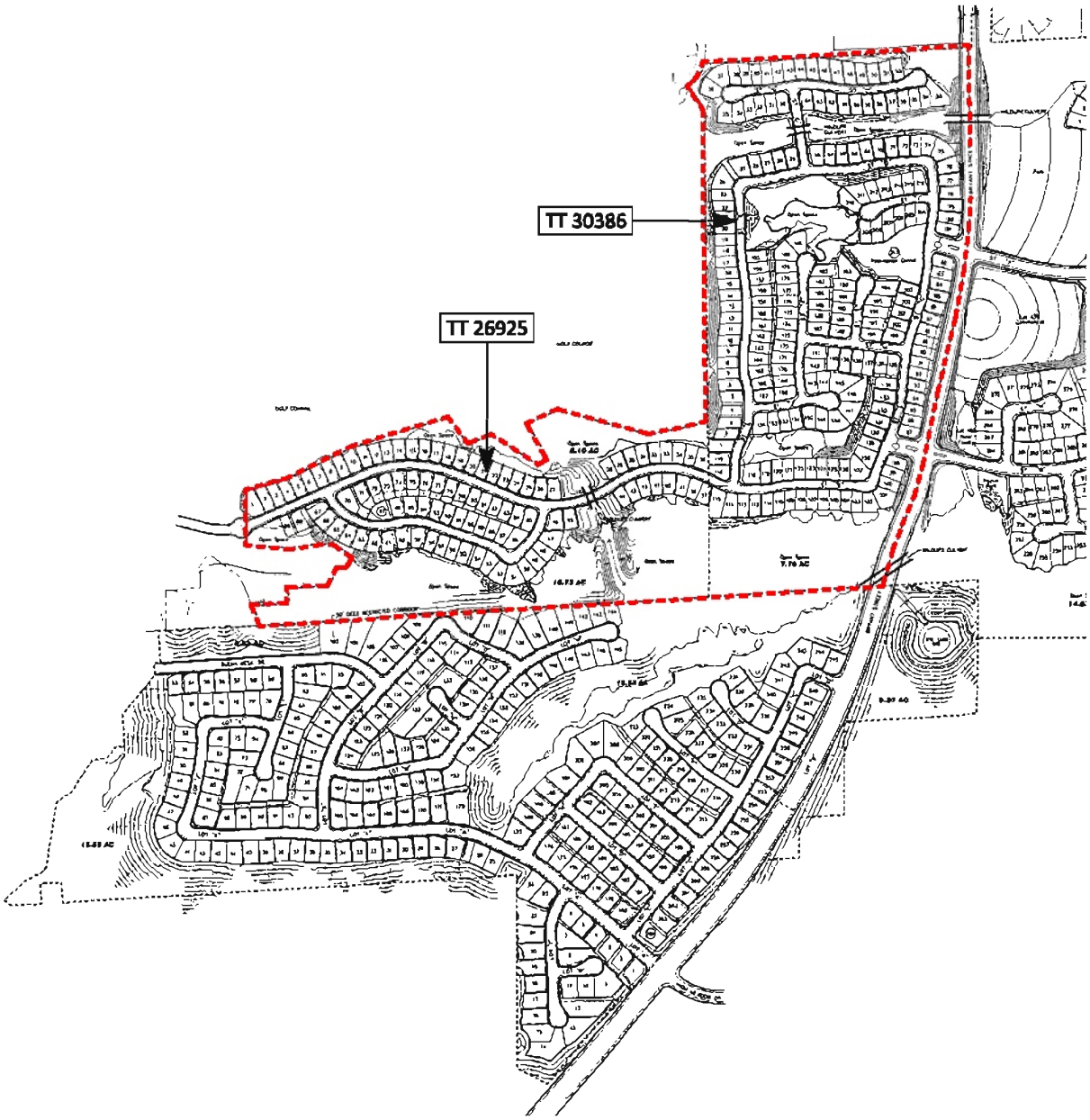
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

5219/1

Figure 2
Site Plan



N

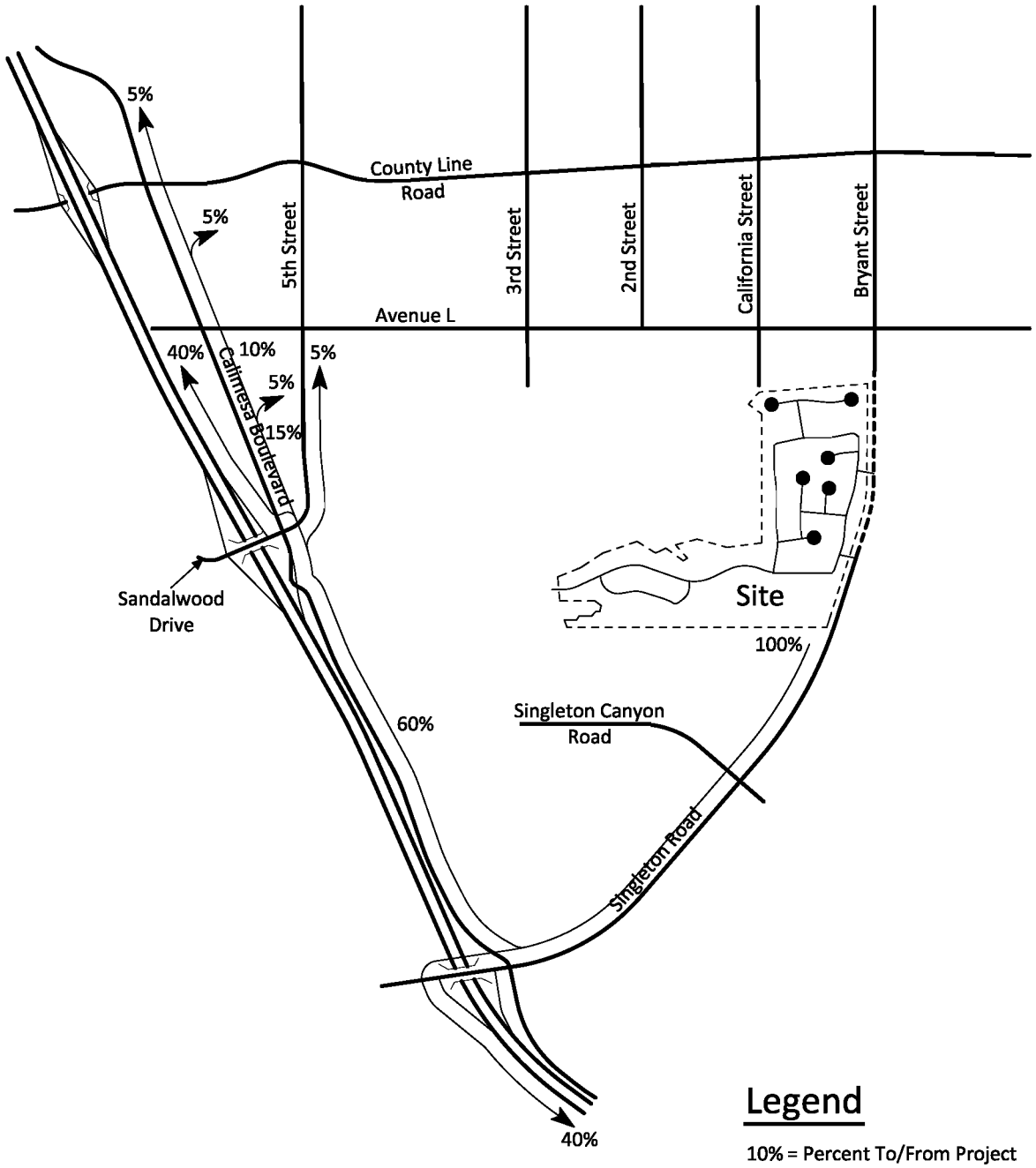
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

5219/2

Figure 3
Project Trip Distribution (Without Bryant Street Connection)

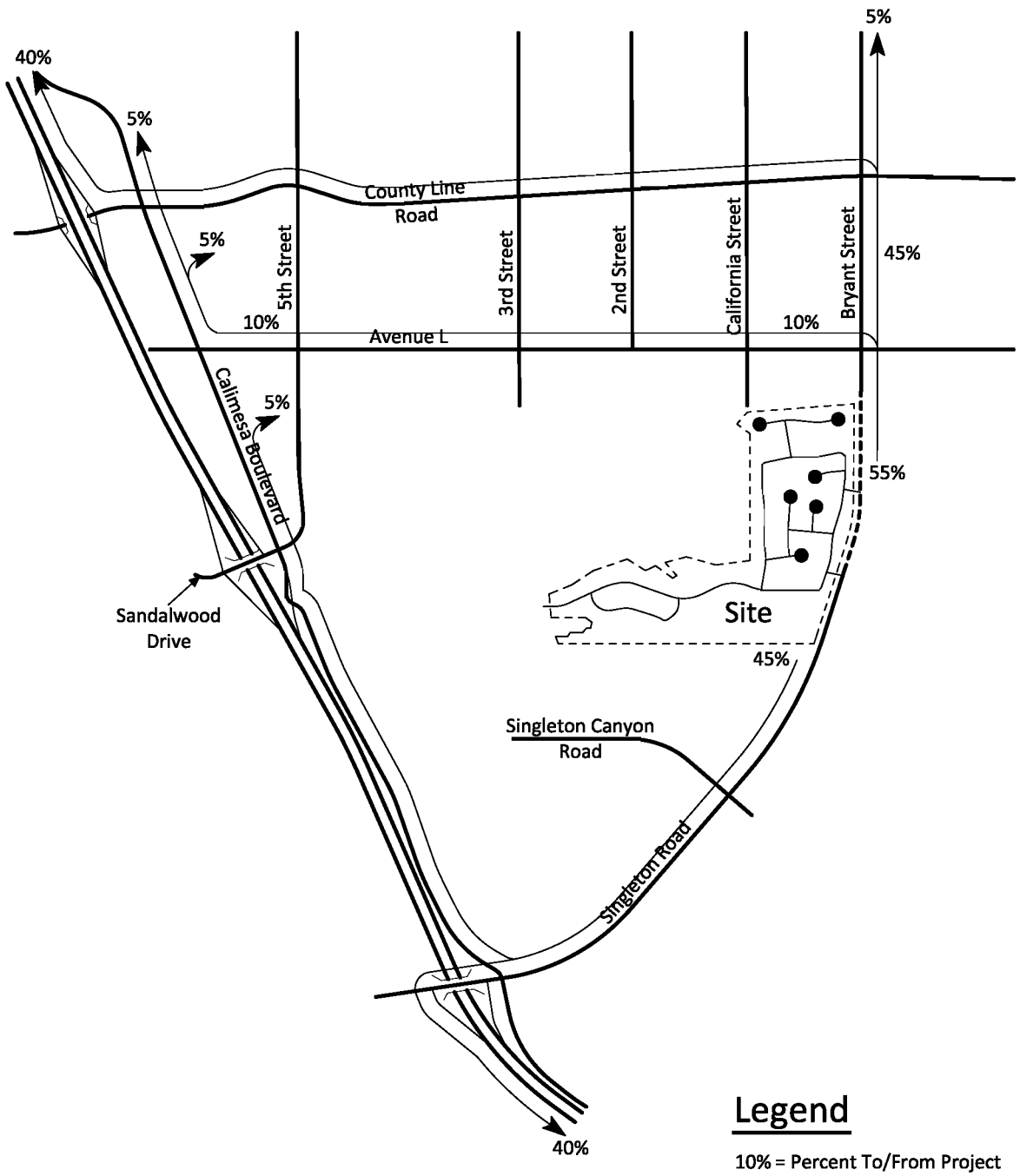


5219/3

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OVER 35 YEARS OF EXCELLENT SERVICE

Figure 4
Project Trip Distribution (With Bryant Street Connection)



5219/4

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

APPENDIX C

Traffic Count Worksheets

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Calimesa
N/S: I-10 Eastbound Ramps
E/W: County Line Road
Weather: Clear

File Name : CAL10ECLAM
Site Code : 00000066
Start Date : 10/10/2012
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Groups Printed- Total Volume

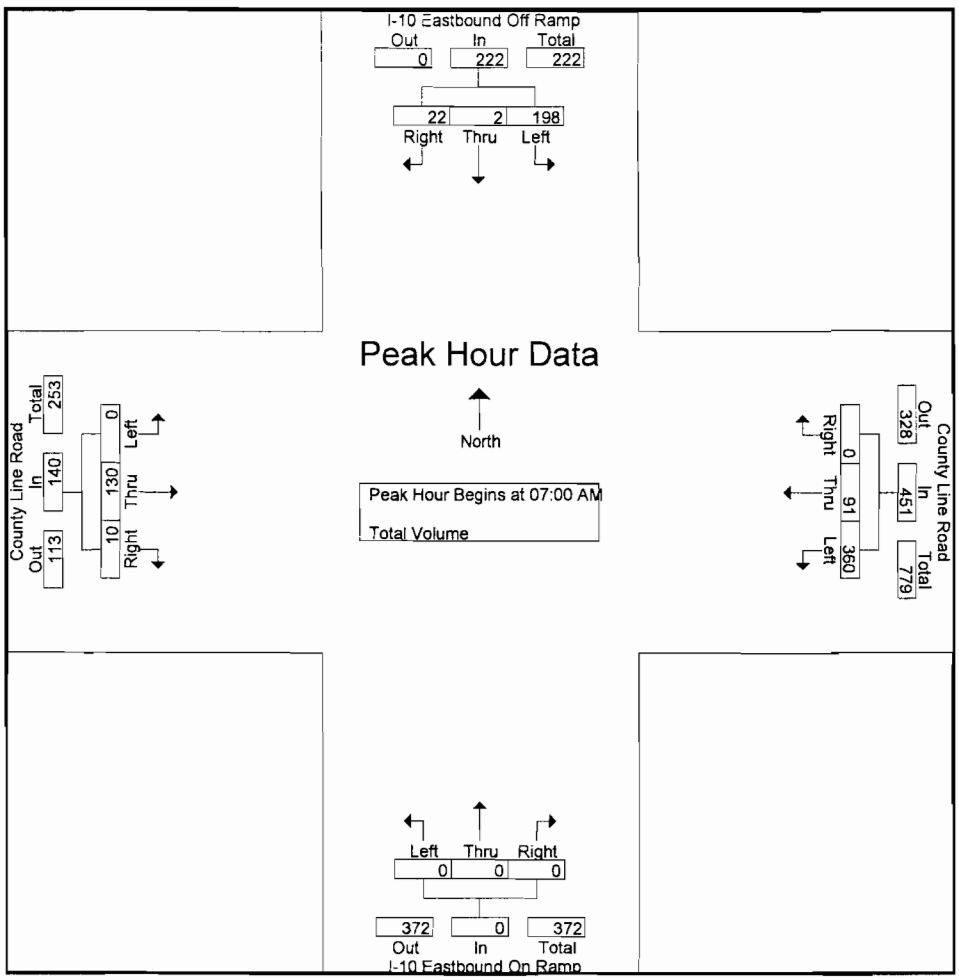
	I-10 Eastbound Off Ramp Southbound				County Line Road Westbound				I-10 Eastbound On Ramp Northbound				County Line Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	43	1	6	50	114	27	0	141	0	0	0	0	0	22	0	22	213
07:15 AM	45	0	5	50	102	43	0	145	0	0	0	0	0	37	3	40	235
07:30 AM	45	0	3	48	74	9	0	83	0	0	0	0	0	50	3	53	184
07:45 AM	65	1	8	74	70	12	0	82	0	0	0	0	0	21	4	25	181
Total	198	2	22	222	360	91	0	451	0	0	0	0	0	130	10	140	813
08:00 AM	55	1	5	61	65	7	0	72	0	0	0	0	0	20	3	23	156
08:15 AM	51	1	4	56	60	7	0	67	0	0	0	0	0	22	2	24	147
08:30 AM	54	1	5	60	49	12	0	61	0	0	0	0	0	14	1	15	136
08:45 AM	54	0	4	58	49	11	0	60	0	0	0	0	0	22	0	22	140
Total	214	3	18	235	223	37	0	260	0	0	0	0	0	78	6	84	579
Grand Total	412	5	40	457	583	128	0	711	0	0	0	0	0	208	16	224	1392
Apprch %	90.2	1.1	8.8		82	18	0		0	0	0		0	92.9	7.1		
Total %	29.6	0.4	2.9	32.8	41.9	9.2	0	51.1	0	0	0	0	0	14.9	1.1	16.1	

	I-10 Eastbound Off Ramp Southbound				County Line Road Westbound				I-10 Eastbound On Ramp Northbound				County Line Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	43	**1**	6	50	**114**	27	0	141	0	0	0	0	0	22	0	22	213
07:15 AM	45	0	5	50	102	**43**	0	**145**	0	0	0	0	0	37	3	40	**235**
07:30 AM	45	0	3	48	74	9	0	83	0	0	0	0	0	**50**	3	**53**	184
07:45 AM	**65**	1	**8**	**74**	70	12	0	82	0	0	0	0	0	21	**4**	25	181
Total Volume	198	2	22	222	360	91	0	451	0	0	0	0	0	130	10	140	813
% App. Total	89.2	0.9	9.9		79.8	20.2	0		0	0	0		0	92.9	7.1		
PHF	.762	.500	.688	.750	.789	.529	.000	.778	.000	.000	.000	.000	.000	.650	.625	.660	.865

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City of Calimesa
N/S: I-10 Eastbound Ramps
E/W: County Line Road
Weather: Clear

File Name : CAL10ECLAM
Site Code : 00000066
Start Date : 10/10/2012
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	**65**	**1**	**8**	**74**	**114**	27	0	141	0	0	0	0	0	37	3	40
+15 mins.	55	1	5	61	102	**43**	0	**145**	0	0	0	0	0	**50**	3	**53**
+30 mins.	51	1	4	56	74	9	0	83	0	0	0	0	0	21	**4**	25
+45 mins.	54	1	5	60	70	12	0	82	0	0	0	0	0	20	3	23
Total Volume	225	4	22	251	360	91	0	451	0	0	0	0	0	128	13	141
% App. Total	89.6	1.6	8.8		79.8	20.2	0		0	0	0		0	90.8	9.2	
PHF	.865	1.000	.688	.848	.789	.529	.000	.778	.000	.000	.000	.000	.000	.640	.813	.665

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City of Calimesa
N/S: I-10 Eastbound Ramps
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Weather: Clear

File Name : CAL10ECLPM
Site Code : 00000066
Start Date : 10/10/2012
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Groups Printed- Total Volume

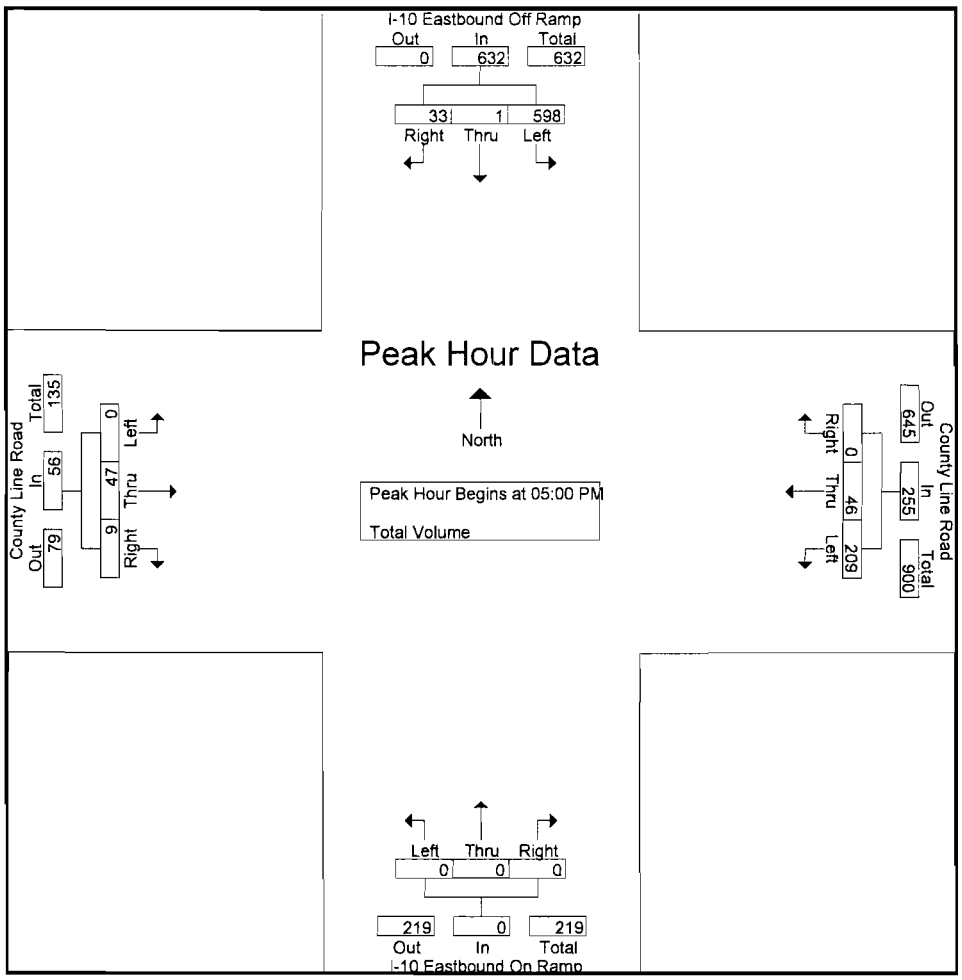
	I-10 Eastbound Off Ramp Southbound				County Line Road Westbound				I-10 Eastbound On Ramp Northbound				County Line Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	158	0	10	168	44	13	0	57	0	0	0	0	0	14	1	15	240
04:15 PM	127	1	14	142	48	4	0	52	0	0	0	0	0	13	0	13	207
04:30 PM	132	1	7	140	39	11	0	50	0	0	0	0	0	16	1	17	207
04:45 PM	136	0	10	146	59	15	0	74	0	0	0	0	0	14	0	14	234
Total	553	2	41	596	190	43	0	233	0	0	0	0	0	57	2	59	888
05:00 PM	146	0	7	153	53	15	0	68	0	0	0	0	0	8	2	10	231
05:15 PM	148	0	6	154	52	11	0	63	0	0	0	0	0	15	4	19	236
05:30 PM	141	0	7	148	68	10	0	78	0	0	0	0	0	11	1	12	238
05:45 PM	163	1	13	177	36	10	0	46	0	0	0	0	0	13	2	15	238
Total	598	1	33	632	209	46	0	255	0	0	0	0	0	47	9	56	943
Grand Total	1151	3	74	1228	399	89	0	488	0	0	0	0	0	104	11	115	1831
Apprch %	93.7	0.2	6		81.8	18.2	0		0	0	0		0	90.4	9.6		
Total %	62.9	0.2	4	67.1	21.8	4.9	0	26.7	0	0	0	0	0	5.7	0.6	6.3	

	I-10 Eastbound Off Ramp Southbound				County Line Road Westbound				I-10 Eastbound On Ramp Northbound				County Line Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	146	0	7	153	53	**15**	0	68	0	0	0	0	0	8	2	10	231
05:15 PM	148	0	6	154	52	11	0	63	0	0	0	0	0	**15**	**4**	**19**	236
05:30 PM	141	0	7	148	**68**	10	0	**78**	0	0	0	0	0	11	1	12	**238**
05:45 PM	**163**	**1**	**13**	**177**	36	10	0	46	0	0	0	0	0	13	2	15	238
Total Volume	598	1	33	632	209	46	0	255	0	0	0	0	0	47	9	56	943
% App. Total	94.6	0.2	5.2		82	18	0		0	0	0		0	83.9	16.1		
PHF	.917	.250	.635	.893	.768	.767	.000	.817	.000	.000	.000	.000	.000	.783	.563	.737	.991

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City of Calimesa
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Weather: Clear

File Name . CAL10ECLPM
Site Code : 00000066
Start Date : 10/10/2012
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:00 PM				04:30 PM			
+0 mins.	146	0	7	153	59	**15**	0	74	0	0	0	0	0	**16**	1	17
+15 mins.	148	0	6	154	53	15	0	68	0	0	0	0	0	14	0	14
+30 mins.	141	0	7	148	52	11	0	63	0	0	0	0	0	8	2	10
+45 mins.	**163**	**1**	**13**	**177**	**68**	10	0	**78**	0	0	0	0	0	15	**4**	**19**
Total Volume	598	1	33	632	232	51	0	283	0	0	0	0	0	53	7	60
% App. Total	94.6	0.2	5.2		82	18	0		0	0	0		0	88.3	11.7	
PHF	.917	.250	.635	.893	.853	.850	.000	.907	.000	.000	.000	.000	.000	.828	.438	.789

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City of Calimesa
N/S: I-10 Eastbound Ramps
E/W: Sandalwood Drive
Weather: Clear

File Name : CAL10ESAAM
Site Code : 00000066
Start Date : 10/10/2012
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Groups Printed- Total Volume

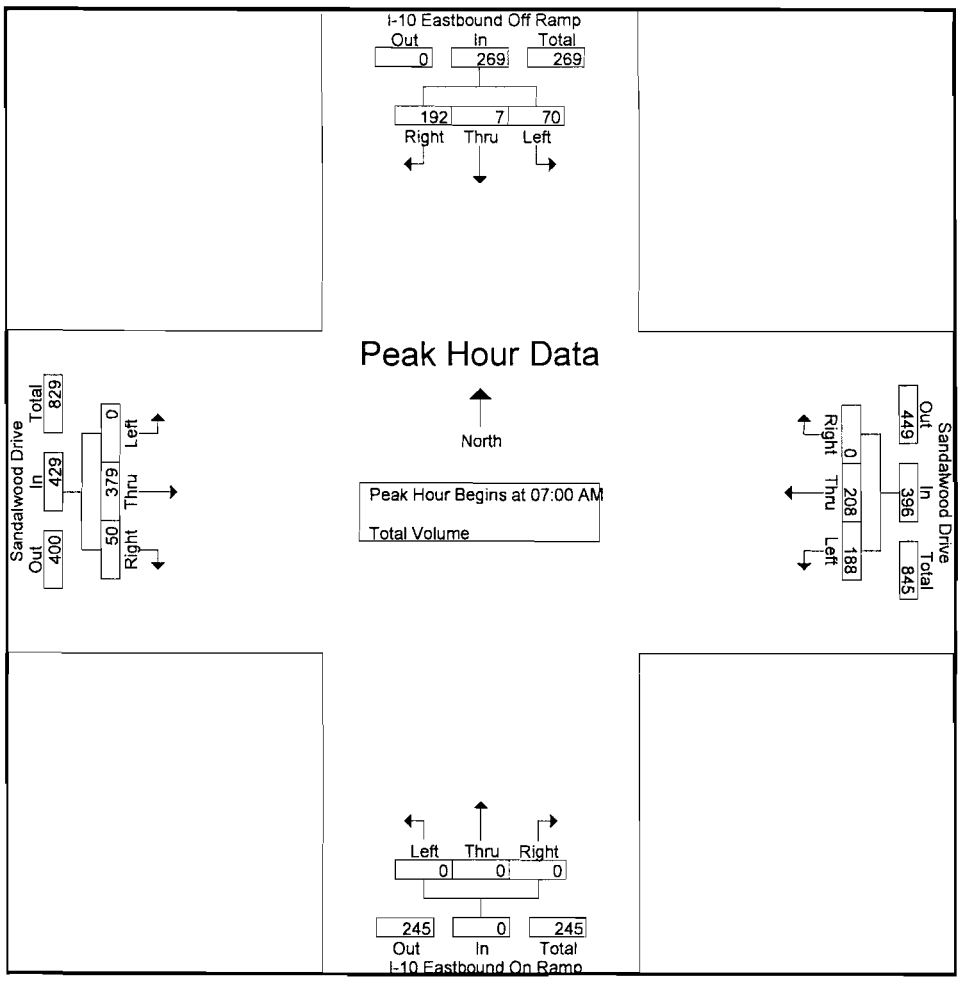
	I-10 Eastbound Off Ramp Southbound				Sandalwood Drive Westbound				I-10 Eastbound On Ramp Northbound				Sandalwood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	2	96	106	40	87	0	127	0	0	0	0	0	104	8	112	345
07:15 AM	18	1	71	90	38	79	0	117	0	0	0	0	0	141	14	155	362
07:30 AM	17	2	23	42	48	23	0	71	0	0	0	0	0	118	18	136	249
07:45 AM	27	2	2	31	62	19	0	81	0	0	0	0	0	16	10	26	138
Total	70	7	192	269	188	208	0	396	0	0	0	0	0	379	50	429	1094
08:00 AM	19	0	11	30	55	17	0	72	0	0	0	0	0	21	7	28	130
08:15 AM	32	0	9	41	55	16	0	71	0	0	0	0	0	6	7	13	125
08:30 AM	32	0	7	39	47	21	0	68	0	0	0	0	0	19	4	23	130
08:45 AM	14	0	6	20	52	10	0	62	0	0	0	0	0	10	10	20	102
Total	97	0	33	130	209	64	0	273	0	0	0	0	0	56	28	84	487
Grand Total	167	7	225	399	397	272	0	669	0	0	0	0	0	435	78	513	1581
Apprch %	41.9	1.8	56.4		59.3	40.7	0		0	0	0		0	84.8	15.2		
Total %	10.6	0.4	14.2	25.2	25.1	17.2	0	42.3	0	0	0	0	0	27.5	4.9	32.4	

	I-10 Eastbound Off Ramp Southbound				Sandalwood Drive Westbound				I-10 Eastbound On Ramp Northbound				Sandalwood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	8	**2**	**96**	**106**	40	**87**	0	**127**	0	0	0	0	0	104	8	112	345
07:15 AM	18	1	71	90	38	79	0	117	0	0	0	0	0	**141**	14	**155**	**362**
07:30 AM	17	2	23	42	48	23	0	71	0	0	0	0	0	118	**18**	136	249
07:45 AM	**27**	2	2	31	**62**	19	0	81	0	0	0	0	0	16	10	26	138
Total Volume	70	7	192	269	188	208	0	396	0	0	0	0	0	379	50	429	1094
% App. Total	26	2.6	71.4		47.5	52.5	0		0	0	0		0	88.3	11.7		
PHF	.648	.875	.500	.634	.758	.598	.000	.780	.000	.000	.000	.000	.000	.672	.694	.692	.756

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City of Calimesa
N/S: I-10 Eastbound Ramps
E/W: Sandalwood Drive
Weather: Clear

File Name : CAL10ESAAM
Site Code : 00000066
Start Date : 10/10/2012
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	8	**2**	**96**	**106**	40	**87**	0	**127**	0	0	0	0	0	104	8	112
+15 mins.	18	1	71	90	38	79	0	117	0	0	0	0	0	**141**	14	**155**
+30 mins.	17	2	23	42	48	23	0	71	0	0	0	0	0	118	**18**	136
+45 mins.	**27**	2	2	31	**62**	19	0	81	0	0	0	0	0	16	10	26
Total Volume	70	7	192	269	188	208	0	396	0	0	0	0	0	379	50	429
% App. Total	26	2.6	71.4		47.5	52.5	0		0	0	0		0	88.3	11.7	
PHF	.648	.875	.500	.634	.758	.598	.000	.780	.000	.000	.000	.000	.000	.672	.694	.692

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City of Calimesa
N/S: I-10 Eastbound Ramps
E/W: Sandalwood Drive
Weather: Clear

File Name : CAL10ESAPM
Site Code . 00000066
Start Date . 10/10/2012
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Groups Printed- Total Volume

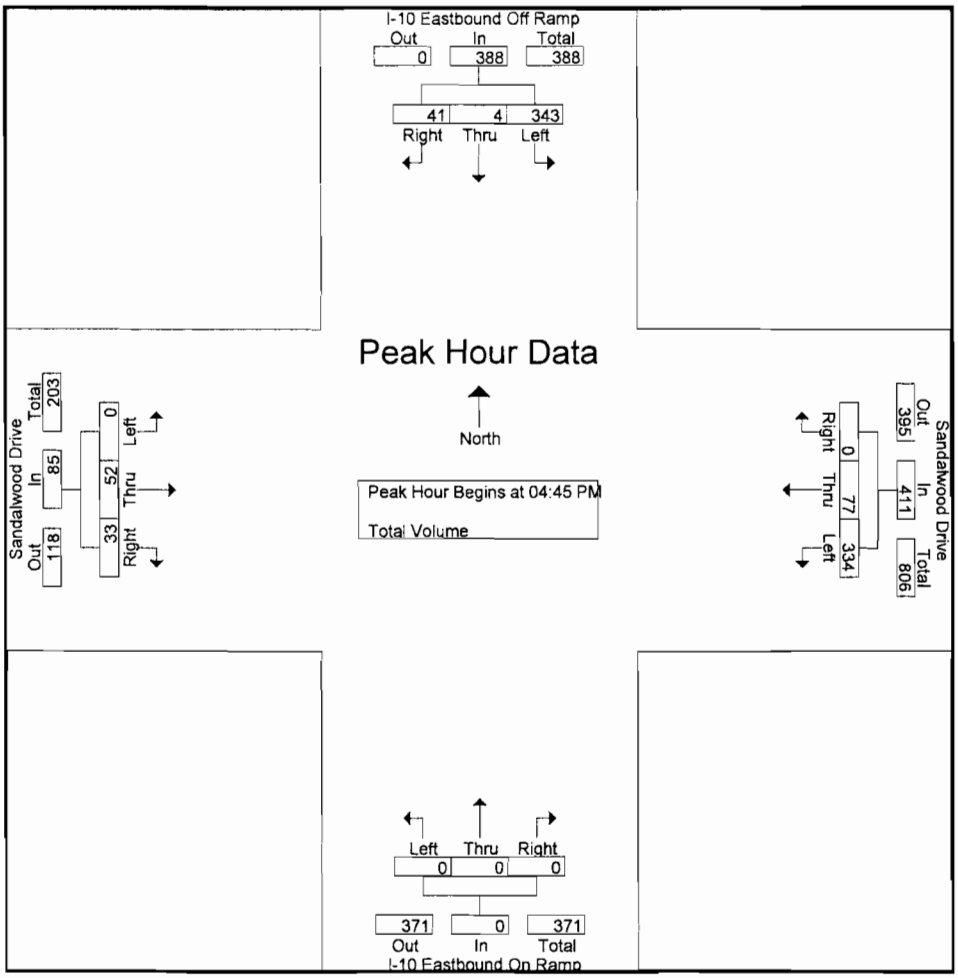
	I-10 Eastbound Off Ramp Southbound				Sandalwood Drive Westbound				I-10 Eastbound On Ramp Northbound				Sandalwood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	54	1	7	62	71	13	0	84	0	0	0	0	0	16	11	27	173
04:15 PM	70	0	5	75	70	14	0	84	0	0	0	0	0	18	9	27	186
04:30 PM	57	1	7	65	88	22	0	110	0	0	0	0	0	12	7	19	194
04:45 PM	79	0	10	89	82	22	0	104	0	0	0	0	0	14	9	23	216
Total	260	2	29	291	311	71	0	382	0	0	0	0	0	60	36	96	769
05:00 PM	89	0	14	103	78	21	0	99	0	0	0	0	0	11	14	25	227
05:15 PM	98	1	4	103	94	19	0	113	0	0	0	0	0	11	5	16	232
05:30 PM	77	3	13	93	80	15	0	95	0	0	0	0	0	16	5	21	209
05:45 PM	70	1	10	81	72	28	0	100	0	0	0	0	0	21	6	27	208
Total	334	5	41	380	324	83	0	407	0	0	0	0	0	59	30	89	876
Grand Total	594	7	70	671	635	154	0	789	0	0	0	0	0	119	66	185	1645
Apprch %	88.5	1	10.4		80.5	19.5	0		0	0	0		0	64.3	35.7		
Total %	36.1	0.4	4.3	40.8	38.6	9.4	0	48	0	0	0	0	0	7.2	4	11.2	

	I-10 Eastbound Off Ramp Southbound				Sandalwood Drive Westbound				I-10 Eastbound On Ramp Northbound				Sandalwood Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	79	0	10	89	82	**22**	0	104	0	0	0	0	0	14	9	23	216
05:00 PM	89	0	**14**	**103**	78	21	0	99	0	0	0	0	0	11	**14**	**25**	227
05:15 PM	**98**	1	4	103	**94**	19	0	**113**	0	0	0	0	0	11	5	16	**232**
05:30 PM	77	**3**	13	93	80	15	0	95	0	0	0	0	0	**16**	5	21	209
Total Volume	343	4	41	388	334	77	0	411	0	0	0	0	0	52	33	85	884
% App. Total	88.4	1	10.6		81.3	18.7	0		0	0	0		0	61.2	38.8		
PHF	.875	.333	.732	.942	.888	.875	.000	.909	.000	.000	.000	.000	.000	.813	.589	.850	.953

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City of Calimesa
N/S: I-10 Eastbound Ramps
E/W: Sandalwood Drive
Weather: Clear

File Name : CAL10ESAPM
Site Code : 00000066
Start Date : 10/10/2012
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	79	0	10	89	88	**22**	0	110	0	0	0	0	0	16	**11**	**27**
+15 mins.	89	0	**14**	**103**	82	22	0	104	0	0	0	0	0	**18**	9	27
+30 mins.	**98**	1	4	103	78	21	0	99	0	0	0	0	0	12	7	19
+45 mins.	77	**3**	13	93	**94**	19	0	**113**	0	0	0	0	0	14	9	23
Total Volume	343	4	41	388	342	84	0	426	0	0	0	0	0	60	36	96
% App. Total	88.4	1	10.6		80.3	19.7	0		0	0	0		0	62.5	37.5	
PHF	.875	.333	.732	.942	.910	.955	.000	.942	.000	.000	.000	.000	.000	.833	.818	.889

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City of Calimesa
N/S: I-10 Eastbound On Ramp
E/W: Singleton Road
Weather: Clear

File Name : CAL10EONSIAM
Site Code : 00000028
Start Date : 10/10/2012
Page No : 1

Groups Printed- Total Volume

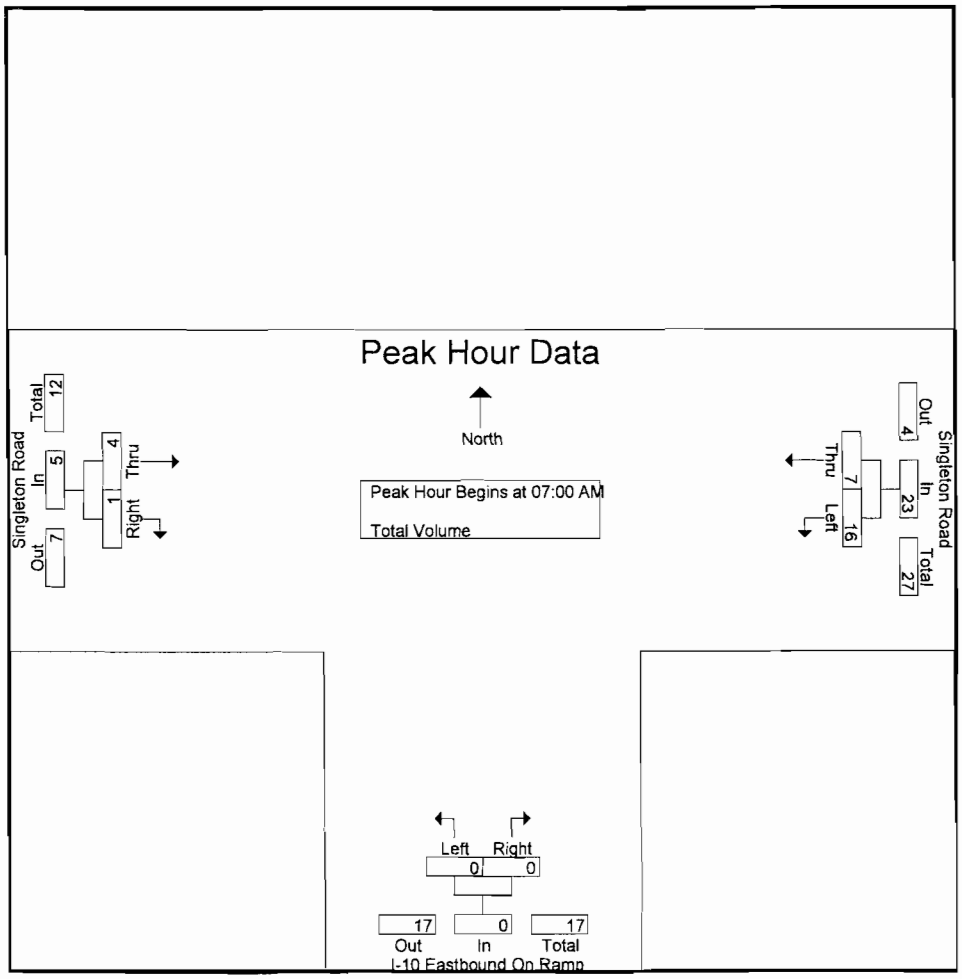
	Singleton Road Westbound			I-10 Eastbound On Ramp Northbound			Singleton Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	5	2	7	0	0	0	0	0	0	7
07:15 AM	7	3	10	0	0	0	1	0	1	11
07:30 AM	3	2	5	0	0	0	2	1	3	8
07:45 AM	1	0	1	0	0	0	1	0	1	2
Total	16	7	23	0	0	0	4	1	5	28
08:00 AM	1	2	3	0	0	0	2	1	3	6
08:15 AM	2	2	4	0	0	0	2	0	2	6
08:30 AM	4	0	4	0	0	0	2	0	2	6
08:45 AM	3	0	3	0	0	0	0	0	0	3
Total	10	4	14	0	0	0	6	1	7	21
Grand Total	26	11	37	0	0	0	10	2	12	49
Apprch %	70.3	29.7		0	0		83.3	16.7		
Total %	53.1	22.4	75.5	0	0	0	20.4	4.1	24.5	

	Singleton Road Westbound			I-10 Eastbound On Ramp Northbound			Singleton Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	5	2	7	0	0	0	0	0	0	7
07:15 AM	**7**	**3**	**10**	0	0	0	1	0	1	**11**
07:30 AM	3	2	5	0	0	0	**2**	**1**	**3**	8
07:45 AM	1	0	1	0	0	0	1	0	1	2
Total Volume	16	7	23	0	0	0	4	1	5	28
% App. Total	69.6	30.4		0	0		80	20		
PHF	.571	.583	.575	.000	.000	.000	.500	.250	.417	.636

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City of Calimesa
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E/W: Singleton Road
Weather: Clear

File Name : CAL10EONSIAM
Site Code : 00000028
Start Date : 10/10/2012



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:30 AM		
+0 mins.	5	2	7	0	0	0	**2**	**1**	**3**
+15 mins.	**7**	**3**	**10**	0	0	0	1	0	1
+30 mins.	3	2	5	0	0	0	2	1	3
+45 mins.	1	0	1	0	0	0	2	0	2
Total Volume	16	7	23	0	0	0	7	2	9
% App. Total	69.6	30.4		0	0		77.8	22.2	
PHF	.571	.583	.575	.000	.000	.000	.875	.500	.750

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City of Calimesa
N/S: I-10 Eastbound On Ramp
E/W: Singleton Road
Weather: Clear

File Name : CAL10EONSIPM
Site Code : 00000028
Start Date : 10/10/2012
Page No : 1

Groups Printed- Total Volume

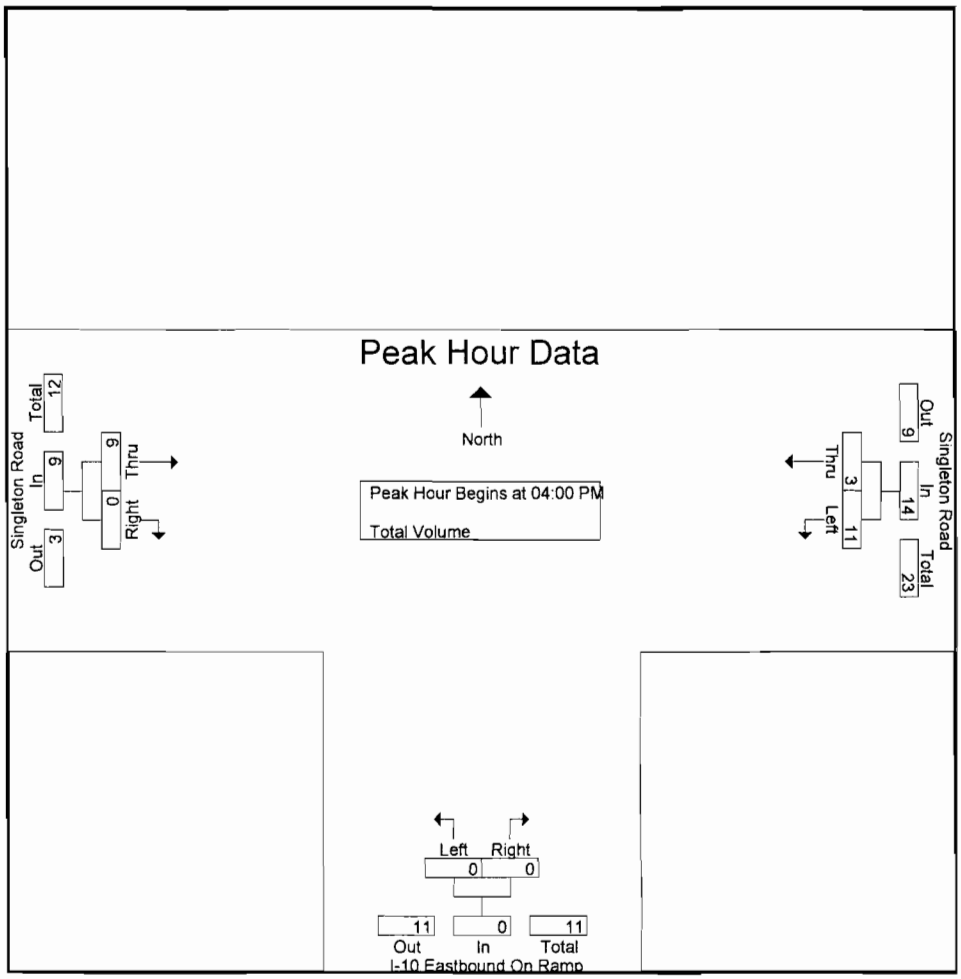
	Singleton Road Westbound			I-10 Eastbound On Ramp Northbound			Singleton Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	4	0	4	0	0	0	1	0	1	5
04:15 PM	1	1	2	0	0	0	2	0	2	4
04:30 PM	4	1	5	0	0	0	5	0	5	10
04:45 PM	2	1	3	0	0	0	1	0	1	4
Total	11	3	14	0	0	0	9	0	9	23
05:00 PM	3	2	5	0	0	0	0	0	0	5
05:15 PM	1	0	1	0	0	0	0	1	1	2
05:30 PM	3	2	5	0	0	0	1	0	1	6
05:45 PM	5	0	5	0	0	0	1	1	2	7
Total	12	4	16	0	0	0	2	2	4	20
Grand Total	23	7	30	0	0	0	11	2	13	43
Apprch %	76.7	23.3		0	0		84.6	15.4		
Total %	53.5	16.3	69.8	0	0	0	25.6	4.7	30.2	

	Singleton Road Westbound			I-10 Eastbound On Ramp Northbound			Singleton Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**4**	0	4	0	0	0	1	0	1	5
04:15 PM	1	**1**	2	0	0	0	2	0	2	**4**
04:30 PM	**4**	1	**5**	0	0	0	**5**	0	**5**	**10**
04:45 PM	2	1	3	0	0	0	1	0	1	4
Total Volume	11	3	14	0	0	0	9	0	9	23
% App. Total	78.6	21.4		0	0		100	0		
PHF	.688	.750	.700	.000	.000	.000	.450	.000	.450	.575

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City of Calimesa
N/S: I-10 Eastbound On Ramp
E/W: Singleton Road
Weather: Clear

File Name . CAL10EONSIPM
Site Code : 00000028
Start Date : 10/10/2012
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			04:00 PM		
+0 mins.	3	**2**	**5**	0	0	0	1	0	1
+15 mins.	1	0	1	0	0	0	2	0	2
+30 mins.	3	2	5	0	0	0	**5**	0	**5**
+45 mins.	**5**	0	5	0	0	0	1	0	1
Total Volume	12	4	16	0	0	0	9	0	9
% App. Total	75	25		0	0		100	0	
PHF	.600	.500	.800	.000	.000	.000	.450	.000	.450

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City of Calimesa
N/S: I-10 Westbound Ramps
E/W: County Line Road
Weather: Clear

File Name : CAL10WCLAM
Site Code : 00000028
Start Date : 10/10/2012
Page No : 1

Groups Printed- Total Volume

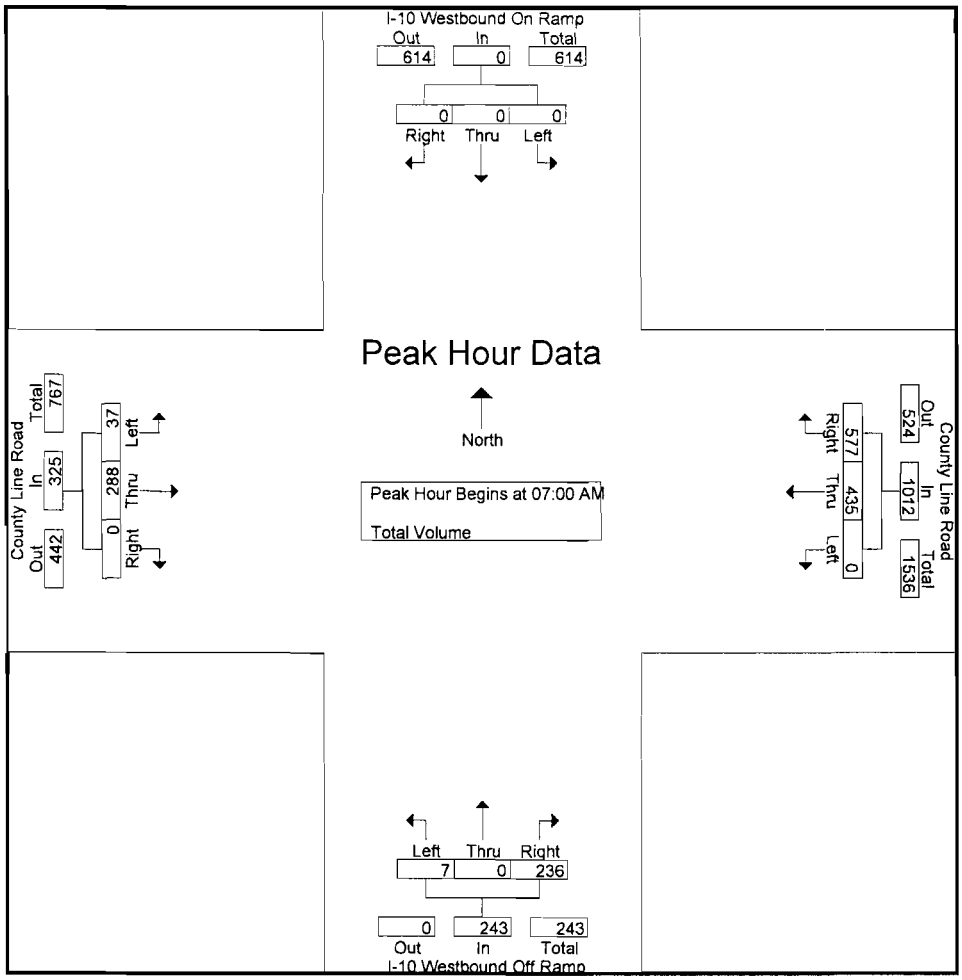
	I-10 Westbound On Ramp Southbound				County Line Road Westbound				I-10 Westbound Off Ramp Northbound				County Line Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	163	180	343	1	0	35	36	12	52	0	64	443
07:15 AM	0	0	0	0	0	118	182	300	4	0	75	79	11	71	0	82	461
07:30 AM	0	0	0	0	0	79	124	203	1	0	70	71	8	92	0	100	374
07:45 AM	0	0	0	0	0	75	91	166	1	0	56	57	6	73	0	79	302
Total	0	0	0	0	0	435	577	1012	7	0	236	243	37	288	0	325	1580
08:00 AM	0	0	0	0	0	65	108	173	1	0	25	26	3	71	0	74	273
08:15 AM	0	0	0	0	0	63	126	189	2	0	36	38	8	76	0	84	311
08:30 AM	0	0	0	0	0	68	126	194	3	1	38	42	6	55	0	61	297
08:45 AM	0	0	0	0	0	55	100	155	1	0	37	38	13	65	0	78	271
Total	0	0	0	0	0	251	460	711	7	1	136	144	30	267	0	297	1152
Grand Total	0	0	0	0	0	686	1037	1723	14	1	372	387	67	555	0	622	2732
Apprch %	0	0	0		0	39.8	60.2		3.6	0.3	96.1		10.8	89.2	0		
Total %	0	0	0	0	0	25.1	38	63.1	0.5	0	13.6	14.2	2.5	20.3	0	22.8	

	I-10 Westbound On Ramp Southbound				County Line Road Westbound				I-10 Westbound Off Ramp Northbound				County Line Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**163**	180	**343**	1	0	35	36	**12**	52	0	64	443
07:15 AM	0	0	0	0	0	118	**182**	300	**4**	0	**75**	**79**	11	71	0	82	**461**
07:30 AM	0	0	0	0	0	79	124	203	1	0	70	71	8	**92**	0	**100**	374
07:45 AM	0	0	0	0	0	75	91	166	1	0	56	57	6	73	0	79	302
Total Volume	0	0	0	0	0	435	577	1012	7	0	236	243	37	288	0	325	1580
% App. Total	0	0	0		0	43	57		2.9	0	97.1		11.4	88.6	0		
PHF	.000	.000	.000	.000	.000	.667	.793	.738	.438	.000	.787	.769	.771	.783	.000	.813	.857

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City of Calimesa
N/S: I-10 Westbound Ramps
E/W: County Line Road
Weather: Clear

File Name : CAL10WCLAM
Site Code : 00000028
Start Date : 10/10/2012
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	0	0	0	0	0	**163**	180	**343**	1	0	35	36	**8**	**92**	0	**100**
+15 mins.	0	0	0	0	0	118	**182**	300	**4**	0	**75**	**79**	6	73	0	79
+30 mins.	0	0	0	0	0	79	124	203	1	0	70	71	3	71	0	74
+45 mins.	0	0	0	0	0	75	91	166	1	0	56	57	8	76	0	84
Total Volume	0	0	0	0	0	435	577	1012	7	0	236	243	25	312	0	337
% App. Total	0	0	0		0	43	57		2.9	0	97.1		7.4	92.6	0	
PHF	.000	.000	.000	.000	.000	.667	.793	.738	.438	.000	.787	.769	.781	.848	.000	.843

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City of Calimesa
N/S: I-10 Westbound Ramps
E/W: County Line Road
Weather: Clear

File Name : CAL10WCLPM
Site Code : 00000028
Start Date : 10/10/2012
Page No : 1

Groups Printed- Total Volume

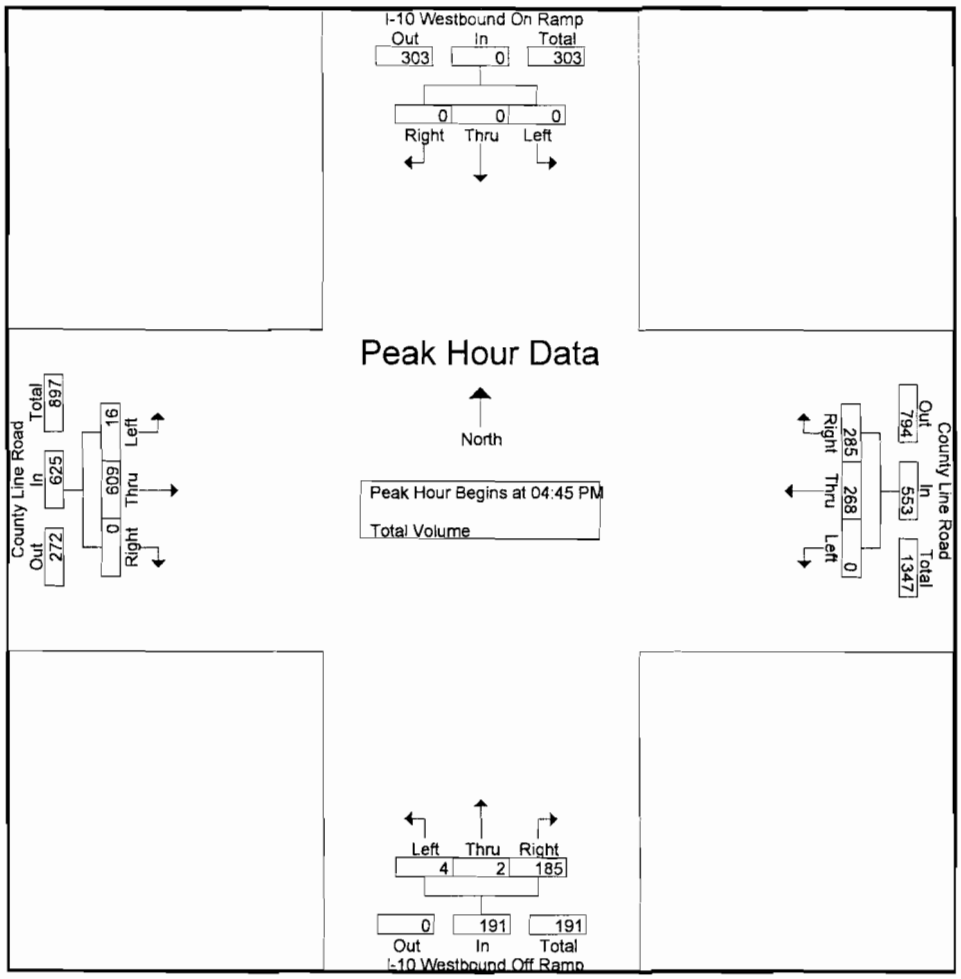
	I-10 Westbound On Ramp Southbound				County Line Road Westbound				I-10 Westbound Off Ramp Northbound				County Line Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	57	71	128	0	0	40	40	9	151	0	160	328
04:15 PM	0	0	0	0	0	55	73	128	0	0	43	43	4	142	0	146	317
04:30 PM	0	0	0	0	0	51	71	122	0	0	48	48	5	138	0	143	313
04:45 PM	0	0	0	0	0	69	82	151	2	0	47	49	5	147	0	152	352
Total	0	0	0	0	0	232	297	529	2	0	178	180	23	578	0	601	1310
05:00 PM	0	0	0	0	0	65	77	142	0	0	42	42	3	155	0	158	342
05:15 PM	0	0	0	0	0	65	65	130	1	1	49	51	3	152	0	155	336
05:30 PM	0	0	0	0	0	69	61	130	1	1	47	49	5	155	0	160	339
05:45 PM	0	0	0	0	0	45	46	91	1	0	45	46	4	157	0	161	298
Total	0	0	0	0	0	244	249	493	3	2	183	188	15	619	0	634	1315
Grand Total	0	0	0	0	0	476	546	1022	5	2	361	368	38	1197	0	1235	2625
Apprch %	0	0	0		0	46.6	53.4		1.4	0.5	98.1		3.1	96.9	0		
Total %	0	0	0	0	0	18.1	20.8	38.9	0.2	0.1	13.8	14	1.4	45.6	0	47	

	I-10 Westbound On Ramp Southbound				County Line Road Westbound				I-10 Westbound Off Ramp Northbound				County Line Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**69**	**82**	**151**	**2**	0	47	49	**5**	**147**	0	152	**352**
05:00 PM	0	0	0	0	0	65	77	142	0	0	42	42	3	**155**	0	158	342
05:15 PM	0	0	0	0	0	65	65	130	1	**1**	**49**	**51**	3	152	0	155	336
05:30 PM	0	0	0	0	0	69	61	130	1	1	47	49	5	155	0	**160**	339
Total Volume	0	0	0	0	0	268	285	553	4	2	185	191	16	609	0	625	1369
% App. Total	0	0	0		0	48.5	51.5		2.1	1	96.9		2.6	97.4	0		
PHF	.000	.000	.000	.000	.000	.971	.869	.916	.500	.500	.944	.936	.800	.982	.000	.977	.972

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City of Calimesa
N/S: I-10 Westbound Ramps
E/W: County Line Road
Weather: Clear

File Name : CAL10WCLPM
Site Code : 00000028
Start Date : 10/10/2012
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:45 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**69**	**82**	**151**	**2**	0	47	49	3	155	0	158
+15 mins.	0	0	0	0	0	65	77	142	0	0	**42**	**42**	3	152	0	155
+30 mins.	0	0	0	0	0	65	65	130	1	**1**	**49**	**51**	**5**	155	0	160
+45 mins.	0	0	0	0	0	69	61	130	1	1	47	49	4	**157**	0	**161**
Total Volume	0	0	0	0	0	268	285	553	4	2	185	191	15	619	0	634
% App. Total	0	0	0		0	48.5	51.5		2.1	1	96.9		2.4	97.6	0	
PHF	.000	.000	.000	.000	.000	.971	.869	.916	.500	.500	.944	.936	.750	.986	.000	.984

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City of Calimesa
N/S: I-10 Westbound On Ramp
E/W: Sandalwood Drive
Weather: Clear

File Name : CAL10WONSAAM
Site Code : 00000013
Start Date : 10/10/2012
Page No : 1

Groups Printed- Total Volume

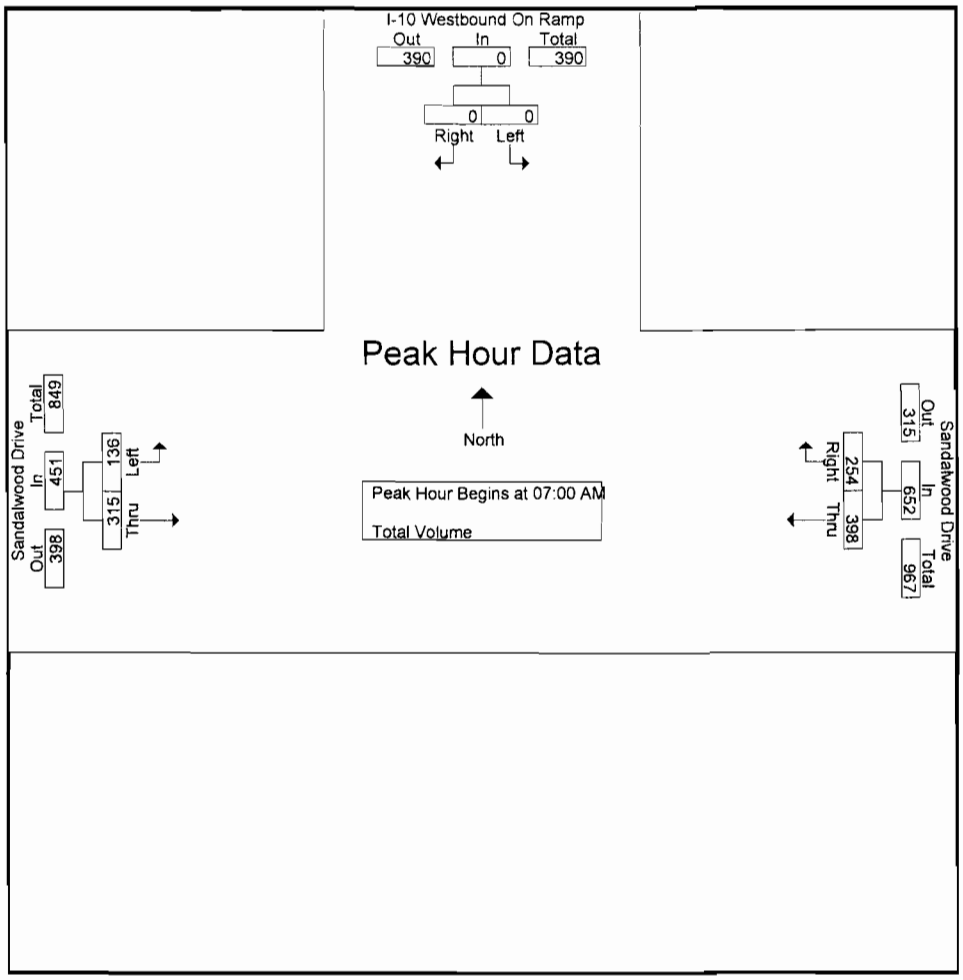
	I-10 Westbound On Ramp Southbound			Sandalwood Drive Westbound			Sandalwood Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	128	90	218	42	72	114	332
07:15 AM	0	0	0	117	67	184	55	102	157	341
07:30 AM	0	0	0	70	62	132	34	103	137	269
07:45 AM	0	0	0	83	35	118	5	38	43	161
Total	0	0	0	398	254	652	136	315	451	1103
08:00 AM	0	0	0	65	38	103	5	34	39	142
08:15 AM	0	0	0	73	61	134	3	36	39	173
08:30 AM	0	0	0	68	51	119	5	44	49	168
08:45 AM	0	0	0	60	43	103	3	22	25	128
Total	0	0	0	266	193	459	16	136	152	611
Grand Total	0	0	0	664	447	1111	152	451	603	1714
Apprch %	0	0		59.8	40.2		25.2	74.8		
Total %	0	0	0	38.7	26.1	64.8	8.9	26.3	35.2	

	I-10 Westbound On Ramp Southbound			Sandalwood Drive Westbound			Sandalwood Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	**128**	**90**	**218**	42	72	114	332
07:15 AM	0	0	0	117	67	184	**55**	102	**157**	**341**
07:30 AM	0	0	0	70	62	132	34	**103**	137	269
07:45 AM	0	0	0	83	35	118	5	38	43	161
Total Volume	0	0	0	398	254	652	136	315	451	1103
% App. Total	0	0		61	39		30.2	69.8		
PHF	.000	.000	.000	.777	.706	.748	.618	.765	.718	.809

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City of Calimesa
N/S: I-10 Westbound On Ramp
E/W: Sandalwood Drive
Weather: Clear

File Name : CAL10WONSAAM
Site Code : 00000013
Start Date : 10/10/2012
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	**128**	**90**	**218**	42	72	114
+15 mins.	0	0	0	117	67	184	**55**	102	**157**
+30 mins.	0	0	0	70	62	132	34	**103**	137
+45 mins.	0	0	0	83	35	118	5	38	43
Total Volume	0	0	0	398	254	652	136	315	451
% App. Total	0	0		61	39		30.2	69.8	
PHF	.000	.000	.000	.777	.706	.748	.618	.765	.718

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City of Calimesa
N/S: I-10 Westbound On Ramp
E/W: Sandalwood Drive
Weather: Clear

File Name : CAL10WONSAPM
Site Code : 00000013
Start Date : 10/10/2012
Page No : 1

Groups Printed- Total Volume

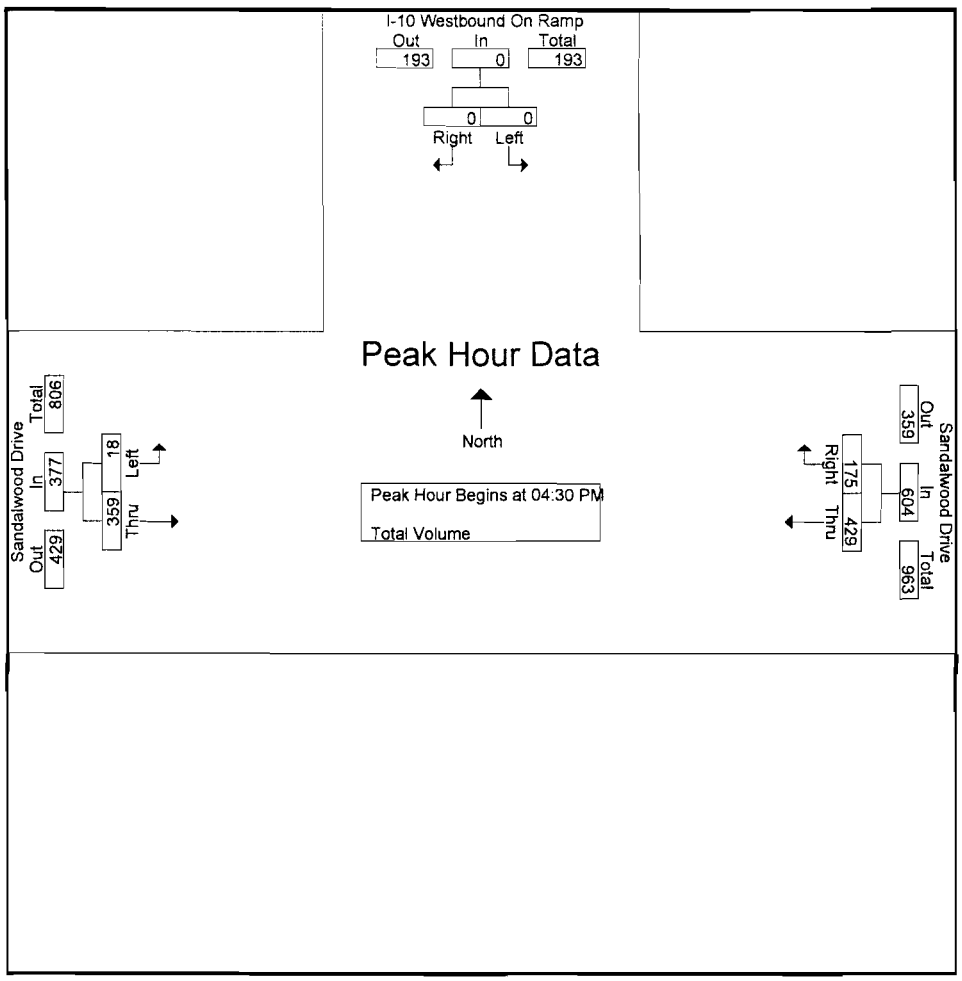
	I-10 Westbound On Ramp Southbound			Sandalwood Drive Westbound			Sandalwood Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	90	41	131	7	65	72	203
04:15 PM	0	0	0	79	35	114	8	78	86	200
04:30 PM	0	0	0	108	45	153	3	71	74	227
04:45 PM	0	0	0	107	41	148	5	87	92	240
Total	0	0	0	384	162	546	23	301	324	870
05:00 PM	0	0	0	102	48	150	4	99	103	253
05:15 PM	0	0	0	112	41	153	6	102	108	261
05:30 PM	0	0	0	97	28	125	4	92	96	221
05:45 PM	0	0	0	102	32	134	5	83	88	222
Total	0	0	0	413	149	562	19	376	395	957
Grand Total	0	0	0	797	311	1108	42	677	719	1827
Apprch %	0	0		71.9	28.1		5.8	94.2		
Total %	0	0	0	43.6	17	60.6	2.3	37.1	39.4	

	I-10 Westbound On Ramp Southbound			Sandalwood Drive Westbound			Sandalwood Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	108	45	**153**	3	71	74	227
04:45 PM	0	0	0	107	41	148	5	87	92	240
05:00 PM	0	0	0	102	**48**	150	4	99	103	253
05:15 PM	0	0	0	**112**	41	153	**6**	**102**	**108**	**261**
Total Volume	0	0	0	429	175	604	18	359	377	981
% App. Total	0	0		71	29		4.8	95.2		
PHF	.000	.000	.000	.958	.911	.987	.750	.880	.873	.940

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City of Calimesa
N/S: I-10 Westbound On Ramp
E/W: Sandalwood Drive
Weather: Clear

File Name : CAL10WONSAPM
Site Code : 00000013
Start Date : 10/10/2012
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:45 PM		
+0 mins.	0	0	0	108	45	**153**	5	87	92
+15 mins.	0	0	0	107	41	148	4	99	103
+30 mins.	0	0	0	102	**48**	150	**6**	**102**	**108**
+45 mins.	0	0	0	**112**	41	153	4	92	96
Total Volume	0	0	0	429	175	604	19	380	399
% App. Total	0	0		71	29		4.8	95.2	
PHF	.000	.000	.000	.958	.911	.987	.792	.931	.924

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City of Calimesa
N/S: I-10 WB Off Ramp - Calimesa Blvd
E/W: Calimesa Boulevard
Weather: Clear

File Name : CAL10WCAAM
Site Code : 00000066
Start Date : 10/10/2012
Page No : 1

Groups Printed- Total Volume

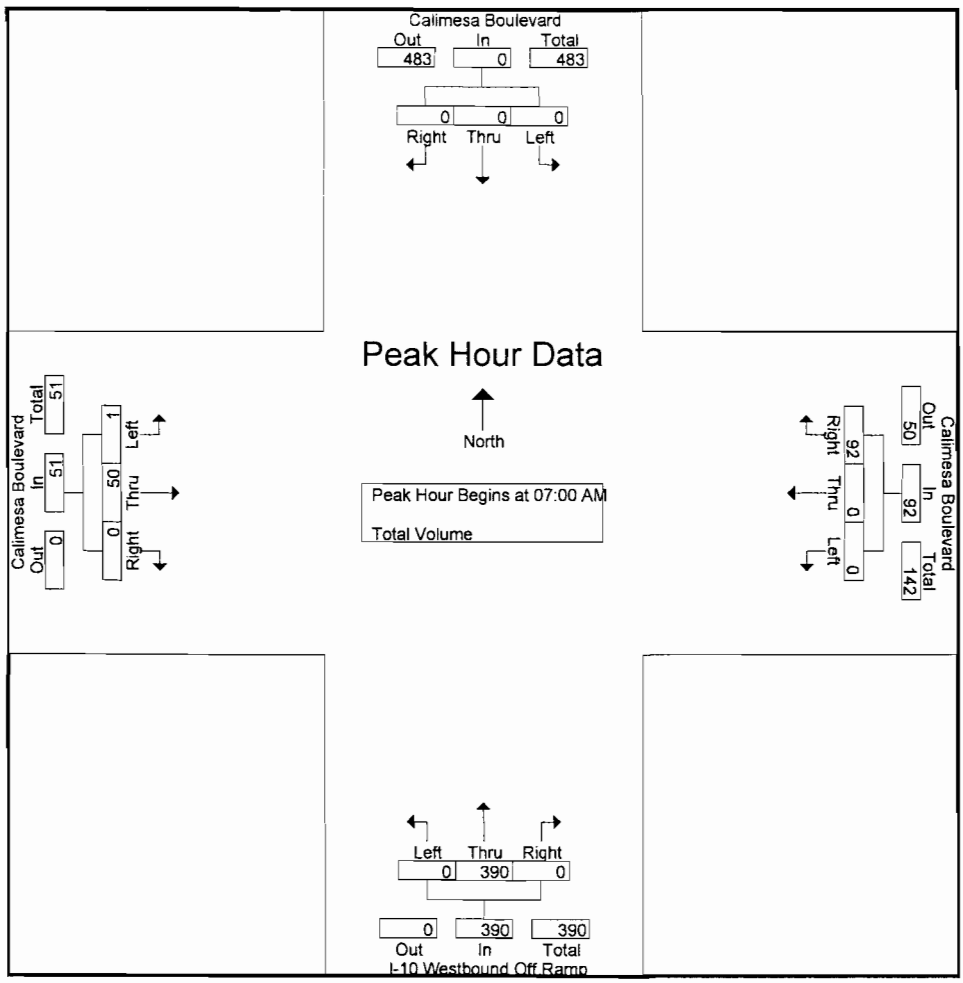
	Calimesa Boulevard Southbound				Calimesa Boulevard Westbound				I-10 Westbound Off Ramp Northbound				Calimesa Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	26	26	0	91	0	91	1	9	0	10	127
07:15 AM	0	0	0	0	0	0	21	21	0	122	0	122	0	15	0	15	158
07:30 AM	0	0	0	0	0	0	20	20	0	94	0	94	0	10	0	10	124
07:45 AM	0	0	0	0	0	0	25	25	0	83	0	83	0	16	0	16	124
Total	0	0	0	0	0	0	92	92	0	390	0	390	1	50	0	51	533
08:00 AM	0	0	0	0	0	0	26	26	0	67	0	67	0	21	0	21	114
08:15 AM	0	0	0	0	0	0	28	28	0	67	0	67	0	21	0	21	116
08:30 AM	0	0	0	0	0	0	26	26	0	75	0	75	0	23	0	23	124
08:45 AM	0	0	0	0	0	0	26	26	0	71	0	71	1	12	0	13	110
Total	0	0	0	0	0	0	106	106	0	280	0	280	1	77	0	78	464
Grand Total	0	0	0	0	0	0	198	198	0	670	0	670	2	127	0	129	997
Apprch %	0	0	0		0	0	100		0	100	0		1.6	98.4	0		
Total %	0	0	0	0	0	0	19.9	19.9	0	67.2	0	67.2	0.2	12.7	0	12.9	

	Calimesa Boulevard Southbound				Calimesa Boulevard Westbound				I-10 Westbound Off Ramp Northbound				Calimesa Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	**26**	**26**	0	91	0	91	**1**	9	0	10	127
07:15 AM	0	0	0	0	0	0	21	21	0	**122**	0	**122**	0	15	0	15	**158**
07:30 AM	0	0	0	0	0	0	20	20	0	94	0	94	0	10	0	10	124
07:45 AM	0	0	0	0	0	0	25	25	0	83	0	83	0	**16**	0	**16**	124
Total Volume	0	0	0	0	0	0	92	92	0	390	0	390	1	50	0	51	533
% App. Total	0	0	0		0	0	100		0	100	0		2	98	0		
PHF	.000	.000	.000	.000	.000	.000	.885	.885	.000	.799	.000	.799	.250	.781	.000	.797	.843

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City of Calimesa
N/S: I-10 WB Off Ramp - Calimesa Blvd
E/W: Calimesa Boulevard
Weather: Clear

File Name : CAL10WCAAM
Site Code : 00000066
Start Date : 10/10/2012
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:00 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	26	26	0	91	0	91	0	16	0	16
+15 mins.	0	0	0	0	0	0	**28**	**28**	0	**122**	0	**122**	0	21	0	21
+30 mins.	0	0	0	0	0	0	26	26	0	94	0	94	0	21	0	21
+45 mins.	0	0	0	0	0	0	26	26	0	83	0	83	0	**23**	0	**23**
Total Volume	0	0	0	0	0	0	106	106	0	390	0	390	0	81	0	81
% App. Total	0	0	0		0	0	100		0	100	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.946	.946	.000	.799	.000	.799	.000	.880	.000	.880

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City of Calimesa
N/S: I-10 WB Off Ramp - Calimesa Blvd
E/W: Calimesa Boulevard
Weather: Clear

File Name : CAL10WCAPM
Site Code : 00000066
Start Date : 10/10/2012
Page No : 1

Groups Printed- Total Volume

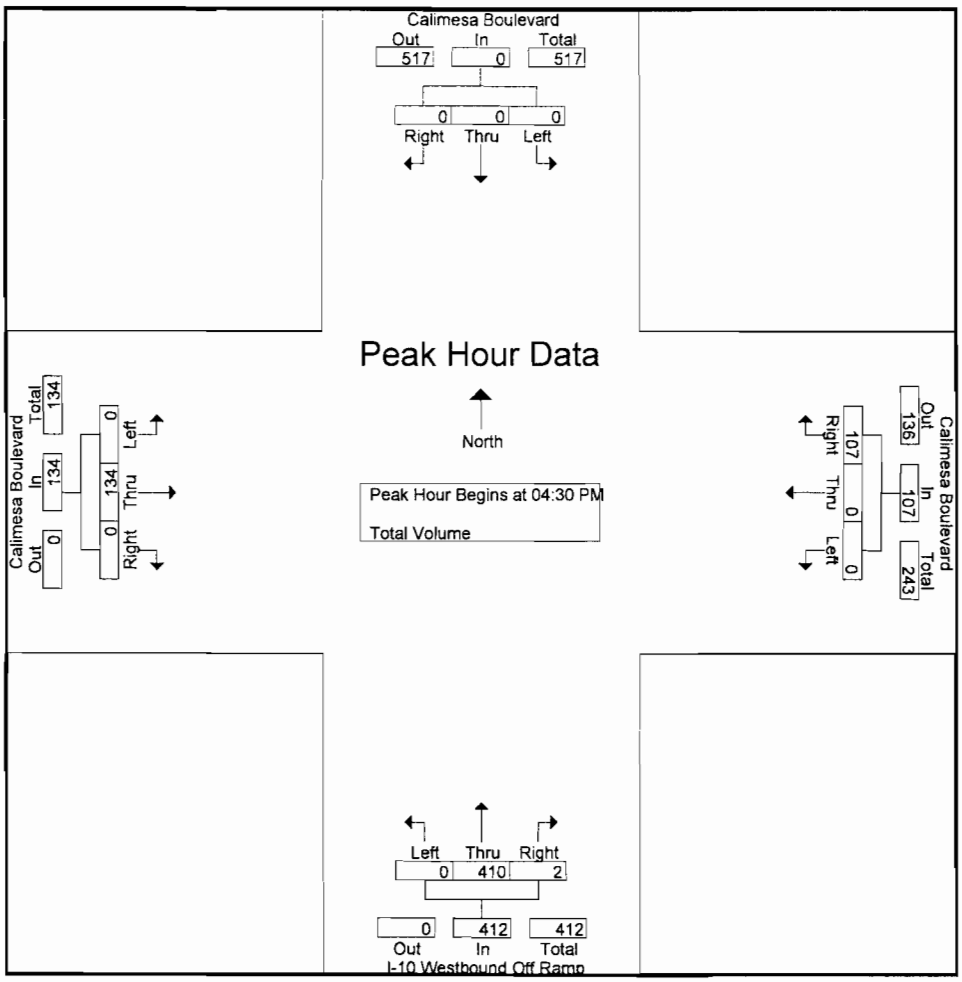
	Calimesa Boulevard Southbound				Calimesa Boulevard Westbound				I-10 Westbound Off Ramp Northbound				Calimesa Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	25	25	0	96	0	96	1	28	0	29	150
04:15 PM	0	0	0	0	0	0	32	32	0	90	0	90	0	47	0	47	169
04:30 PM	0	0	0	0	0	0	31	31	0	95	0	95	0	40	0	40	166
04:45 PM	0	0	0	0	0	0	22	22	0	101	1	102	0	29	0	29	153
Total	0	0	0	0	0	0	110	110	0	382	1	383	1	144	0	145	638
05:00 PM	0	0	0	0	0	0	22	22	0	102	0	102	0	32	0	32	156
05:15 PM	0	0	0	0	0	0	32	32	0	112	1	113	0	33	0	33	178
05:30 PM	0	0	0	0	0	0	25	25	0	90	0	90	0	43	0	43	158
05:45 PM	0	0	0	0	0	0	24	24	0	87	0	87	0	40	0	40	151
Total	0	0	0	0	0	0	103	103	0	391	1	392	0	148	0	148	643
Grand Total	0	0	0	0	0	0	213	213	0	773	2	775	1	292	0	293	1281
Apprch %	0	0	0		0	0	100		0	99.7	0.3		0.3	99.7	0		
Total %	0	0	0	0	0	0	16.6	16.6	0	60.3	0.2	60.5	0.1	22.8	0	22.9	

	Calimesa Boulevard Southbound				Calimesa Boulevard Westbound				I-10 Westbound Off Ramp Northbound				Calimesa Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	31	31	0	95	0	95	0	**40**	0	**40**	166
04:45 PM	0	0	0	0	0	0	22	22	0	101	**1**	102	0	29	0	29	153
05:00 PM	0	0	0	0	0	0	22	22	0	102	0	102	0	32	0	32	156
05:15 PM	0	0	0	0	0	0	**32**	**32**	0	**112**	1	**113**	0	33	0	33	**178**
Total Volume	0	0	0	0	0	0	107	107	0	410	2	412	0	134	0	134	653
% App. Total	0	0	0		0	0	100		0	99.5	0.5		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.836	.836	.000	.915	.500	.912	.000	.838	.000	.838	.917

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City of Calimesa
N/S: I-10 WB Off Ramp - Calimesa Blvd
E/W: Calimesa Boulevard
Weather: Clear

File Name : CAL10WCAPM
Site Code : 00000066
Start Date : 10/10/2012
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	25	25	0	95	0	95	0	**47**	0	**47**
+15 mins.	0	0	0	0	0	0	**32**	**32**	0	101	**1**	102	0	40	0	40
+30 mins.	0	0	0	0	0	0	31	31	0	102	0	102	0	29	0	29
+45 mins.	0	0	0	0	0	0	22	22	0	**112**	1	**113**	0	32	0	32
Total Volume	0	0	0	0	0	0	110	110	0	410	2	412	0	148	0	148
% App. Total	0	0	0		0	0	100		0	99.5	0.5		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.859	.859	.000	.915	.500	.912	.000	.787	.000	.787

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City of Calimesa
N/S: I-10 Westbound Off Ramp
E/W: Singleton Road
Weather: Clear

File Name : CAL10WOFFSIAM
Site Code : 00000028
Start Date : 10/10/2012
Page No : 1

Groups Printed- Total Volume

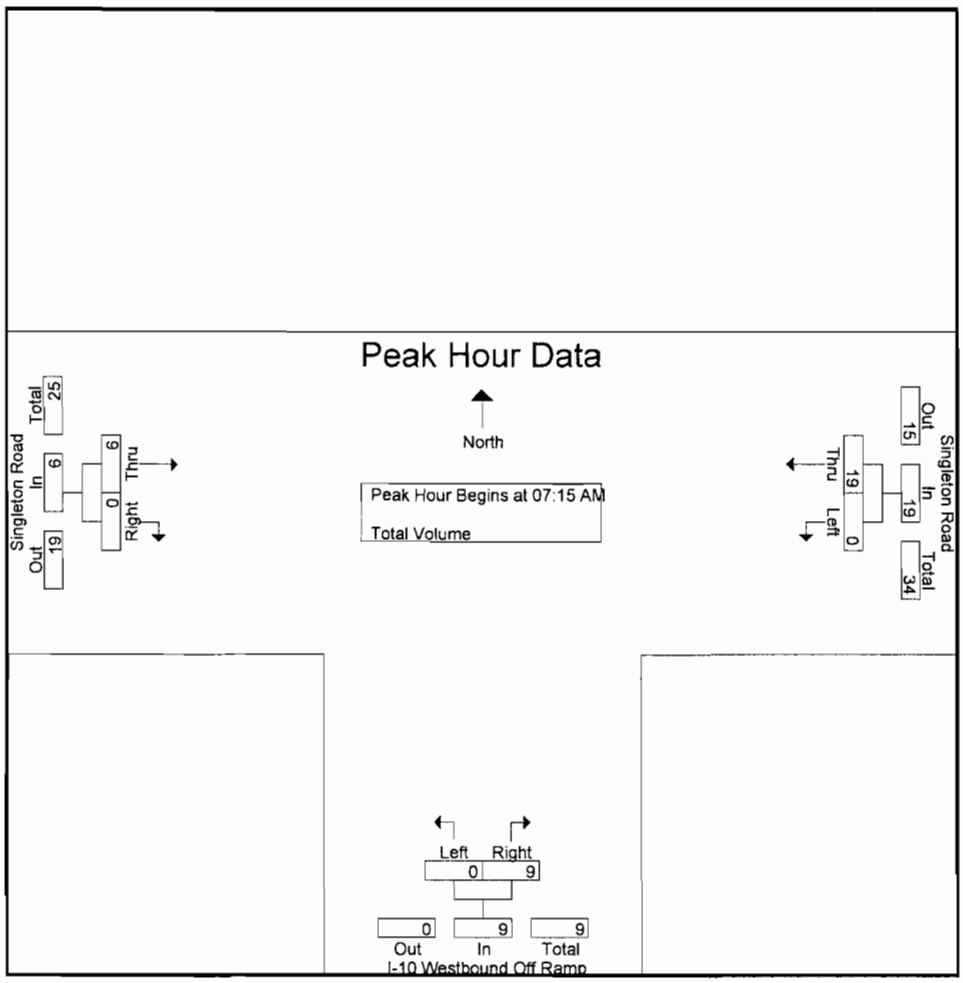
	Singleton Road Westbound			I-10 Westbound Off Ramp Northbound			Singleton Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	7	0	1	1	0	0	0	8
07:15 AM	0	10	10	0	3	3	1	0	1	14
07:30 AM	0	5	5	0	2	2	2	0	2	9
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	22	22	0	6	6	4	0	4	32
08:00 AM	0	4	4	0	4	4	2	0	2	10
08:15 AM	0	3	3	1	1	2	1	0	1	6
08:30 AM	0	4	4	0	1	1	3	0	3	8
08:45 AM	0	3	3	0	2	2	0	0	0	5
Total	0	14	14	1	8	9	6	0	6	29
Grand Total	0	36	36	1	14	15	10	0	10	61
Apprch %	0	100		6.7	93 3		100	0		
Total %	0	59	59	1.6	23	24.6	16.4	0	16.4	

	Singleton Road Westbound			I-10 Westbound Off Ramp Northbound			Singleton Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	**10**	**10**	0	3	3	1	0	1	**14**
07:30 AM	0	5	5	0	2	2	**2**	0	**2**	9
07:45 AM	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	4	4	0	**4**	**4**	2	0	2	10
Total Volume	0	19	19	0	9	9	6	0	6	34
% App. Total	0	100		0	100		100	0		
PHF	.000	.475	.475	000	.563	.563	.750	.000	.750	.607

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City of Calimesa
N/S: I-10 Westbound Off Ramp
E/W: Singleton Road
Weather: Clear

File Name : CAL10WOFFSIAM
Site Code : 00000028
Start Date : 10/10/2012



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			07:45 AM		
+0 mins.	0	7	7	0	3	3	1	0	1
+15 mins.	0	**10**	**10**	0	2	2	2	0	2
+30 mins.	0	5	5	0	0	0	1	0	1
+45 mins.	0	0	0	0	**4**	**4**	**3**	0	**3**
Total Volume	0	22	22	0	9	9	7	0	7
% App. Total	0	100		0	100		100	0	
PHF	.000	.550	.550	.000	.563	.563	.583	.000	.583

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City of Calimesa
N/S: I-10 Westbound Off Ramp
E/W: Singleton Road
Weather: Clear

File Name : CAL10WOFFSIPM
Site Code : 00000028
Start Date : 10/10/2012
Page No : 1

Groups Printed- Total Volume

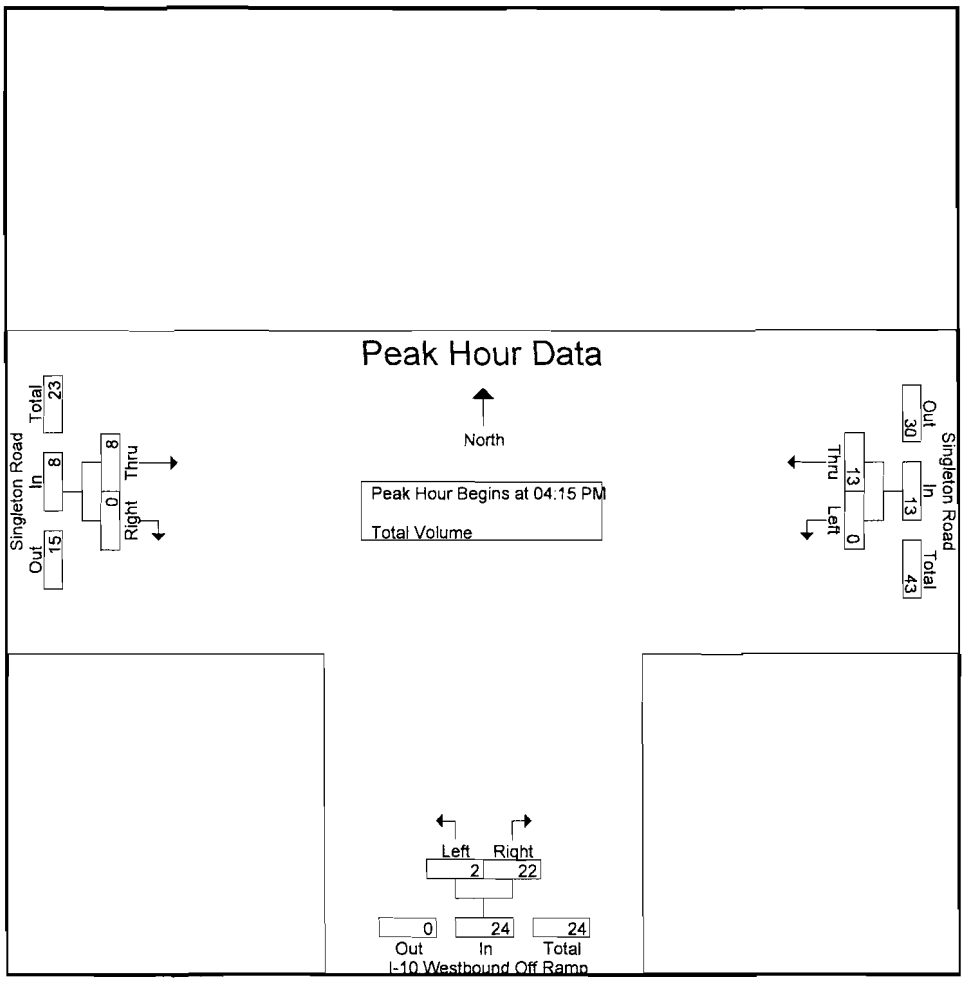
	Singleton Road Westbound			I-10 Westbound Off Ramp Northbound			Singleton Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	3	1	3	4	1	0	1	8
04:15 PM	0	2	2	0	9	9	2	0	2	13
04:30 PM	0	5	5	0	2	2	5	0	5	12
04:45 PM	0	3	3	0	6	6	0	0	0	9
Total	0	13	13	1	20	21	8	0	8	42
05:00 PM	0	3	3	2	5	7	1	0	1	11
05:15 PM	0	1	1	0	3	3	0	0	0	4
05:30 PM	0	6	6	0	1	1	1	0	1	8
05:45 PM	0	4	4	0	2	2	1	0	1	7
Total	0	14	14	2	11	13	3	0	3	30
Grand Total	0	27	27	3	31	34	11	0	11	72
Apprch %	0	100		8.8	91.2		100	0		
Total %	0	37.5	37.5	4.2	43.1	47.2	15.3	0	15.3	

	Singleton Road Westbound			I-10 Westbound Off Ramp Northbound			Singleton Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	2	2	0	**9**	**9**	2	0	2	**13**
04:30 PM	0	**5**	**5**	0	2	2	**5**	0	**5**	12
04:45 PM	0	3	3	0	6	6	0	0	0	9
05:00 PM	0	3	3	**2**	5	7	1	0	1	11
Total Volume	0	13	13	2	22	24	8	0	8	45
% App. Total	0	100		8.3	91.7		100	0		
PHF	.000	.650	.650	.250	.611	.667	.400	.000	.400	.865

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City of Calimesa
N/S: I-10 Westbound Off Ramp
E/W: Singleton Road
Weather: Clear

File Name : CAL10WOFFSIPM
Site Code : 00000028
Start Date : 10/10/2012
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:15 PM			04:00 PM		
+0 mins.	0	3	3	0	**9**	**9**	1	0	1
+15 mins.	0	1	1	0	2	2	2	0	2
+30 mins.	0	**6**	**6**	0	6	6	**5**	0	**5**
+45 mins.	0	4	4	**2**	5	7	0	0	0
Total Volume	0	14	14	2	22	24	8	0	8
% App. Total	0	100		8.3	91.7		100	0	
PHF	.000	.583	.583	.250	.611	.667	.400	.000	.400

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6140_001 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 10/10/2012

AM

NS/EW Streets:	Calimesa Blvd			Calimesa Blvd			County Line Rd			County Line Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	26	26	7	3	13	47	15	52	14	2	276	24	505
7:15 AM	20	49	10	4	18	51	33	85	13	6	226	28	543
7:30 AM	31	55	19	9	17	34	44	93	14	3	139	15	473
7:45 AM	15	30	13	13	21	21	16	97	11	11	136	19	403
8:00 AM	15	21	14	12	19	18	16	68	12	14	151	7	367
8:15 AM	25	26	13	12	19	20	16	78	18	12	138	11	388
8:30 AM	26	20	15	13	18	28	9	65	17	14	146	24	395
8:45 AM	22	17	11	12	17	23	20	57	20	19	120	10	348
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	180	244	102	78	142	242	169	595	119	81	1332	138	3422
APPROACH %'s :	34.22%	46.39%	19.39%	16.88%	30.74%	52.38%	19.14%	67.38%	13.48%	5.22%	85.88%	8.90%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	92	160	49	29	69	153	108	327	52	22	777	86	1924
PEAK HR FACTOR :		0.717			0.860			0.806			0.733		0.886

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6140_001 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 10/10/2012

PM

NS/EW Streets:	Calimesa Blvd			Calimesa Blvd			County Line Rd			County Line Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	24	33	24	12	24	28	19	113	41	19	82	13	432
4:15 PM	20	27	18	20	24	19	23	106	37	18	76	6	394
4:30 PM	27	32	20	19	27	20	26	128	31	24	84	12	450
4:45 PM	28	26	17	11	22	21	24	130	34	11	115	12	451
5:00 PM	27	24	26	19	34	20	29	144	30	13	102	12	480
5:15 PM	14	29	26	12	21	27	23	148	25	13	94	7	439
5:30 PM	16	24	15	11	25	19	28	127	29	9	110	16	429
5:45 PM	17	22	15	12	26	21	29	165	25	13	80	10	435
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	173	217	161	116	203	175	201	1061	252	120	743	88	3510
APPROACH %'s :	31.40%	39.38%	29.22%	23.48%	41.09%	35.43%	13.28%	70.08%	16.64%	12.62%	78.13%	9.25%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	96	111	89	61	104	88	102	550	120	61	395	43	1820
PEAK HR FACTOR :		0.937			0.866			0.951			0.904		0.948

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6140_002 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 10/10/2012

AM

NS/EW Streets:	Calimesa Blvd			Calimesa Blvd			Sandalwood Dr			Sandalwood Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	27	60	34	5	4	85	30	44	0	5	105	6	405
7:15 AM	25	67	54	6	6	82	37	61	3	6	68	9	424
7:30 AM	9	65	50	4	5	64	45	57	2	3	52	8	364
7:45 AM	8	53	48	1	10	64	21	14	4	2	47	2	274
8:00 AM	12	57	21	4	12	48	17	15	3	6	47	8	250
8:15 AM	11	53	33	6	9	64	19	9	8	3	52	9	276
8:30 AM	13	62	29	3	6	68	21	17	6	10	43	4	282
8:45 AM	11	61	30	2	7	61	12	7	1	6	32	1	231
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	116	478	299	31	59	536	202	224	27	41	446	47	2506
APPROACH %'s :	12.99%	53.53%	33.48%	4.95%	9.42%	85.62%	44.59%	49.45%	5.96%	7.68%	83.52%	8.80%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	69	245	186	16	25	295	133	176	9	16	272	25	1467
PEAK HR FACTOR :		0.856			0.894			0.764			0.675		0.865

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6140_002 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 10/10/2012

PM

NS/EW Streets:	Calimesa Blvd			Calimesa Blvd			Sandalwood Dr			Sandalwood Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	5	74	44	4	19	90	31	26	7	5	37	3	345
4:15 PM	6	70	46	6	34	70	46	28	8	7	37	5	363
4:30 PM	12	66	49	7	25	99	43	24	5	7	42	10	389
4:45 PM	9	67	47	5	13	99	53	34	10	10	41	3	391
5:00 PM	8	69	48	5	19	97	51	41	7	5	49	8	407
5:15 PM	13	72	62	6	18	90	57	40	7	9	46	10	430
5:30 PM	9	55	55	2	22	77	36	45	10	15	43	9	378
5:45 PM	15	58	44	4	24	87	47	35	10	6	27	5	362
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	77	531	395	39	174	709	364	273	64	64	322	53	3065
APPROACH %'s :	7.68%	52.94%	39.38%	4.23%	18.87%	76.90%	51.93%	38.94%	9.13%	14.58%	73.35%	12.07%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	42	274	206	23	75	385	204	139	29	31	178	31	1617
PEAK HR FACTOR :		0.888			0.922			0.894			0.923		0.940

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6096_001 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 7/18/2012

AM

NS/EW Streets:	Calimesa Blvd			Calimesa Blvd			Singleton Rd			Singleton Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	0	3	0	5	2	1	1	5	0	0	2	5	24
7:15 AM	0	5	0	9	1	0	1	3	0	0	2	10	31
7:30 AM	0	5	0	6	1	2	2	0	1	1	0	7	25
7:45 AM	0	5	0	13	3	3	2	1	0	2	1	13	43
8:00 AM	0	5	1	9	4	1	1	1	0	1	2	5	30
8:15 AM	0	9	0	5	7	2	4	2	0	0	1	12	42
8:30 AM	0	10	1	0	4	6	0	0	0	0	7	8	36
8:45 AM	1	5	2	7	4	5	3	2	0	0	3	6	38
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	47	4	54	26	20	14	14	1	4	18	66	269
APPROACH %'s :	1.92%	90.38%	7.69%	54.00%	26.00%	20.00%	48.28%	48.28%	3.45%	4.55%	20.45%	75.00%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	29	2	27	18	12	7	4	0	3	11	38	151
PEAK HR FACTOR :		0.705			0.750			0.458			0.813		0.878

CONTROL : 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6096_001 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 7/18/2012

PM

NS/EW Streets:	Calimesa Blvd			Calimesa Blvd			Singleton Rd			Singleton Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM		11	0	10	13	3	7	3		0	6	12	65
4:15 PM		7	0	17	8	8	3	2		1	0	9	55
4:30 PM		7	0	8	7	2	5	2		0	2	7	40
4:45 PM		9	0	9	20	4	0	2		2	1	7	54
5:00 PM		9	0	5	10	1	0	2		0	3	6	36
5:15 PM		7	0	12	10	1	3	1		1	3	3	41
5:30 PM		5	2	14	6	5	11	1		0	4	11	59
5:45 PM		6	0	6	6	4	5	0		0	2	7	36
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	61	2	81	80	28	34	13	0	4	21	62	386
APPROACH %'s :	0.00%	96.83%	3.17%	42.86%	42.33%	14.81%	72.34%	27.66%	0.00%	4.60%	24.14%	71.26%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	34	0	44	48	17	15	9	0	3	9	35	214
PEAK HR FACTOR :		0.773			0.826			0.600			0.653		0.823

CONTROL : 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6140_003 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 10/10/2012

AM

NS/EW Streets:	5th St			5th St			County Line Rd			County Line Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	7	37	10	4	32	97	17	48	1	11	187	2	453
7:15 AM	6	51	11	1	40	70	22	73	2	13	180	10	479
7:30 AM	1	65	34	4	22	48	33	86	1	11	107	8	420
7:45 AM	4	32	11	3	26	50	24	90	2	19	109	6	376
8:00 AM	1	14	11	12	36	47	25	78	3	17	136	4	384
8:15 AM	2	18	15	4	27	45	21	88	2	20	123	9	374
8:30 AM	3	25	13	8	26	58	20	70	1	17	139	3	383
8:45 AM	3	25	8	1	25	34	16	66	0	31	125	8	342
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	27	267	113	37	234	449	178	599	12	139	1106	50	3211
APPROACH %'s :	6.63%	65.60%	27.76%	5.14%	32.50%	62.36%	22.56%	75.92%	1.52%	10.73%	85.41%	3.86%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	18	185	66	12	120	265	96	297	6	54	583	26	1728
PEAK HR FACTOR :		0.673			0.746			0.831			0.817		0.902

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6140_003 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 10/10/2012

PM

NS/EW Streets:	5th St			5th St			County Line Rd			County Line Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	0	42	23	6	31	37	45	101	6	22	82	7	402
4:15 PM	9	35	13	16	30	34	30	107	6	13	69	13	375
4:30 PM	3	30	21	13	41	33	42	116	4	21	77	5	406
4:45 PM	3	32	17	6	39	43	45	118	2	14	83	7	409
5:00 PM	5	41	11	10	40	35	40	136	7	21	81	9	436
5:15 PM	2	45	20	10	31	35	48	129	2	15	75	18	430
5:30 PM	7	36	17	6	34	52	37	121	3	15	82	10	420
5:45 PM	4	49	17	14	44	31	38	147	5	11	60	13	433
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	33	310	139	81	290	300	325	975	35	132	609	82	3311
APPROACH %'s :	6.85%	64.32%	28.84%	12.07%	43.22%	44.71%	24.34%	73.03%	2.62%	16.04%	74.00%	9.96%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	18	171	65	40	149	153	163	533	17	62	298	50	1719
PEAK HR FACTOR :		0.907			0.929			0.938			0.923		0.986

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6140_004 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 10/10/2012

AM

NS/EW Streets:	3rd St			3rd St			County Line Rd			County Line Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	12	6	6	1	13	30	10	41	0	6	163	2	290
7:15 AM	14	6	4	1	5	21	12	74	0	8	132	2	279
7:30 AM	8	4	7	5	6	15	14	100	2	6	98	2	267
7:45 AM	8	6	3	2	7	20	13	84	3	7	101	1	255
8:00 AM	7	4	9	8	1	17	11	90	3	10	138	4	302
8:15 AM	9	5	6	6	4	14	6	95	1	9	125	2	282
8:30 AM	5	4	9	3	1	19	8	78	3	12	140	5	287
8:45 AM	4	4	8	0	3	11	6	64	2	4	132	1	239
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	67	39	52	26	40	147	80	626	14	62	1029	19	2201
APPROACH %'s :	42.41%	24.68%	32.91%	12.21%	18.78%	69.01%	11.11%	86.94%	1.94%	5.59%	92.70%	1.71%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	29	19	27	19	13	70	38	347	10	38	504	12	1126
PEAK HR FACTOR :		0.938			0.879			0.950			0.882		0.932

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6140_004 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 10/10/2012

PM

NS/EW Streets:	3rd St			3rd St			County Line Rd			County Line Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	10	5	9	3	8	13	14	111	3	6	72	2	256
4:15 PM	9	13	5	1	9	13	14	108	6	6	73	4	261
4:30 PM	6	7	12	2	5	18	25	104	4	6	71	3	263
4:45 PM	5	7	6	3	10	11	17	99	7	7	75	3	250
5:00 PM	5	10	5	6	6	12	17	105	8	8	76	1	259
5:15 PM	8	10	9	2	9	18	16	120	5	7	82	2	288
5:30 PM	4	15	9	2	19	9	13	113	7	7	75	4	277
5:45 PM	7	8	12	4	7	13	21	123	6	5	59	1	266
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	54	75	67	23	73	107	137	883	46	52	583	20	2120
APPROACH %'s :	27.55%	38.27%	34.18%	11.33%	35.96%	52.71%	12.85%	82.83%	4.32%	7.94%	89.01%	3.05%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	24	43	35	14	41	52	67	461	26	27	292	8	1090
PEAK HR FACTOR :		0.911			0.892			0.923			0.898		0.946

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6140_005 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 10/10/2012

AM

NS/EW Streets:	2nd St			2nd St			County Line Rd			County Line Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	11	2	0	0	0	10	5	40	4	2	155	3	232
7:15 AM	11	5	0	0	0	9	6	66	5	2	113	1	218
7:30 AM	8	5	2	0	1	7	12	88	7	1	90	2	223
7:45 AM	2	4	6	0	2	8	5	75	6	4	99	2	213
8:00 AM	10	9	0	0	4	15	24	65	10	8	121	4	270
8:15 AM	4	13	0	2	14	29	40	58	19	9	103	8	299
8:30 AM	21	17	9	1	12	30	27	53	8	2	115	5	300
8:45 AM	7	2	0	0	7	13	6	57	5	2	101	2	202
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	74	57	17	3	40	121	125	502	64	30	897	27	1957
APPROACH %'s :	50.00%	38.51%	11.49%	1.83%	24.39%	73.78%	18.09%	72.65%	9.26%	3.14%	94.03%	2.83%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	37	43	15	3	32	82	96	251	43	23	438	19	1082
PEAK HR FACTOR :		0.505			0.650			0.833			0.902		0.902

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6140_005 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 10/10/2012

PM

NS/EW Streets:	2nd St			2nd St			County Line Rd			County Line Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	3	3	4	2	4	8	7	105	5	2	61	0	204
4:15 PM	4	3	2	2	4	7	6	97	5	1	68	0	199
4:30 PM	3	3	4	4	2	9	5	102	3	1	70	0	206
4:45 PM	4	1	2	0	0	6	7	94	3	1	76	1	195
5:00 PM	1	3	2	1	4	8	6	98	3	2	70	0	198
5:15 PM	6	2	1	3	0	11	7	117	5	2	69	0	223
5:30 PM	2	2	2	2	5	7	10	103	6	1	68	1	209
5:45 PM	1	8	2	1	4	5	6	120	6	1	62	0	216
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	24	25	19	15	23	61	54	836	36	11	544	2	1650
APPROACH %'s :	35.29%	36.76%	27.94%	15.15%	23.23%	61.62%	5.83%	90.28%	3.89%	1.97%	97.67%	0.36%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	10	15	7	7	13	31	29	438	20	6	269	1	846
PEAK HR FACTOR :		0.727			0.911			0.922			0.958		0.948

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6140_006 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 10/10/2012

AM

NS/EW Streets:	California St			California St			County Line Rd			County Line Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	3	18	4	3	10	21	5	31	4	3	132	1	235
7:15 AM	9	17	1	1	8	8	16	46	1	2	98	5	212
7:30 AM	5	20	1	1	6	13	29	62	2	1	74	2	216
7:45 AM	2	14	2	4	6	16	19	59	3	4	87	5	221
8:00 AM	5	12	2	3	14	20	10	49	4	4	108	3	234
8:15 AM	8	8	3	4	8	17	16	39	4	7	102	3	219
8:30 AM	11	6	3	3	5	7	23	39	3	4	100	4	208
8:45 AM	8	9	2	0	5	14	15	44	2	4	75	2	180
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	51	104	18	19	62	116	133	369	23	29	776	25	1725
APPROACH %'s :	29.48%	60.12%	10.40%	9.64%	31.47%	58.88%	25.33%	70.29%	4.38%	3.49%	93.49%	3.01%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	20	54	8	12	34	66	74	209	13	16	371	13	890
PEAK HR FACTOR :		0.788			0.757			0.796			0.870		0.951

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6140_006 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 10/10/2012

PM

NS/EW Streets:	California St			California St			County Line Rd			County Line Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	4	8	6	4	6	13	20	86	9	2	44	2	204
4:15 PM	3	10	4	2	8	9	16	70	11	1	53	3	190
4:30 PM	5	9	5	4	7	16	18	83	6	6	49	2	210
4:45 PM	3	15	2	5	8	13	22	60	11	4	55	3	201
5:00 PM	6	17	2	2	4	14	12	82	7	1	53	1	201
5:15 PM	3	18	3	5	13	11	19	94	7	2	56	5	236
5:30 PM	4	14	3	2	6	15	19	80	8	3	49	0	203
5:45 PM	3	17	5	6	10	7	20	92	7	2	53	2	224
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	31	108	30	30	62	98	146	647	66	21	412	18	1669
APPROACH %'s :	18.34%	63.91%	17.75%	15.79%	32.63%	51.58%	17.00%	75.32%	7.68%	4.66%	91.35%	3.99%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	16	66	13	15	33	47	70	348	29	8	211	8	864
PEAK HR FACTOR :		0.950			0.819			0.931			0.901		0.915

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6140_007 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 10/10/2012

AM

NS/EW Streets:	Bryant St			Bryant St			County Line Rd			County Line Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	14	9	1	2	1	22	9	22	3	4	95	4	186
7:15 AM	9	8	4	5	1	7	14	31	2	1	83	10	175
7:30 AM	3	10	1	5	7	8	14	47	2	2	56	4	159
7:45 AM	3	7	1	9	9	20	18	43	5	2	70	8	195
8:00 AM	7	5	2	5	9	43	15	33	5	4	63	2	193
8:15 AM	9	7	3	2	3	24	3	37	1	4	69	4	166
8:30 AM	8	7	0	4	1	20	10	27	4	6	80	3	170
8:45 AM	7	1	1	0	3	9	14	31	0	1	56	1	124
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	60	54	13	32	34	153	97	271	22	24	572	36	1368
APPROACH %'s :	47.24%	42.52%	10.24%	14.61%	15.53%	69.86%	24.87%	69.49%	5.64%	3.80%	90.51%	5.70%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	27	26	6	20	22	107	46	140	15	16	282	17	724
PEAK HR FACTOR :		0.776			0.654			0.761			0.885		0.928

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6140_007 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 10/10/2012

PM

NS/EW Streets:	Bryant St			Bryant St			County Line Rd			County Line Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	3	2	2	3	9	6	18	69	7	3	33	5	160
4:15 PM	6	5	0	2	4	17	13	59	6	0	38	2	152
4:30 PM	2	8	2	2	5	10	13	63	12	0	45	3	165
4:45 PM	5	11	0	0	10	10	11	46	5	2	45	1	146
5:00 PM	2	14	4	3	6	16	12	66	7	1	34	4	169
5:15 PM	1	13	4	0	13	11	20	73	5	0	46	0	186
5:30 PM	3	15	4	3	15	5	17	56	8	0	43	4	173
5:45 PM	5	12	3	1	15	11	20	82	4	5	37	8	203
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	27	80	19	14	77	86	124	514	54	11	321	27	1354
APPROACH %'s :	21.43%	63.49%	15.08%	7.91%	43.50%	48.59%	17.92%	74.28%	7.80%	3.06%	89.42%	7.52%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	11	54	15	7	49	43	69	277	24	6	160	16	731
PEAK HR FACTOR :		0.909			0.917			0.873			0.910		0.900

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6140_008 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 10/10/2012

AM

NS/EW Streets:	Bryant St			Bryant St			Avenue L			Avenue L			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	4	2	0	0	1	11	4	8	0	0	19	3	52
7:15 AM	3	1	0	1	0	5	5	16	1	0	16	2	50
7:30 AM	0	4	2	2	2	5	5	7	2	0	10	2	41
7:45 AM	1	0	0	2	1	4	4	24	0	0	23	1	60
8:00 AM	0	0	0	2	2	6	2	6	1	0	4	3	26
8:15 AM	3	0	3	0	1	5	4	9	0	0	7	2	34
8:30 AM	2	0	0	1	1	8	3	5	0	0	8	2	30
8:45 AM	2	1	0	0	1	4	1	1	0	1	5	0	16
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	15	8	5	8	9	48	28	76	4	1	92	15	309
APPROACH %'s :	53.57%	28.57%	17.86%	12.31%	13.85%	73.85%	25.93%	70.37%	3.70%	0.93%	85.19%	13.89%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	8	7	2	5	4	25	18	55	3	0	68	8	203
PEAK HR FACTOR :		0.708			0.708			0.679			0.792		0.846

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_6140_008 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 10/10/2012

PM

NS/EW Streets:	**Bryant St**			**Bryant St**			**Avenue L**			**Avenue L**			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	2	3	0	2	4	7	1	14	2	1	3	0	39
4:15 PM	0	2	0	2	0	6	7	15	2	0	11	0	45
4:30 PM	1	0	2	3	1	4	8	10	1	0	3	0	33
4:45 PM	1	0	0	1	1	7	10	26	0	0	6	1	53
5:00 PM	1	1	0	3	3	4	13	26	1	0	13	1	66
5:15 PM	1	4	0	1	1	8	18	17	1	0	12	0	63
5:30 PM	1	0	0	3	0	10	19	20	2	0	9	3	67
5:45 PM	1	0	0	2	1	11	12	16	2	0	4	1	50
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	8	10	2	17	11	57	88	144	11	1	61	6	416
APPROACH %'s :	40.00%	50.00%	10.00%	20.00%	12.94%	67.06%	36.21%	59.26%	4.53%	1.47%	89.71%	8.82%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	4	5	0	8	5	29	60	89	4	0	40	5	249
PEAK HR FACTOR :		0.450			0.808			0.933			0.804		0.929

CONTROL :

APPENDIX D

Explanation and Calculation of Intersection Delay

EXPLANATION AND CALCULATION OF INTERSECTION LEVEL OF SERVICE USING DELAY METHODOLOGY

The levels of service at the unsignalized and signalized intersections are calculated using the delay methodology in the 2000 Highway Capacity Manual. This methodology views an intersection as consisting of several lane groups. A lane group is a set of lanes serving a movement. If there are two northbound left turn lanes, then the lane group serving the northbound left turn movement has two lanes. Similarly, there may be three lanes in the lane group serving the northbound through movement, one lane in the lane group serving the northbound right turn movement, and so forth. It is also possible for one lane to serve two lane groups. A shared lane might result in there being 1.5 lanes in the northbound left turn lane group and 2.5 lanes in the northbound through lane group.

For each lane group, there is a capacity. That capacity is calculated by multiplying the number of lanes in the lane group times a theoretical maximum lane capacity per lane time's 12 adjustment factors.

Each of the 12 adjustment factors has a value of approximately 1.00. A value less than 1.00 is generally assigned when a less than desirable condition occurs.

The 12 adjustment factors are as follows:

1. Peak hour factor (to account for peaking within the peak hour)
2. Lane utilization factor (to account for not all lanes loading equally)
3. Lane width
4. Percent of heavy trucks
5. Approach grade
6. Parking
7. Bus stops at intersections
8. Area type (CBD or other)
9. Right turns
10. Left turns

11. Pedestrian activity

12. Signal progression

The maximum theoretical lane capacity and the 12 adjustment factors for it are all unknowns for which approximate estimates have been recommended in the 2000 HCM. For the most part, the recommended values are not based on statistical analysis but rather on educated estimates. However, it is possible to use the delay method and get reasonable results as will be discussed below.

Once the lane group volume is known and the lane group capacity is known, a volume to capacity ratio can be calculated for the lane group.

With a volume to capacity ratio calculated, average delay per vehicle in a lane group can be estimated. The average delay per vehicle in a lane group is calculated using a complex formula provided by the 2000 HCM, which can be simplified and described as follows:

Delay per vehicle in a lane group is a function of the following:

1. Cycle length

2. Amount of red time faced by a lane group

3. Amount of yellow time for that lane group

4. The volume to capacity ratio of the lane group

The average delay per vehicle for each lane group is calculated, and eventually an overall average delay for all vehicles entering the intersection is calculated. This average delay per vehicle is then used to judge Level of Service. The Level of Services are defined in the table that follows this discussion.

Experience has shown that when a maximum lane capacity of 1,900 vehicles per hour is used (as recommended in the 2000 Highway Capacity Manual), little or no yellow time penalty is used, and none of the 12 penalty factors are applied, calculated delay is realistic. The delay calculation for instance assumes that yellow time is totally unused. Yet experience shows that most of the yellow time is used.

An idiosyncrasy of the delay methodology is that it is possible to add traffic to an intersection and reduce the average total delay per vehicle. If the average total delay is 30 seconds per vehicle for all vehicles traveling through an intersection, and traffic is

added to a movement that has an average total delay of 15 seconds per vehicle, then the overall average total delay is reduced.

The delay calculation for a lane group is based on a concept that the delay is a function of the amount of unused capacity available. As the volume approaches capacity and there is no more unused capacity available, then the delay rapidly increases. Delay is not proportional to volume, but rather increases rapidly as the unused capacity approaches zero.

Because delay is not linearly related to volumes, the delay does not reflect how close an intersection is to overloading. If an intersection is operating at Level of Service C and has an average total delay of 18 seconds per vehicle, you know very little as to what percent the traffic can increase before Level of Service E is reached.

LEVEL OF SERVICE DESCRIPTION[1]

Level Of Service	Description	Average Total Delay Per Vehicle (Seconds)	
		Signalized	Unsignalized
A	Level of Service A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 to 10.00	0 to 10.00
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average total delay.	10.01 to 20.00	10.01 to 15.00
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	20.01 to 35.00	15.01 to 25.00
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.01 to 55.00	25.01 to 35.00
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	55.01 to 80.00	35.01 to 50.00
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	80.01 and up	50.01 and up

[1] Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council, Washington, D.C., 2000.

Existing

JP Ranch
Existing
Morning Peak Hour

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 119.6 Worst Case Level Of Service: F[425.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.00	1.00	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	198	2	22	0	130	10	360	91	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	264	3	29	0	197	15	463	117	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	264	3	29	0	197	15	463	117	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1247	1255	117	xxxx	xxxx	xxxxx	212	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	193	173	941	xxxx	xxxx	xxxxx	1370	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	143	115	941	xxxx	xxxx	xxxxx	1370	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.85	0.02	0.03	xxxx	xxxx	xxxx	0.34	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	142	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	20.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	471.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			425.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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JP Ranch
Existing
Evening Peak Hour

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 225.3 Worst Case Level Of Service: F[346.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	598	1	33	0	47	9	209	46	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	670	1	37	0	64	12	256	56	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	670	1	37	0	64	12	256	56	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	638	644	56	xxxx	xxxx	xxxxx	76	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	444	394	1016	xxxx	xxxx	xxxxx	1536	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	387	328	1016	xxxx	xxxx	xxxxx	1536	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.73	0.00	0.04	xxxx	xxxx	xxxx	0.17	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	xxxxx	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	xxxx	xxxxx	387	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	41.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	364.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			346.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

JP Ranch
Existing
Morning Peak Hour

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.022
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.4
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	188	208	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	7	192	0	379	50	188	208	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	110	11	303	0	548	72	241	267	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	11	303	0	548	72	241	267	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	110	11	303	0	548	72	241	267	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.91	0.09	1.00	0.00	0.88	0.12	0.47	0.53	0.00
Final Sat.:	0	0	0	421	42	543	0	536	71	274	303	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.26	0.26	0.56	xxxx	1.02	1.02	0.88	0.88	xxxx
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	13.0	13.0	16.9	0.0	66.4	66.4	38.4	38.4	0.0
Delay Adj:	1.00	1.00	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	13.0	13.0	16.9	0.0	66.4	66.4	38.4	38.4	0.0
LOS by Move:	*	*	*	B	B	C	*	F	F	E	E	*
ApproachDel:	xxxxxx			15.8			66.4			38.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			15.8			66.4			38.4		
LOS by Appr:	*			C			F			E		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	1.2	9.7	9.7	9.7	4.7	4.7	4.7

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

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JP Ranch
Existing
Evening Peak Hour

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.701
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.4
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	334	77	0
Growth Adj:	1.00	1.00	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	343	4	41	0	52	33	334	77	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	364	4	44	0	61	39	367	85	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	364	4	44	0	61	39	367	85	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	364	4	44	0	61	39	367	85	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.61	0.39	0.81	0.19	0.00
Final Sat.:	0	0	0	541	6	667	0	367	233	524	121	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.67	0.67	0.07	xxxx	0.17	0.17	0.70	0.70	xxxx
Crit Moves:				****				****		****		
Delay/Veh:	0.0	0.0	0.0	20.6	20.6	8.3	0.0	9.6	9.6	19.6	19.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.6	20.6	8.3	0.0	9.6	9.6	19.6	19.6	0.0
LOS by Move:	*	*	*	C	C	A	*	A	A	C	C	*
ApproachDel:	xxxxxx			19.3			9.6			19.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			19.3			9.6			19.6		
LOS by Appr:	*			C			A			C		
AllWayAvgQ:	0.0	0.0	0.0	1.7	1.7	0.1	0.2	0.2	0.2	2.0	2.0	2.0

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

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JP Ranch
Existing
Morning Peak Hour

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

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: A[7.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	4	1	16	7	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	4	1	16	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.42	0.42	0.57	0.57	1.00
PHF Volume:	0	0	0	0	0	0	0	10	2	28	12	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	10	2	28	12	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	12	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

JP Ranch
Existing
Evening Peak Hour

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

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[7.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 1 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	9	0	11	3	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	9	0	11	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45	0.70	0.70	1.00
PHF Volume:	0	0	0	0	0	0	0	20	0	16	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	20	0	16	4	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1609	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1609	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

JP Ranch
Existing
Morning Peak Hour

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[14.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	1	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.00 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	0	236	0	0	0	37	288	0	0	435	577
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.77 0.77	0.77		1.00 1.00	1.00		0.81 0.81	1.00		1.00 0.74	0.74	
PHF Volume:	9	0	307	0	0	0	46	354	0	0	589	782
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	0	307	0	0	0	46	354	0	0	589	782
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1426	1817	354	xxxx	xxxx	xxxxx	1371	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	151	79	694	xxxx	xxxx	xxxxx	507	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	140	72	694	xxxx	xxxx	xxxxx	507	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.44	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.3	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.2	xxxxx	xxxx	xxxxx	12.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	140	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	32.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

JP Ranch
Existing
Evening Peak Hour

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[17.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 0 0	0 0		1 0 1	0 0		0 0 1	0 1	
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	2	185	0	0	0	16	609	0	0	268	285
User Adj:	1.00	1.00	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	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92
PHF Volume:	4	2	198	0	0	0	16	623	0	0	293	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	2	198	0	0	0	16	623	0	0	293	311
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1104	1260	623	xxxx	xxxx	xxxxx	604	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	236	172	489	xxxx	xxxx	xxxxx	984	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	233	169	489	xxxx	xxxx	xxxxx	984	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.40	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.9	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	17.2	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	207	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	23.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

JP Ranch
Existing
Morning Peak Hour

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

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[11.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 1 0	0 0	0	0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	136	315	0	0	398	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	136	315	0	0	398	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.72	1.00	1.00	0.75	0.75
PHF Volume:	0	0	0	0	0	0	189	439	0	0	532	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	189	439	0	0	532	340
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	872	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	782	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	782	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

JP Ranch
Existing
Evening Peak Hour

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

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	18	359	0	0	429	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:	0	0	0	0	0	0	18	359	0	0	429	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:	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	1.00	1.00	0.99	0.99
PHF Volume:	0	0	0	0	0	0	21	411	0	0	435	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	21	411	0	0	435	177
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	612	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	977	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	977	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

JP Ranch
Existing
Morning Peak Hour

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

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: B[13.6]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Volume Module:																				
Base Vol:	0	390	0			0	0	0			1	50	0			0	0	0		92
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		1.00
Initial Bse:	0	390	0			0	0	0			1	50	0			0	0	0		92
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		1.00
PHF Adj:	1.00	0.80	0.80			1.00	1.00	1.00			0.80	0.80	1.00			1.00	1.00	0.89		
PHF Volume:	0	488	0			0	0	0			1	63	0			0	0	104		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	488	0			0	0	0			1	63	0			0	0	104		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.1	6.5	xxxxx			xxxxx	xxxx	6.2		
FollowUpTim:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			3.5	4.0	xxxxx			xxxxx	xxxx	3.3		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			540	488	xxxxx			xxxx	xxxx	488		
Potent Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			456	483	xxxxx			xxxx	xxxx	584		
Move Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			375	483	xxxxx			xxxx	xxxx	584		
Volume/Cap:	xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.00	0.13	xxxx			xxxx	xxxx	0.18		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	0.6		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	12.5		
LOS by Move:	*	*	*			*	*	*			*	*	*			*	*	B		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			480	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.5	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			13.6	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			B	*	*			*	*	*		
ApproachDel:	xxxxxx					xxxxxx					13.6					12.5				
ApproachLOS:	*					*					B					B				

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

JP Ranch
Existing
Evening Peak Hour

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

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: C[15.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 0 0 0 0			0 0 1 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	410	2	0	0	0	0	134	0	0	0	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	2	0	0	0	0	134	0	0	0	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.91	0.91	1.00	1.00	1.00	0.84	0.84	1.00	1.00	1.00	0.84
PHF Volume:	0	450	2	0	0	0	0	160	0	0	0	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	450	2	0	0	0	0	160	0	0	0	128
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	452	xxxxx	xxxx	xxxx	451
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	506	xxxxx	xxxx	xxxx	613
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	506	xxxxx	xxxx	xxxx	613
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	xxxx	xxxx	xxxx	0.21
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.3	xxxxx	xxxx	xxxx	0.8
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.4	xxxxx	xxxxx	xxxx	12.4
LOS by Move:	*	*	*	*	*	*	*	C	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.4			12.4		
ApproachLOS:	*			*			C			B		

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

JP Ranch
Existing
Morning Peak Hour

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

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.4]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0	9			0	0	0			0	6	0			0	19	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	9			0	0	0			0	6	0			0	19	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.56	1.00	0.56			1.00	1.00	1.00			1.00	0.75	1.00			1.00	0.48	1.00		
PHF Volume:	0	0	16			0	0	0			0	8	0			0	40	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	16			0	0	0			0	8	0			0	40	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.2			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	8			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	1080			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	1080			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.01			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	8.4			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			*	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	8.4					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	A					*					*					*				

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

JP Ranch
Existing
Evening Peak Hour

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

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: A[8.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	0	0	0 0 1	0	0
Volume Module:												
Base Vol:	2	0	22	0	0	0	0	8	0	0	13	0
Growth Adj:	1.00	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	0	22	0	0	0	0	8	0	0	13	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	1.00	0.67	1.00	1.00	1.00	1.00	0.40	1.00	1.00	0.65	1.00
PHF Volume:	3	0	33	0	0	0	0	20	0	0	20	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	33	0	0	0	0	20	0	0	20	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	40	40	20	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	977	856	1064	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	977	856	1064	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1056	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.5		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

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JP Ranch
Existing
Morning Peak Hour

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

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	92	160	49	29	69	153	108	327	52	22	777	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:	92	160	49	29	69	153	108	327	52	22	777	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:	0.72	0.72	0.72	0.86	0.86	0.86	0.81	0.81	0.81	0.73	0.73	0.73
PHF Volume:	128	223	68	34	80	178	134	406	65	30	1060	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	223	68	34	80	178	134	406	65	30	1060	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:	128	223	68	34	80	178	134	406	65	30	1060	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.92	0.92	0.57	1.00	0.85	0.22	1.00	0.85	0.48	0.94	0.94
Lanes:	1.00	1.53	0.47	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.80	0.20
Final Sat.:	1332	2667	817	1083	1900	1615	409	1900	1615	910	3202	354
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.08	0.03	0.04	0.11	0.33	0.21	0.04	0.03	0.33	0.33
Crit Moves:						****					****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.65	0.65	0.65	0.65	0.65	0.65
Volume/Cap:	0.45	0.39	0.39	0.14	0.20	0.51	0.50	0.33	0.06	0.05	0.51	0.51
Delay/Veh:	21.5	20.4	20.4	19.3	19.5	22.0	7.0	4.8	3.8	3.8	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:	21.5	20.4	20.4	19.3	19.5	22.0	7.0	4.8	3.8	3.8	5.7	5.7
LOS by Move:	C	C	C	B	B	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	1	1	4	2	3	0	0	6	6

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

JP Ranch
Existing
Evening Peak Hour

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

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.5
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	96	111	89	61	104	88	102	550	120	61	395	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:	96	111	89	61	104	88	102	550	120	61	395	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.87	0.87	0.87	0.95	0.95	0.95	0.90	0.90	0.90
PHF Volume:	102	118	95	70	120	102	107	578	126	67	437	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	118	95	70	120	102	107	578	126	67	437	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:	102	118	95	70	120	102	107	578	126	67	437	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.89	0.89	0.62	1.00	0.85	0.48	1.00	0.85	0.37	0.94	0.94
Lanes:	1.00	1.11	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.80	0.20
Final Sat.:	1277	1869	1499	1172	1900	1615	918	1900	1615	707	3207	349
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.06	0.06	0.06	0.12	0.30	0.08	0.10	0.14	0.14
Crit Moves:	****							****				
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.69	0.69	0.69	0.69	0.69	0.69
Volume/Cap:	0.44	0.35	0.35	0.33	0.35	0.35	0.17	0.44	0.11	0.14	0.20	0.20
Delay/Veh:	23.3	21.8	21.8	22.3	22.1	22.2	3.5	4.5	3.3	3.4	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:	23.3	21.8	21.8	22.3	22.1	22.2	3.5	4.5	3.3	3.4	3.5	3.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	1	5	1	1	2	2

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

JP Ranch
Existing
Morning Peak Hour

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

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.7
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	1 0	1	1 1	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	69	245	186	16	25	295	133	176	9	16	272	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:	69	245	186	16	25	295	133	176	9	16	272	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:	0.86	0.86	0.86	0.89	0.89	0.89	0.76	0.76	0.76	0.68	0.68	0.68
PHF Volume:	81	286	217	18	28	330	174	230	12	24	403	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	286	217	18	28	330	174	230	12	24	403	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	286	217	18	28	330	174	230	12	24	403	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.93	0.93	0.93	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.25	1.67	0.08	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2211	2925	150	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.13	0.01	0.01	0.20	0.08	0.08	0.08	0.01	0.21	0.02
Crit Moves:			****	****			****				****	
Green/Cycle:	0.15	0.19	0.19	0.12	0.16	0.28	0.12	0.12	0.12	0.31	0.31	0.31
Volume/Cap:	0.30	0.41	0.69	0.08	0.09	0.74	0.67	0.67	0.67	0.04	0.69	0.07
Delay/Veh:	23.3	21.6	29.1	23.8	21.6	25.9	28.4	28.4	28.4	14.7	22.0	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:	23.3	21.6	29.1	23.8	21.6	25.9	28.4	28.4	28.4	14.7	22.0	14.9
LOS by Move:	C	C	C	C	C	C	C	C	C	B	C	B
HCM2kAvgQ:	2	3	5	0	0	7	4	4	4	0	8	1

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

JP Ranch
Existing
Evening Peak Hour

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

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.1
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	1 0	1	1 1	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	42	274	206	23	75	385	204	139	29	31	178	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	274	206	23	75	385	204	139	29	31	178	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
PHF Volume:	47	309	232	25	81	418	228	155	32	34	193	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	309	232	25	81	418	228	155	32	34	193	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	309	232	25	81	418	228	155	32	34	193	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.91	0.91	0.91	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.65	1.12	0.23	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2855	1945	406	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.14	0.01	0.04	0.26	0.08	0.08	0.08	0.02	0.10	0.02
Crit Moves:	****					****		****			****	
Green/Cycle:	0.12	0.21	0.21	0.17	0.27	0.42	0.15	0.15	0.15	0.19	0.19	0.19
Volume/Cap:	0.22	0.40	0.67	0.08	0.16	0.61	0.53	0.53	0.53	0.10	0.52	0.11
Delay/Veh:	24.6	20.6	26.7	20.9	16.8	15.1	24.1	24.1	24.1	20.0	23.1	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:	24.6	20.6	26.7	20.9	16.8	15.1	24.1	24.1	24.1	20.0	23.1	20.1
LOS by Move:	C	C	C	C	B	B	C	C	C	B	C	C
HCM2kAvgQ:	1	3	5	0	1	7	3	3	3	1	4	1

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

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JP Ranch
Existing
Morning Peak Hour

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

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.088
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.3
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	29	2	27	18	12	7	4	0	3	11	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:	0	29	2	27	18	12	7	4	0	3	11	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:	0.71	0.71	0.71	0.75	0.75	0.75	0.46	0.46	0.46	0.81	0.81	0.81
PHF Volume:	0	41	3	36	24	16	15	9	0	4	14	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	41	3	36	24	16	15	9	0	4	14	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:	0	41	3	36	24	16	15	9	0	4	14	47
Saturation Flow Module:												
Adjustment:	1.00	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	0.94	0.06	0.47	0.32	0.21	0.64	0.36	0.00	0.06	0.21	0.73
Final Sat.:	0	802	55	409	273	182	514	294	0	54	197	682
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.05	0.05	0.09	0.09	0.09	0.03	0.03	xxxx	0.07	0.07	0.07
Crit Moves:			****	****				****			****	
Delay/Veh:	0.0	7.3	7.3	7.5	7.5	7.5	7.5	7.5	0.0	7.0	7.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.3	7.3	7.5	7.5	7.5	7.5	7.5	0.0	7.0	7.0	7.0
LOS by Move:	*	A	A	A	A	A	A	A	*	A	A	A
ApproachDel:		7.3			7.5			7.5			7.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.3			7.5			7.5			7.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1

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

JP Ranch
Existing
Evening Peak Hour

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

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.156
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	34	0	44	48	17	15	9	0	3	9	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:	0	34	0	44	48	17	15	9	0	3	9	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.83	0.83	0.83	0.60	0.60	0.60	0.65	0.65	0.65
PHF Volume:	0	44	0	53	58	21	25	15	0	5	14	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	44	0	53	58	21	25	15	0	5	14	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	44	0	53	58	21	25	15	0	5	14	54
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.40	0.44	0.16	0.62	0.38	0.00	0.06	0.19	0.75
Final Sat.:	0	820	0	341	372	132	484	291	0	57	171	663
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.05	xxxx	0.16	0.16	0.16	0.05	0.05	xxxx	0.08	0.08	0.08
Crit Moves:		****		****			****			****		
Delay/Veh:	0.0	7.5	0.0	7.9	7.9	7.9	7.7	7.7	0.0	7.2	7.2	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.5	0.0	7.9	7.9	7.9	7.7	7.7	0.0	7.2	7.2	7.2
LOS by Move:	*	A	*	A	A	A	A	A	*	A	A	A
ApproachDel:		7.5			7.9			7.7			7.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			7.9			7.7			7.2	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1

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

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JP Ranch
Existing
Morning Peak Hour

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

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec):	75	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.8
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	185	66	12	120	265	96	297	6	54	583	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:	18	185	66	12	120	265	96	297	6	54	583	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:	0.67	0.67	0.67	0.75	0.75	0.75	0.83	0.83	0.83	0.82	0.82	0.82
PHF Volume:	27	275	98	16	161	355	116	357	7	66	714	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	275	98	16	161	355	116	357	7	66	714	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	275	98	16	161	355	116	357	7	66	714	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	0.96	0.96	0.27	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1153	1346	480	519	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.03	0.08	0.22	0.06	0.19	0.00	0.04	0.38	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.47	0.38	0.38	0.62	0.47	0.47
Volume/Cap:	0.08	0.74	0.74	0.11	0.31	0.80	0.39	0.50	0.01	0.11	0.80	0.04
Delay/Veh:	20.2	30.5	30.5	20.6	21.8	34.9	13.9	18.5	14.6	6.7	21.9	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:	20.2	30.5	30.5	20.6	21.8	34.9	13.9	18.5	14.6	6.7	21.9	10.7
LOS by Move:	C	C	C	C	C	C	B	B	B	A	C	B
HCM2kAvgQ:	1	10	10	0	3	10	2	7	0	1	16	0

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

JP Ranch
Existing
Evening Peak Hour

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

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.2
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	171	65	40	149	153	163	533	17	62	298	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:	18	171	65	40	149	153	163	533	17	62	298	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92
PHF Volume:	20	189	72	43	160	165	174	568	18	67	323	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	189	72	43	160	165	174	568	18	67	323	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:	20	189	72	43	160	165	174	568	18	67	323	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.96	0.96	0.42	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.72	0.28	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1182	1320	502	794	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.05	0.08	0.10	0.10	0.30	0.01	0.04	0.17	0.03
Crit Moves:		****						****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.65	0.46	0.46	0.46	0.34	0.34
Volume/Cap:	0.08	0.65	0.65	0.25	0.38	0.46	0.25	0.65	0.02	0.15	0.49	0.10
Delay/Veh:	18.6	24.9	24.9	20.0	20.5	21.2	5.1	14.1	8.8	9.4	16.2	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	24.9	24.9	20.0	20.5	21.2	5.1	14.1	8.8	9.4	16.2	13.5
LOS by Move:	B	C	C	B	C	C	A	B	A	A	B	B
HCM2kAvgQ:	0	6	6	1	3	3	2	9	0	1	5	1

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

JP Ranch
Existing
Morning Peak Hour

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.5
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	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:	29	19	27	19	13	70	38	347	10	38	504	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	31	20	29	22	15	80	40	365	11	43	571	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	20	29	22	15	80	40	365	11	43	571	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:	31	20	29	22	15	80	40	365	11	43	571	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.25	0.36	0.18	0.13	0.69	0.10	0.88	0.02	0.07	0.91	0.02
Final Sat.:	195	128	182	100	69	369	63	577	17	48	640	15
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.22	0.22	0.22	0.63	0.63	0.63	0.89	0.89	0.89
Crit Moves:		****		****				****		****		
Delay/Veh:	10.6	10.6	10.6	10.6	10.6	10.6	16.5	16.5	16.5	34.2	34.2	34.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	10.6	10.6	10.6	16.5	16.5	16.5	34.2	34.2	34.2
LOS by Move:	B	B	B	B	B	B	C	C	C	D	D	D
ApproachDel:		10.6			10.6			16.5			34.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			10.6			16.5			34.2	
LOS by Appr:		B			B			C			D	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	1.5	1.5	1.5	5.1	5.1	5.1

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing
Evening Peak Hour

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.0
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	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:	24	43	35	14	41	52	67	461	26	27	292	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:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	26	47	38	16	46	58	73	499	28	30	325	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	47	38	16	46	58	73	499	28	30	325	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	47	38	16	46	58	73	499	28	30	325	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:	0.24	0.42	0.34	0.13	0.38	0.49	0.12	0.83	0.05	0.08	0.90	0.02
Final Sat.:	122	218	177	69	202	256	84	578	33	53	571	16
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.23	0.23	0.23	0.86	0.86	0.86	0.57	0.57	0.57
Crit Moves:	****			****				****			****	
Delay/Veh:	10.9	10.9	10.9	10.8	10.8	10.8	30.7	30.7	30.7	14.8	14.8	14.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.9	10.8	10.8	10.8	30.7	30.7	30.7	14.8	14.8	14.8
LOS by Move:	B	B	B	B	B	B	D	D	D	B	B	B
ApproachDel:	10.9			10.8			30.7			14.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.9			10.8			30.7			14.8		
LOS by Appr:	B			B			D			B		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	4.4	4.4	4.4	1.1	1.1	1.1

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

JP Ranch
Existing
Morning Peak Hour

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.897
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.3
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	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:	37	43	15	3	32	82	96	251	43	23	438	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:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	73	85	30	5	49	126	115	301	52	25	486	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	85	30	5	49	126	115	301	52	25	486	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:	73	85	30	5	49	126	115	301	52	25	486	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:	0.39	0.45	0.16	0.03	0.27	0.70	0.25	0.64	0.11	0.05	0.91	0.04
Final Sat.:	179	208	73	12	131	336	142	371	64	28	542	23
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.38	0.38	0.38	0.81	0.81	0.81	0.90	0.90	0.90
Crit Moves:		****				****	****			****		
Delay/Veh:	14.2	14.2	14.2	13.2	13.2	13.2	28.3	28.3	28.3	38.4	38.4	38.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	14.2	13.2	13.2	13.2	28.3	28.3	28.3	38.4	38.4	38.4
LOS by Move:	B	B	B	B	B	B	D	D	D	E	E	E
ApproachDel:		14.2			13.2			28.3			38.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.2			13.2			28.3			38.4	
LOS by Appr:		B			B			D			E	
AllWayAvgQ:	0.5	0.5	0.5	0.5	0.5	0.5	3.1	3.1	3.1	4.9	4.9	4.9

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

JP Ranch
Existing
Evening Peak Hour

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.4
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	15	7	7	13	31	29	438	20	6	269	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	14	21	10	8	14	34	31	475	22	6	281	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	21	10	8	14	34	31	475	22	6	281	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	21	10	8	14	34	31	475	22	6	281	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.06	0.90	0.04	0.02	0.97	0.01
Final Sat.:	174	261	122	81	150	357	47	713	33	16	721	3
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.10	0.10	0.10	0.67	0.67	0.67	0.39	0.39	0.39
Crit Moves:	****					****		****		****		
Delay/Veh:	9.1	9.1	9.1	8.9	8.9	8.9	15.7	15.7	15.7	10.6	10.6	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	8.9	8.9	8.9	15.7	15.7	15.7	10.6	10.6	10.6
LOS by Move:	A	A	A	A	A	A	C	C	C	B	B	B
ApproachDel:		9.1			8.9			15.7			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.1			8.9			15.7			10.6	
LOS by Appr:		A			A			C			B	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	1.8	1.8	1.8	0.6	0.6	0.6

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

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JP Ranch
Existing
Morning Peak Hour

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

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.9
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	54	8	12	34	66	74	209	13	16	371	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	54	8	12	34	66	74	209	13	16	371	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:	0.79	0.79	0.79	0.76	0.76	0.76	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	25	69	10	16	45	87	93	263	16	18	426	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	69	10	16	45	87	93	263	16	18	426	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:	25	69	10	16	45	87	93	263	16	18	426	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.66	0.10	0.26	0.74	1.00	0.25	0.71	0.04	0.04	0.93	0.03
Final Sat.:	122	330	49	124	352	536	164	463	29	27	630	22
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.13	0.13	0.16	0.57	0.57	0.57	0.68	0.68	0.68
Crit Moves:		****				****	****				****	
Delay/Veh:	10.7	10.7	10.7	10.4	10.4	9.7	14.6	14.6	14.6	17.6	17.6	17.6
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:	10.7	10.7	10.7	10.4	10.4	9.7	14.6	14.6	14.6	17.6	17.6	17.6
LOS by Move:	B	B	B	B	B	A	B	B	B	C	C	C
ApproachDel:		10.7			10.0			14.6			17.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			10.0			14.6			17.6	
LOS by Appr:		B			A			B			C	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.2	1.1	1.1	1.1	1.8	1.8	1.8

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

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JP Ranch
Existing
Evening Peak Hour

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

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	66	13	15	33	47	70	348	29	8	211	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:	16	66	13	15	33	47	70	348	29	8	211	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.82	0.82	0.82	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	17	69	14	18	40	57	75	374	31	9	234	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	69	14	18	40	57	75	374	31	9	234	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:	17	69	14	18	40	57	75	374	31	9	234	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:	0.17	0.69	0.14	0.31	0.69	1.00	0.16	0.78	0.06	0.03	0.93	0.04
Final Sat.:	92	380	75	157	345	569	114	567	47	24	627	24
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.12	0.12	0.10	0.66	0.66	0.66	0.37	0.37	0.37
Crit Moves:			****		****			****			****	
Delay/Veh:	10.0	10.0	10.0	10.0	10.0	8.9	16.3	16.3	16.3	10.9	10.9	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	10.0	10.0	10.0	8.9	16.3	16.3	16.3	10.9	10.9	10.9
LOS by Move:	B	B	B	A	A	A	C	C	C	B	B	B
ApproachDel:		10.0			9.5			16.3			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			9.5			16.3			10.9	
LOS by Appr:		B			A			C			B	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	1.7	1.7	1.7	0.5	0.5	0.5

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing
Morning Peak Hour

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

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.6
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	27	26	6	20	22	107	46	140	15	16	282	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	26	6	20	22	107	46	140	15	16	282	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.65	0.65	0.65	0.76	0.76	0.76	0.89	0.89	0.89
PHF Volume:	35	34	8	31	34	164	60	184	20	18	319	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	34	8	31	34	164	60	184	20	18	319	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:	35	34	8	31	34	164	60	184	20	18	319	19
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.44	0.10	0.13	0.15	0.72	0.23	0.70	0.07	0.05	0.90	0.05
Final Sat.:	250	240	55	87	95	463	151	460	49	35	615	37
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.35	0.35	0.35	0.40	0.40	0.40	0.52	0.52	0.52
Crit Moves:		****			****			****			****	
Delay/Veh:	9.6	9.6	9.6	10.6	10.6	10.6	11.3	11.3	11.3	12.9	12.9	12.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.6	9.6	10.6	10.6	10.6	11.3	11.3	11.3	12.9	12.9	12.9
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:		9.6			10.6			11.3			12.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.6			10.6			11.3			12.9	
LOS by Appr:		A			B			B			B	
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.4	0.4	0.6	0.6	0.6	0.9	0.9	0.9

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

JP Ranch
Existing
Evening Peak Hour

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

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.4
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	54	15	7	49	43	69	277	24	6	160	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:	11	54	15	7	49	43	69	277	24	6	160	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
PHF Volume:	12	59	17	8	53	47	79	317	27	7	176	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	59	17	8	53	47	79	317	27	7	176	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:	12	59	17	8	53	47	79	317	27	7	176	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.67	0.19	0.07	0.50	0.43	0.19	0.75	0.06	0.03	0.88	0.09
Final Sat.:	82	404	112	44	308	270	141	565	49	23	621	62
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.17	0.17	0.17	0.56	0.56	0.56	0.28	0.28	0.28
Crit Moves:		****			****			****			****	
Delay/Veh:	9.2	9.2	9.2	9.2	9.2	9.2	13.2	13.2	13.2	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	9.2	9.2	9.2	9.2	13.2	13.2	13.2	9.7	9.7	9.7
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		9.2			9.2			13.2			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.2			9.2			13.2			9.7	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	1.2	1.2	1.2	0.4	0.4	0.4

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

JP Ranch
Existing
Morning Peak Hour

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

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.132
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	0 1	0
Volume Module:												
Base Vol:	8	7	2	5	4	25	18	55	3	0	68	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:	8	7	2	5	4	25	18	55	3	0	68	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:	0.71	0.71	0.71	0.71	0.71	0.71	0.68	0.68	0.68	0.79	0.79	0.79
PHF Volume:	11	10	3	7	6	35	27	81	4	0	86	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	10	3	7	6	35	27	81	4	0	86	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:	11	10	3	7	6	35	27	81	4	0	86	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.41	0.12	0.15	0.12	0.73	0.24	0.72	0.04	0.00	0.89	0.11
Final Sat.:	368	322	92	128	102	640	201	614	33	0	772	91
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.06	0.06	0.06	0.13	0.13	0.13	xxxx	0.11	0.11
Crit Moves:		****			****			****			****	
Delay/Veh:	7.5	7.5	7.5	7.2	7.2	7.2	7.8	7.8	7.8	0.0	7.6	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	7.5	7.2	7.2	7.2	7.8	7.8	7.8	0.0	7.6	7.6
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:		7.5			7.2			7.8			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			7.2			7.8			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

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

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JP Ranch
Existing
Evening Peak Hour

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

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.193
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.8
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	4	5	0	8	5	29	60	89	4	0	40	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	5	0	8	5	29	60	89	4	0	40	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.45	0.45	0.45	0.81	0.81	0.81	0.93	0.93	0.93	0.80	0.80	0.80
PHF Volume:	9	11	0	10	6	36	64	95	4	0	50	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	11	0	10	6	36	64	95	4	0	50	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	11	0	10	6	36	64	95	4	0	50	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.56	0.00	0.19	0.12	0.69	0.39	0.58	0.03	0.00	0.89	0.11
Final Sat.:	339	424	0	163	102	591	333	495	22	0	756	94
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	xxxx	0.06	0.06	0.06	0.19	0.19	0.19	xxxx	0.07	0.07
Crit Moves:		****				****		****			****	
Delay/Veh:	7.6	7.6	0.0	7.3	7.3	7.3	8.1	8.1	8.1	0.0	7.4	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	0.0	7.3	7.3	7.3	8.1	8.1	8.1	0.0	7.4	7.4
LOS by Move:	A	A	*	A	A	A	A	A	A	*	A	A
ApproachDel:		7.6			7.3			8.1			7.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.6			7.3			8.1			7.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

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

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Existing Plus Project

JP Ranch
Existing Plus Project
Morning Peak Hour

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 119.6 Worst Case Level Of Service: F[425.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.00	1.00	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	198	2	22	0	130	10	360	91	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	198	2	22	0	130	10	360	91	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	264	3	29	0	197	15	463	117	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	264	3	29	0	197	15	463	117	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1247	1255	117	xxxx	xxxx	xxxxx	212	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	193	173	941	xxxx	xxxx	xxxxx	1370	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	143	115	941	xxxx	xxxx	xxxxx	1370	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.85	0.02	0.03	xxxx	xxxx	xxxx	0.34	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	142	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	20.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	471.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			425.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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JP Ranch
Existing Plus Project
Evening Peak Hour

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 225.3 Worst Case Level Of Service: F[346.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 1	0 0	1	0 0	0 1	0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	598	1	33	0	47	9	209	46	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	598	1	33	0	47	9	209	46	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	670	1	37	0	64	12	256	56	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	670	1	37	0	64	12	256	56	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	638	644	56	xxxx	xxxx	xxxxx	76	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	444	394	1016	xxxx	xxxx	xxxxx	1536	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	387	328	1016	xxxx	xxxx	xxxxx	1536	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.73	0.00	0.04	xxxx	xxxx	xxxx	0.17	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	xxxxx	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	xxxx	xxxxx	387	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	41.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	364.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			346.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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JP Ranch
Existing Plus Project
Morning Peak Hour - With Improvements

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.00	1.00	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	198	2	22	0	130	10	360	91	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	198	2	22	0	130	10	360	91	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	264	3	29	0	197	15	463	117	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	264	3	29	0	197	15	463	117	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	264	3	29	0	197	15	463	117	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	0.87	0.87	0.85	1.00	0.99	0.99	0.63	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.93	0.07	1.00	1.00	0.00
Final Sat.:	0	0	0	1629	16	1615	0	1747	134	1189	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.02	0.00	0.11	0.11	0.39	0.06	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.61	0.61	0.61	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.64	0.64	0.07	0.00	0.18	0.18	0.64	0.10	0.00
Delay/Veh:	0.0	0.0	0.0	23.1	23.1	17.0	0.0	5.2	5.2	9.3	4.9	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	23.1	23.1	17.0	0.0	5.2	5.2	9.3	4.9	0.0
LOS by Move:	A	A	A	C	C	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	6	0	0	2	2	7	1	0

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

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JP Ranch
Existing Plus Project
Evening Peak Hour - With Improvements

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	598	1	33	0	47	9	209	46	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	598	1	33	0	47	9	209	46	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	670	1	37	0	64	12	256	56	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	670	1	37	0	64	12	256	56	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	670	1	37	0	64	12	256	56	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	0.86	0.86	0.85	1.00	0.98	0.98	0.71	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.84	0.16	1.00	1.00	0.00
Final Sat.:	0	0	0	1627	3	1615	0	1560	299	1351	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.41	0.41	0.02	0.00	0.04	0.04	0.19	0.03	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.59	0.59	0.59	0.00	0.27	0.27	0.27	0.27	0.00
Volume/Cap:	0.00	0.00	0.00	0.69	0.69	0.04	0.00	0.15	0.15	0.69	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	10.6	10.6	5.1	0.0	16.7	16.7	25.2	16.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.6	10.6	5.1	0.0	16.7	16.7	25.2	16.4	0.0
LOS by Move:	A	A	A	B	B	A	A	B	B	C	B	A
HCM2kAvgQ:	0	0	0	10	10	0	0	1	1	6	1	0

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

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JP Ranch
Existing Plus Project
Morning Peak Hour

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 1.056
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 47.8
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	188	208	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	7	192	0	379	50	188	208	0
Added Vol:	0	0	0	52	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	122	7	192	0	379	50	188	208	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	192	11	303	0	548	72	241	267	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	192	11	303	0	548	72	241	267	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	192	11	303	0	548	72	241	267	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.95	0.05	1.00	0.00	0.88	0.12	0.47	0.53	0.00
Final Sat.:	0	0	0	437	25	543	0	519	68	266	295	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.44	0.44	0.56	xxxx	1.06	1.06	0.90	0.90	xxxx
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	16.2	16.2	17.0	0.0	77.2	77.2	42.9	42.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.2	16.2	17.0	0.0	77.2	77.2	42.9	42.9	0.0
LOS by Move:	*	*	*	C	C	C	*	F	F	E	E	*
ApproachDel:	xxxxxx			16.7			77.2			42.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			16.7			77.2			42.9		
LOS by Appr:	*			C			F			E		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	1.2	11.1	11.1	11.1	5.2	5.2	5.2

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

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JP Ranch
Existing Plus Project
Evening Peak Hour

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 1.012
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 43.8
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	334	77	0
Growth Adj:	1.00	1.00	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	343	4	41	0	52	33	334	77	0
Added Vol:	0	0	0	174	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	517	4	41	0	52	33	334	77	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	549	4	44	0	61	39	367	85	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	549	4	44	0	61	39	367	85	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	549	4	44	0	61	39	367	85	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.61	0.39	0.81	0.19	0.00
Final Sat.:	0	0	0	542	4	666	0	340	216	478	110	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	1.01	1.01	0.07	xxxx	0.18	0.18	0.77	0.77	xxxx
Crit Moves:					****			****		****		
Delay/Veh:	0.0	0.0	0.0	66.8	66.8	8.5	0.0	10.7	10.7	26.4	26.4	0.0
Delay Adj:	1.00	1.00	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	66.8	66.8	8.5	0.0	10.7	10.7	26.4	26.4	0.0
LOS by Move:	*	*	*	F	F	A	*	B	B	D	D	*
ApproachDel:	xxxxxx			62.5			10.7			26.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			62.5			10.7			26.4		
LOS by Appr:	*			F			B			D		
AllWayAvgQ:	0.0	0.0	0.0	8.7	8.7	0.1	0.2	0.2	0.2	2.8	2.8	2.8

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

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JP Ranch
Existing Plus Project
Morning Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	188	208	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	7	192	0	379	50	188	208	0
Added Vol:	0	0	0	52	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	122	7	192	0	379	50	188	208	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	192	11	303	0	548	72	241	267	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	192	11	303	0	548	72	241	267	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	192	11	303	0	548	72	241	267	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	0.94	0.94	0.85	1.00	0.98	0.98	0.66	0.66	1.00
Lanes:	0.00	0.00	0.00	0.95	0.05	1.00	0.00	0.88	0.12	0.47	0.53	0.00
Final Sat.:	0	0	0	1694	97	1615	0	1652	218	597	661	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.19	0.00	0.33	0.33	0.40	0.40	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.59	0.59	0.59	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.41	0.41	0.68	0.00	0.56	0.56	0.68	0.68	0.00
Delay/Veh:	0.0	0.0	0.0	18.4	18.4	23.7	0.0	8.1	8.1	11.0	11.0	0.0
User DelAdj:	1.00	1.00	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	18.4	18.4	23.7	0.0	8.1	8.1	11.0	11.0	0.0
LOS by Move:	A	A	A	B	B	C	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	3	3	6	0	8	8	8	8	0

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

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JP Ranch
Existing Plus Project
Evening Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	334	77	0
Growth Adj:	1.00	1.00	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	343	4	41	0	52	33	334	77	0
Added Vol:	0	0	0	174	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	517	4	41	0	52	33	334	77	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	549	4	44	0	61	39	367	85	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	549	4	44	0	61	39	367	85	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	549	4	44	0	61	39	367	85	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	0.86	0.86	0.85	1.00	0.95	0.95	0.69	0.69	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.61	0.39	0.81	0.19	0.00
Final Sat.:	0	0	0	1625	13	1615	0	1102	699	1067	246	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.34	0.03	0.00	0.06	0.06	0.34	0.34	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.00	0.00	0.43	0.43	0.43	0.00	0.44	0.44	0.44	0.44	0.00
Volume/Cap:	0.00	0.00	0.00	0.79	0.79	0.06	0.00	0.13	0.13	0.79	0.79	0.00
Delay/Veh:	0.0	0.0	0.0	20.7	20.7	10.1	0.0	10.1	10.1	21.6	21.6	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	20.7	20.7	10.1	0.0	10.1	10.1	21.6	21.6	0.0
LOS by Move:	A	A	A	C	C	B	A	B	B	C	C	A
HCM2kAvgQ:	0	0	0	11	11	0	0	1	1	10	10	0

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

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JP Ranch
Existing Plus Project
Morning Peak Hour

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

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: A[7.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	4	1	16	7	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	4	1	16	7	0
Added Vol:	0	0	0	0	0	0	0	0	0	154	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	4	1	170	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.42	0.42	0.57	0.57	1.00
PHF Volume:	0	0	0	0	0	0	0	10	2	296	12	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	10	2	296	12	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	12	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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JP Ranch
Existing Plus Project
Evening Peak Hour

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

****

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

****

Average Delay (sec/veh): 6.5 Worst Case Level Of Service: A[7.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 1 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	9	0	11	3	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	9	0	11	3	0
Added Vol:	0	0	0	0	0	0	0	0	0	102	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	9	0	113	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45	0.70	0.70	1.00
PHF Volume:	0	0	0	0	0	0	0	20	0	161	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	20	0	161	4	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1609	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1609	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

****

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Existing Plus Project
Morning Peak Hour

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

****

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

****

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[14.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	7 0	236		0 0	0		37	288		0 0	435	577
Growth Adj:	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:	7 0	236		0 0	0		37	288		0 0	435	577
Added Vol:	0 0	0		0 0	0		0	0		0 0	0	0
PasserByVol:	0 0	0		0 0	0		0	0		0 0	0	0
Initial Fut:	7 0	236		0 0	0		37	288		0 0	435	577
User Adj:	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:	0.77 0.77	0.77		1.00 1.00	1.00		0.81 0.81	1.00		1.00 0.74	0.74	
PHF Volume:	9 0	307		0 0	0		46	354		0 0	589	782
Reduct Vol:	0 0	0		0 0	0		0	0		0 0	0	0
FinalVolume:	9 0	307		0 0	0		46	354		0 0	589	782
Critical Gap Module:												
Critical Gp:	6.4 6.5	6.2		xxxxx xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx xxxx		xxxxx
FollowUpTim:	3.5 4.0	3.3		xxxxx xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx xxxx		xxxxx
Capacity Module:												
Cnflict Vol:	1426 1817	354		xxxx xxxx	xxxxx		1371	xxxx	xxxxx	xxxx xxxx		xxxxx
Potent Cap.:	151 79	694		xxxx xxxx	xxxxx		507	xxxx	xxxxx	xxxx xxxx		xxxxx
Move Cap.:	140 72	694		xxxx xxxx	xxxxx		507	xxxx	xxxxx	xxxx xxxx		xxxxx
Volume/Cap:	0.06 0.00	0.44		xxxx xxxx	xxxx		0.09	xxxx	xxxx	xxxx xxxx		xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	2.3		xxxx xxxx	xxxxx		0.3	xxxx	xxxxx	xxxx xxxx		xxxxx
Control Del:	xxxxx xxxx	14.2		xxxxx xxxx	xxxxx		12.8	xxxx	xxxxx	xxxxx xxxx		xxxxx
LOS by Move:	* *	B		* *	*		B	*	*	* *		*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	140 xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx xxxx		xxxxx
SharedQueue:	0.2 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx xxxx		xxxxx
Shrd ConDel:	32.4 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx xxxx		xxxxx
Shared LOS:	D *	*		* *	*		*	*	*	* *		*
ApproachDel:	14.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

****

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

****

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Evening Peak Hour

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

****

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

****

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[17.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	
Initial Bse:	4	2	185	0	0	0	16	609	0	0	268	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	185	0	0	0	16	609	0	0	268	285
User Adj:	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:	0.94 0.94	0.94		1.00 1.00	1.00	1.00	0.98 0.98	1.00	1.00	1.00 0.92	0.92	
PHF Volume:	4	2	198	0	0	0	16	623	0	0	293	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	2	198	0	0	0	16	623	0	0	293	311
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1104	1260	623	xxxx	xxxx	xxxxx	604	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	236	172	489	xxxx	xxxx	xxxxx	984	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	233	169	489	xxxx	xxxx	xxxxx	984	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.40	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.9	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	17.2	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	207	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	23.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

****

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Morning Peak Hour - With Improvements

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.00	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	0	236	0	0	0	37	288	0	0	435	577
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	236	0	0	0	37	288	0	0	435	577
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	1.00	1.00	1.00	0.81	0.81	1.00	1.00	0.74	0.74
PHF Volume:	9	0	307	0	0	0	46	354	0	0	589	782
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	307	0	0	0	46	354	0	0	589	782
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	0	307	0	0	0	46	354	0	0	589	782
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	1.00	1.00	1.00	0.36	1.00	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1642	0	1615	0	0	0	676	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.19	0.00	0.00	0.00	0.07	0.19	0.00	0.00	0.31	0.48
Crit Moves:			****									****
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.62	0.62	0.00	0.00	0.62	0.62
Volume/Cap:	0.02	0.00	0.78	0.00	0.00	0.00	0.11	0.30	0.00	0.00	0.50	0.78
Delay/Veh:	17.3	0.0	30.6	0.0	0.0	0.0	4.7	5.4	0.0	0.0	6.5	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	0.0	30.6	0.0	0.0	0.0	4.7	5.4	0.0	0.0	6.5	12.2
LOS by Move:	B	A	C	A	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	8	0	0	0	0	3	0	0	6	13

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

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JP Ranch
Existing Plus Project
Evening Peak Hour - With Improvements

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0 0	1	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	2	185	0	0	0	16	609	0	0	268	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	185	0	0	0	16	609	0	0	268	285
User Adj:	1.00	1.00	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	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92
PHF Volume:	4	2	198	0	0	0	16	623	0	0	293	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	198	0	0	0	16	623	0	0	293	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:	4	2	198	0	0	0	16	623	0	0	293	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	1.00	1.00	1.00	0.57	1.00	1.00	1.00	1.00	0.85
Lanes:	0.67	0.33	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1263	631	1615	0	0	0	1083	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.12	0.00	0.00	0.00	0.02	0.33	0.00	0.00	0.15	0.19
Crit Moves:			****					****				
Green/Cycle:	0.24	0.24	0.24	0.00	0.00	0.00	0.63	0.63	0.00	0.00	0.63	0.63
Volume/Cap:	0.01	0.01	0.52	0.00	0.00	0.00	0.02	0.52	0.00	0.00	0.24	0.31
Delay/Veh:	17.6	17.6	21.3	0.0	0.0	0.0	4.2	6.5	0.0	0.0	4.9	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:	17.6	17.6	21.3	0.0	0.0	0.0	4.2	6.5	0.0	0.0	4.9	5.2
LOS by Move:	B	B	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	4	0	0	0	0	7	0	0	2	3

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

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JP Ranch
Existing Plus Project
Morning Peak Hour

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

****

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

****

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[12.7]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	0	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0				0	0	0				136	315	0				0	398	254			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	0				0	0	0				136	315	0				0	398	254			
Added Vol:	0	0	0				0	0	0				0	52	0				0	0	154			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				0	0	0				136	367	0				0	398	408			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				0.72	0.72	1.00				1.00	0.75	0.75			
PHF Volume:	0	0	0				0	0	0				189	511	0				0	532	545			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	0				0	0	0				189	511	0				0	532	545			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				1078	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				655	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				655	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				0.29	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				1.2	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				12.7	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	*				B	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				1.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				12.7	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				B	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	*						*						*						*					

****

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

****

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JP Ranch
Existing Plus Project
Evening Peak Hour

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

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	0	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0		0		0		0		0		0		18		359		0		0		429		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:	0		0		0		0		0		0		18		359		0		0		429		175	
Added Vol:	0		0		0		0		0		0		0		174		0		0		0		102	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		0		0		0		0		0		18		533		0		0		429		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:	1.00		1.00		1.00		1.00		1.00		1.00		0.87		0.87		1.00		1.00		0.99		0.99	
PHF Volume:	0		0		0		0		0		0		21		611		0		0		435		281	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	0		0		0		0		0		0		21		611		0		0		435		281	
Critical Gap Module:																								
Critical Gp:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		4.1		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
FollowUpTim:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		2.2		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Capacity Module:																								
Cnflict Vol:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		715		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Potent Cap.:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		894		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Move Cap.:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		894		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Volume/Cap:	xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		0.02		xxxx		xxxx		xxxx		xxxx		xxxx	
Level Of Service Module:																								
2Way95thQ:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		0.1		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		9.1		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	*		*		*		*		*		*		A		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
SharedQueue:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		0.1		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shrd ConDel:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		9.1		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	*		*		*		*		*		*		A		*		*		*		*		*	
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	*						*						*						*					

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

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JP Ranch
Existing Plus Project
Morning Peak Hour

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

****

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

****

Average Delay (sec/veh): 10.2 Worst Case Level Of Service: C[21.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 0		0 0 0	0 0		0 1	0 0	0	0 0	0 1	
Volume Module:												
Base Vol:	0	390	0	0	0	0	1	50	0	0	0	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	390	0	0	0	0	1	50	0	0	0	92
Added Vol:	0	0	0	0	0	0	0	79	0	0	0	232
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	390	0	0	0	0	1	129	0	0	0	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	0.80	0.80	1.00	1.00	1.00	0.80	0.80	1.00	1.00	1.00	0.89
PHF Volume:	0	488	0	0	0	0	1	162	0	0	0	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	488	0	0	0	0	1	162	0	0	0	366
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	671	488	xxxxx	xxxx	xxxx	488
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	373	483	xxxxx	xxxx	xxxx	584
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	139	483	xxxxx	xxxx	xxxx	584
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.34	xxxx	xxxx	xxxx	0.63
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	4.4
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	21.0
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	474	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.5			21.0		
ApproachLOS:	*			*			C			C		

****

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

****

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Existing Plus Project
Evening Peak Hour

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

****

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

****

Average Delay (sec/veh): 24.4 Worst Case Level Of Service: F[52.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	0 0	0 0	0	0 0	1 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	410	2	0	0	0	0	134	0	0	0	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	2	0	0	0	0	134	0	0	0	107
Added Vol:	0	0	0	0	0	0	0	260	0	0	0	153
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	410	2	0	0	0	0	394	0	0	0	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.91	0.91	1.00	1.00	1.00	0.84	0.84	1.00	1.00	1.00	0.84
PHF Volume:	0	450	2	0	0	0	0	470	0	0	0	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	450	2	0	0	0	0	470	0	0	0	311
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	452	xxxxx	xxxx	xxxx	451
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	506	xxxxx	xxxx	xxxx	613
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	506	xxxxx	xxxx	xxxx	613
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.93	xxxx	xxxx	xxxx	0.51
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	11.2	xxxxx	xxxx	xxxx	2.9
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	52.9	xxxxx	xxxxx	xxxx	16.8
LOS by Move:	*	*	*	*	*	*	*	F	*	*	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			52.9			16.8		
ApproachLOS:	*			*			F			C		

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

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Existing Plus Project
Morning Peak Hour - With Improvements

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

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.2
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	0 0	0	0 1	0	0 0	0 0	0 0	1
Volume Module:												
Base Vol:	0	390	0	0	0	0	1	50	0	0	0	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	390	0	0	0	0	1	50	0	0	0	92
Added Vol:	0	0	0	0	0	0	0	79	0	0	0	232
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	390	0	0	0	0	1	129	0	0	0	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	0.80	0.80	1.00	1.00	1.00	0.80	0.80	1.00	1.00	1.00	0.89
PHF Volume:	0	488	0	0	0	0	1	162	0	0	0	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	488	0	0	0	0	1	162	0	0	0	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:	0	488	0	0	0	0	1	162	0	0	0	366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	1.00	0.00	0.00	0.00	0.00	0.01	0.99	0.00	0.00	0.00	1.00
Final Sat.:	0	1900	0	0	0	0	15	1883	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.00	0.22
Crit Moves:		****										****
Green/Cycle:	0.00	0.46	0.00	0.00	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.40
Volume/Cap:	0.00	0.55	0.00	0.00	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.55
Delay/Veh:	0.0	12.4	0.0	0.0	0.0	0.0	11.9	11.9	0.0	0.0	0.0	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.4	0.0	0.0	0.0	0.0	11.9	11.9	0.0	0.0	0.0	14.8
LOS by Move:	A	B	A	A	A	A	B	B	A	A	A	B
HCM2kAvgQ:	0	7	0	0	0	0	2	2	0	0	0	6

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

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JP Ranch
Existing Plus Project
Evening Peak Hour - With Improvements

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

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	0 0	0	0 0	1 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	410	2	0	0	0	0	134	0	0	0	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	2	0	0	0	0	134	0	0	0	107
Added Vol:	0	0	0	0	0	0	0	260	0	0	0	153
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	410	2	0	0	0	0	394	0	0	0	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.91	0.91	1.00	1.00	1.00	0.84	0.84	1.00	1.00	1.00	0.84
PHF Volume:	0	450	2	0	0	0	0	470	0	0	0	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	450	2	0	0	0	0	470	0	0	0	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	450	2	0	0	0	0	470	0	0	0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	0.99	0.01	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	1889	9	0	0	0	0	1900	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.19
Crit Moves:		****						****				
Green/Cycle:	0.00	0.42	0.42	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.00	0.44
Volume/Cap:	0.00	0.56	0.56	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.00	0.43
Delay/Veh:	0.0	13.9	13.9	0.0	0.0	0.0	0.0	13.3	0.0	0.0	0.0	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:	0.0	13.9	13.9	0.0	0.0	0.0	0.0	13.3	0.0	0.0	0.0	11.9
LOS by Move:	A	B	B	A	A	A	A	B	A	A	A	B
HCM2kAvgQ:	0	7	7	0	0	0	0	7	0	0	0	4

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

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JP Ranch
Existing Plus Project
Morning Peak Hour

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

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[8.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	9	0	0	0	0	6	0	0	19	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	9	0	0	0	0	6	0	0	19	0
Added Vol:	0	0	52	0	0	0	0	0	0	0	154	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	61	0	0	0	0	6	0	0	173	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	1.00	0.56	1.00	1.00	1.00	1.00	0.75	1.00	1.00	0.48	1.00
PHF Volume:	0	0	108	0	0	0	0	8	0	0	364	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	108	0	0	0	0	8	0	0	364	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1080	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1080	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

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

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JP Ranch
Existing Plus Project
Evening Peak Hour

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

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: A[9.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 0 0	0 0		0 0 1	0 0		0 0 1	0 0	
Volume Module:												
Base Vol:	2	0	22	0	0	0	0	8	0	0	13	0
Growth Adj:	1.00	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	0	22	0	0	0	0	8	0	0	13	0
Added Vol:	0	0	174	0	0	0	0	0	0	0	102	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	196	0	0	0	0	8	0	0	115	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	1.00	0.67	1.00	1.00	1.00	1.00	0.40	1.00	1.00	0.65	1.00
PHF Volume:	3	0	294	0	0	0	0	20	0	0	177	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	294	0	0	0	0	20	0	0	177	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	197	197	20	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	796	702	1064	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	796	702	1064	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.28	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1060	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A			*			*			*	

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

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JP Ranch
Existing Plus Project
Morning Peak Hour

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

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	1	0	1		1	0	1	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	92		160		49		29		69		153		108		327		52		22		777		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:	92		160		49		29		69		153		108		327		52		22		777		86	
Added Vol:	0		19		0		0		7		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	92		179		49		29		76		153		108		327		52		22		777		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:	0.72		0.72		0.72		0.86		0.86		0.86		0.81		0.81		0.81		0.73		0.73		0.73	
PHF Volume:	128		250		68		34		88		178		134		406		65		30		1060		117	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	128		250		68		34		88		178		134		406		65		30		1060		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:	128		250		68		34		88		178		134		406		65		30		1060		117	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.69		0.92		0.92		0.54		1.00		0.85		0.22		1.00		0.85		0.48		0.94		0.94	
Lanes:	1.00		1.57		0.43		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.80		0.20	
Final Sat.:	1321		2743		751		1022		1900		1615		409		1900		1615		910		3202		354	
Capacity Analysis Module:																								
Vol/Sat:	0.10		0.09		0.09		0.03		0.05		0.11		0.33		0.21		0.04		0.03		0.33		0.33	
Crit Moves:											****										****			
Green/Cycle:	0.22		0.22		0.22		0.22		0.22		0.22		0.65		0.65		0.65		0.65		0.65		0.65	
Volume/Cap:	0.45		0.42		0.42		0.15		0.21		0.51		0.50		0.33		0.06		0.05		0.51		0.51	
Delay/Veh:	21.5		20.6		20.6		19.4		19.6		22.0		7.0		4.8		3.8		3.8		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:	21.5		20.6		20.6		19.4		19.6		22.0		7.0		4.8		3.8		3.8		5.7		5.7	
LOS by Move:	C		C		C		B		B		C		A		A		A		A		A		A	
HCM2kAvgQ:	3		3		3		1		1		4		2		3		0		0		6		6	

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

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JP Ranch
Existing Plus Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	96	111	89	61	104	88	102	550	120	61	395	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:	96	111	89	61	104	88	102	550	120	61	395	43
Added Vol:	0	13	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	124	89	61	126	88	102	550	120	61	395	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.87	0.87	0.87	0.95	0.95	0.95	0.90	0.90	0.90
PHF Volume:	102	132	95	70	145	102	107	578	126	67	437	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	132	95	70	145	102	107	578	126	67	437	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:	102	132	95	70	145	102	107	578	126	67	437	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	0.89	0.89	0.61	1.00	0.85	0.48	1.00	0.85	0.37	0.94	0.94
Lanes:	1.00	1.16	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.80	0.20
Final Sat.:	1188	1969	1413	1159	1900	1615	918	1900	1615	699	3207	349
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.06	0.08	0.06	0.12	0.30	0.08	0.10	0.14	0.14
Crit Moves:	****							****				
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.68	0.68	0.68	0.68	0.68	0.68
Volume/Cap:	0.45	0.35	0.35	0.32	0.40	0.33	0.17	0.45	0.12	0.14	0.20	0.20
Delay/Veh:	22.9	21.4	21.4	21.7	22.0	21.6	3.7	4.8	3.5	3.6	3.7	3.7
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:	22.9	21.4	21.4	21.7	22.0	21.6	3.7	4.8	3.5	3.6	3.7	3.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	1	3	2	1	5	1	1	2	2

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

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JP Ranch
Existing Plus Project
Morning Peak Hour

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

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0 2	0 1		1 0 1	0 1		1 1 0	1 0		1 0 1	0 1	
Volume Module:												
Base Vol:	69	245	186	16	25	295	133	176	9	16	272	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:	69	245	186	16	25	295	133	176	9	16	272	25
Added Vol:	154	58	19	0	20	0	0	0	52	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	303	205	16	45	295	133	176	61	23	272	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:	0.86	0.86	0.86	0.89	0.89	0.89	0.76	0.76	0.76	0.68	0.68	0.68
PHF Volume:	261	354	239	18	50	330	174	230	80	34	403	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	354	239	18	50	330	174	230	80	34	403	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	354	239	18	50	330	174	230	80	34	403	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.91	0.91	0.91	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.08	1.43	0.49	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	1864	2466	855	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.15	0.01	0.03	0.20	0.09	0.09	0.09	0.02	0.21	0.02
Crit Moves:			****	****				****			****	
Green/Cycle:	0.18	0.20	0.20	0.12	0.14	0.27	0.13	0.13	0.13	0.29	0.29	0.29
Volume/Cap:	0.82	0.49	0.74	0.08	0.19	0.76	0.74	0.74	0.74	0.07	0.74	0.08
Delay/Veh:	39.3	21.7	30.9	23.8	23.0	27.7	29.6	29.6	29.6	15.5	24.5	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:	39.3	21.7	30.9	23.8	23.0	27.7	29.6	29.6	29.6	15.5	24.5	15.6
LOS by Move:	D	C	C	C	C	C	C	C	C	B	C	B
HCM2kAvgQ:	7	4	6	0	1	8	5	5	5	0	9	1

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

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JP Ranch
Existing Plus Project
Evening Peak Hour

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

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.4
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0 2	0	1	1 0 1	0	1	1 1 0	1	0	1 0 1	0	1
Volume Module:												
Base Vol:	42	274	206	23	75	385	204	139	29	31	178	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	274	206	23	75	385	204	139	29	31	178	31
Added Vol:	102	38	13	0	65	0	0	0	174	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	312	219	23	140	385	204	139	203	53	178	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
PHF Volume:	162	351	247	25	152	418	228	155	227	57	193	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	351	247	25	152	418	228	155	227	57	193	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	351	247	25	152	418	228	155	227	57	193	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.88	0.88	0.88	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.19	0.81	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	1990	1356	1673	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.15	0.01	0.08	0.26	0.11	0.11	0.14	0.03	0.10	0.02
Crit Moves:			****	****					****		****	
Green/Cycle:	0.16	0.24	0.24	0.12	0.20	0.41	0.21	0.21	0.21	0.16	0.16	0.16
Volume/Cap:	0.56	0.40	0.63	0.12	0.40	0.63	0.53	0.53	0.63	0.20	0.63	0.13
Delay/Veh:	25.7	19.4	23.7	24.0	21.7	15.9	21.4	21.4	22.8	22.2	27.8	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	19.4	23.7	24.0	21.7	15.9	21.4	21.4	22.8	22.2	27.8	21.8
LOS by Move:	C	B	C	C	C	B	C	C	C	C	C	C
HCM2kAvgQ:	4	3	5	1	3	7	4	4	5	1	5	1

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

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

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	29	2	27	18	12	7	4	0	3	11	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:	0	29	2	27	18	12	7	4	0	3	11	38
Added Vol:	0	0	0	79	0	0	0	52	0	0	154	232
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	29	2	106	18	12	7	56	0	3	165	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.75	0.75	0.75	0.46	0.46	0.46	0.81	0.81	0.81
PHF Volume:	0	41	3	141	24	16	15	122	0	4	203	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	41	3	141	24	16	15	122	0	4	203	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	41	3	141	24	16	15	122	0	4	203	332
Saturation Flow Module:												
Adjustment:	1.00	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	0.94	0.06	0.78	0.13	0.09	0.11	0.89	0.00	0.01	0.38	0.61
Final Sat.:	0	522	36	465	79	53	73	587	0	6	306	501
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.08	0.08	0.30	0.30	0.30	0.21	0.21	xxxx	0.66	0.66	0.66
Crit Moves:		****			****		****			****		
Delay/Veh:	0.0	9.1	9.1	10.7	10.7	10.7	9.4	9.4	0.0	15.0	15.0	15.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.1	9.1	10.7	10.7	10.7	9.4	9.4	0.0	15.0	15.0	15.0
LOS by Move:	*	A	A	B	B	B	A	A	*	C	C	C
ApproachDel:		9.1			10.7			9.4			15.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.1			10.7			9.4			15.0	
LOS by Appr:		A			B			A			C	
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.4	0.4	0.2	0.2	0.2	1.7	1.7	1.7

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

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JP Ranch
Existing Plus Project
Evening Peak Hour

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

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.9
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	34	0	44	48	17	15	9	0	3	9	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:	0	34	0	44	48	17	15	9	0	3	9	35
Added Vol:	0	0	0	260	0	0	0	174	0	0	102	153
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	34	0	304	48	17	15	183	0	3	111	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.83	0.83	0.83	0.60	0.60	0.60	0.65	0.65	0.65
PHF Volume:	0	44	0	368	58	21	25	305	0	5	170	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	44	0	368	58	21	25	305	0	5	170	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:	0	44	0	368	58	21	25	305	0	5	170	288
Saturation Flow Module:												
Adjustment:	1.00	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	1.00	0.00	0.82	0.13	0.05	0.08	0.92	0.00	0.01	0.37	0.62
Final Sat.:	0	411	0	459	72	26	41	504	0	6	224	380
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.11	xxxx	0.80	0.80	0.80	0.61	0.61	xxxx	0.76	0.76	0.76
Crit Moves:		****		****				****			****	
Delay/Veh:	0.0	10.9	0.0	28.0	28.0	28.0	17.5	17.5	0.0	22.9	22.9	22.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.9	0.0	28.0	28.0	28.0	17.5	17.5	0.0	22.9	22.9	22.9
LOS by Move:	*	B	*	D	D	D	C	C	*	C	C	C
ApproachDel:		10.9			28.0			17.5			22.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.9			28.0			17.5			22.9	
LOS by Appr:		B			D			C			C	
AllWayAvgQ:	0.1	0.1	0.1	2.9	2.9	2.9	1.2	1.2	1.2	2.4	2.4	2.4

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

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JP Ranch
Existing Plus Project
Morning Peak Hour

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

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	185	66	12	120	265	96	297	6	54	583	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:	18	185	66	12	120	265	96	297	6	54	583	26
Added Vol:	0	19	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	204	66	12	127	265	96	297	6	54	583	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:	0.67	0.67	0.67	0.75	0.75	0.75	0.83	0.83	0.83	0.82	0.82	0.82
PHF Volume:	27	303	98	16	170	355	116	357	7	66	714	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	303	98	16	170	355	116	357	7	66	714	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	303	98	16	170	355	116	357	7	66	714	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.96	0.96	0.23	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.76	0.24	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1123	1382	447	441	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.04	0.09	0.22	0.06	0.19	0.00	0.04	0.38	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.47	0.38	0.38	0.62	0.47	0.47
Volume/Cap:	0.09	0.80	0.80	0.13	0.32	0.80	0.39	0.50	0.01	0.11	0.80	0.04
Delay/Veh:	20.3	33.7	33.7	20.9	22.0	34.9	13.9	18.5	14.6	6.7	21.9	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:	20.3	33.7	33.7	20.9	22.0	34.9	13.9	18.5	14.6	6.7	21.9	10.7
LOS by Move:	C	C	C	C	C	C	B	B	B	A	C	B
HCM2kAvgQ:	1	11	11	0	3	10	2	7	0	1	16	0

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

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JP Ranch
Existing Plus Project
Evening Peak Hour

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

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	171	65	40	149	153	163	533	17	62	298	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:	18	171	65	40	149	153	163	533	17	62	298	50
Added Vol:	0	13	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	184	65	40	171	153	163	533	17	62	298	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92
PHF Volume:	20	203	72	43	184	165	174	568	18	67	323	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	203	72	43	184	165	174	568	18	67	323	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:	20	203	72	43	184	165	174	568	18	67	323	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.96	0.96	0.40	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1094	1349	477	758	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.06	0.10	0.10	0.10	0.30	0.01	0.04	0.17	0.03
Crit Moves:		****						****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.64	0.45	0.45	0.46	0.34	0.34
Volume/Cap:	0.08	0.66	0.66	0.25	0.42	0.45	0.25	0.66	0.02	0.15	0.50	0.10
Delay/Veh:	18.3	24.8	24.8	19.7	20.4	20.7	5.3	14.6	9.0	9.6	16.4	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.3	24.8	24.8	19.7	20.4	20.7	5.3	14.6	9.0	9.6	16.4	13.7
LOS by Move:	B	C	C	B	C	C	A	B	A	A	B	B
HCM2kAvgQ:	0	6	6	1	3	3	2	9	0	1	5	1

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Project
Morning Peak Hour

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.5
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	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:	29	19	27	19	13	70	38	347	10	38	504	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	19	27	19	13	70	38	347	10	38	504	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	31	20	29	22	15	80	40	365	11	43	571	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	20	29	22	15	80	40	365	11	43	571	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:	31	20	29	22	15	80	40	365	11	43	571	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.25	0.36	0.18	0.13	0.69	0.10	0.88	0.02	0.07	0.91	0.02
Final Sat.:	195	128	182	100	69	369	63	577	17	48	640	15
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.22	0.22	0.22	0.63	0.63	0.63	0.89	0.89	0.89
Crit Moves:		****		****				****		****		
Delay/Veh:	10.6	10.6	10.6	10.6	10.6	10.6	16.5	16.5	16.5	34.2	34.2	34.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	10.6	10.6	10.6	16.5	16.5	16.5	34.2	34.2	34.2
LOS by Move:	B	B	B	B	B	B	C	C	C	D	D	D
ApproachDel:		10.6			10.6			16.5			34.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			10.6			16.5			34.2	
LOS by Appr:		B			B			C			D	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	1.5	1.5	1.5	5.1	5.1	5.1

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

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JP Ranch
Existing Plus Project
Evening Peak Hour

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.0
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	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:	24	43	35	14	41	52	67	461	26	27	292	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	43	35	14	41	52	67	461	26	27	292	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:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	26	47	38	16	46	58	73	499	28	30	325	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	47	38	16	46	58	73	499	28	30	325	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	47	38	16	46	58	73	499	28	30	325	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:	0.24	0.42	0.34	0.13	0.38	0.49	0.12	0.83	0.05	0.08	0.90	0.02
Final Sat.:	122	218	177	69	202	256	84	578	33	53	571	16
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.23	0.23	0.23	0.86	0.86	0.86	0.57	0.57	0.57
Crit Moves:	****			****				****			****	
Delay/Veh:	10.9	10.9	10.9	10.8	10.8	10.8	30.7	30.7	30.7	14.8	14.8	14.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.9	10.8	10.8	10.8	30.7	30.7	30.7	14.8	14.8	14.8
LOS by Move:	B	B	B	B	B	B	D	D	D	B	B	B
ApproachDel:	10.9			10.8			30.7			14.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.9			10.8			30.7			14.8		
LOS by Appr:	B			B			D			B		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	4.4	4.4	4.4	1.1	1.1	1.1

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Project
Morning Peak Hour - With Improvements

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	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:	29	19	27	19	13	70	38	347	10	38	504	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	19	27	19	13	70	38	347	10	38	504	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	31	20	29	22	15	80	40	365	11	43	571	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	20	29	22	15	80	40	365	11	43	571	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:	31	20	29	22	15	80	40	365	11	43	571	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.84	0.84	0.84	0.92	0.92	0.92	0.95	0.95	0.95
Lanes:	0.39	0.25	0.36	0.18	0.13	0.69	0.10	0.88	0.02	0.07	0.91	0.02
Final Sat.:	612	401	570	298	204	1099	168	1538	44	124	1649	39
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.07	0.07	0.07	0.24	0.24	0.24	0.35	0.35	0.35
Crit Moves:					****						****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.72	0.72	0.72	0.72	0.72	0.72
Volume/Cap:	0.34	0.34	0.34	0.48	0.48	0.48	0.33	0.33	0.33	0.48	0.48	0.48
Delay/Veh:	23.7	23.7	23.7	24.9	24.9	24.9	3.3	3.3	3.3	4.0	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	23.7	23.7	24.9	24.9	24.9	3.3	3.3	3.3	4.0	4.0	4.0
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	3	3	3	3	3	3	5	5	5

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

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JP Ranch
Existing Plus Project
Evening Peak Hour - With Improvements

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	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:	24	43	35	14	41	52	67	461	26	27	292	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	43	35	14	41	52	67	461	26	27	292	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:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	26	47	38	16	46	58	73	499	28	30	325	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	47	38	16	46	58	73	499	28	30	325	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	47	38	16	46	58	73	499	28	30	325	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.89	0.89	0.89	0.92	0.92	0.92	0.94	0.94	0.94
Lanes:	0.24	0.42	0.34	0.13	0.38	0.49	0.12	0.83	0.05	0.08	0.90	0.02
Final Sat.:	393	705	573	221	647	821	210	1447	82	147	1593	44
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.07	0.07	0.07	0.35	0.35	0.35	0.20	0.20	0.20
Crit Moves:					****			****				
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.72	0.72	0.72	0.72	0.72	0.72
Volume/Cap:	0.45	0.45	0.45	0.48	0.48	0.48	0.48	0.48	0.48	0.28	0.28	0.28
Delay/Veh:	24.7	24.7	24.7	24.9	24.9	24.9	3.9	3.9	3.9	3.1	3.1	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	24.7	24.7	24.9	24.9	24.9	3.9	3.9	3.9	3.1	3.1	3.1
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	3	3	3	5	5	5	3	3	3

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Project
Morning Peak Hour

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.897
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.3
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	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:	37	43	15	3	32	82	96	251	43	23	438	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	43	15	3	32	82	96	251	43	23	438	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:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	73	85	30	5	49	126	115	301	52	25	486	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	85	30	5	49	126	115	301	52	25	486	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:	73	85	30	5	49	126	115	301	52	25	486	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:	0.39	0.45	0.16	0.03	0.27	0.70	0.25	0.64	0.11	0.05	0.91	0.04
Final Sat.:	179	208	73	12	131	336	142	371	64	28	542	23
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.38	0.38	0.38	0.81	0.81	0.81	0.90	0.90	0.90
Crit Moves:		****				****	****			****		
Delay/Veh:	14.2	14.2	14.2	13.2	13.2	13.2	28.3	28.3	28.3	38.4	38.4	38.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	14.2	13.2	13.2	13.2	28.3	28.3	28.3	38.4	38.4	38.4
LOS by Move:	B	B	B	B	B	B	D	D	D	E	E	E
ApproachDel:		14.2			13.2			28.3			38.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.2			13.2			28.3			38.4	
LOS by Appr:		B			B			D			E	
AllWayAvgQ:	0.5	0.5	0.5	0.5	0.5	0.5	3.1	3.1	3.1	4.9	4.9	4.9

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

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JP Ranch
Existing Plus Project
Evening Peak Hour

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.4
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	15	7	7	13	31	29	438	20	6	269	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	15	7	7	13	31	29	438	20	6	269	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	14	21	10	8	14	34	31	475	22	6	281	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	21	10	8	14	34	31	475	22	6	281	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	21	10	8	14	34	31	475	22	6	281	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.06	0.90	0.04	0.02	0.97	0.01
Final Sat.:	174	261	122	81	150	357	47	713	33	16	721	3
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.10	0.10	0.10	0.67	0.67	0.67	0.39	0.39	0.39
Crit Moves:	****					****		****		****		
Delay/Veh:	9.1	9.1	9.1	8.9	8.9	8.9	15.7	15.7	15.7	10.6	10.6	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	8.9	8.9	8.9	15.7	15.7	15.7	10.6	10.6	10.6
LOS by Move:	A	A	A	A	A	A	C	C	C	B	B	B
ApproachDel:		9.1			8.9			15.7			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.1			8.9			15.7			10.6	
LOS by Appr:		A			A			C			B	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	1.8	1.8	1.8	0.6	0.6	0.6

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

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JP Ranch
Existing Plus Project
Morning Peak Hour - With Improvements

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	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:	37	43	15	3	32	82	96	251	43	23	438	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	43	15	3	32	82	96	251	43	23	438	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:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	73	85	30	5	49	126	115	301	52	25	486	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	85	30	5	49	126	115	301	52	25	486	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:	73	85	30	5	49	126	115	301	52	25	486	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.90	0.90	0.90	0.78	0.78	0.78	0.97	0.97	0.97
Lanes:	0.39	0.45	0.16	0.03	0.27	0.70	0.25	0.64	0.11	0.05	0.91	0.04
Final Sat.:	596	693	242	44	467	1196	364	952	163	88	1677	73
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.11	0.11	0.11	0.32	0.32	0.32	0.29	0.29	0.29
Crit Moves:		****						****				
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.51	0.51	0.51	0.44	0.44	0.44	0.51	0.51	0.51	0.46	0.46	0.46
Delay/Veh:	20.8	20.8	20.8	20.0	20.0	20.0	6.7	6.7	6.7	6.3	6.3	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	20.8	20.8	20.0	20.0	20.0	6.7	6.7	6.7	6.3	6.3	6.3
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	3	3	3	5	5	5	6	6	6

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

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JP Ranch
Existing Plus Project
Evening Peak Hour - With Improvements

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	15	7	7	13	31	29	438	20	6	269	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	15	7	7	13	31	29	438	20	6	269	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	14	21	10	8	14	34	31	475	22	6	281	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	21	10	8	14	34	31	475	22	6	281	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	21	10	8	14	34	31	475	22	6	281	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.87	0.87	0.87	0.97	0.97	0.97	0.99	0.99	0.99
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.06	0.90	0.04	0.02	0.97	0.01
Final Sat.:	511	766	358	228	424	1010	110	1654	76	41	1835	7
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.03	0.29	0.29	0.29	0.15	0.15	0.15
Crit Moves:					****			****				
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.75	0.75	0.75	0.75	0.75	0.75
Volume/Cap:	0.23	0.23	0.23	0.29	0.29	0.29	0.38	0.38	0.38	0.20	0.20	0.20
Delay/Veh:	24.7	24.7	24.7	25.1	25.1	25.1	2.8	2.8	2.8	2.3	2.3	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	24.7	24.7	25.1	25.1	25.1	2.8	2.8	2.8	2.3	2.3	2.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	4	4	4	2	2	2

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

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JP Ranch
Existing Plus Project
Morning Peak Hour

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

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	20	54	8	12	34	66	74	209	13	16	371	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	54	8	12	34	66	74	209	13	16	371	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	54	8	12	34	66	74	209	13	16	371	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:	0.79	0.79	0.79	0.76	0.76	0.76	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	25	69	10	16	45	87	93	263	16	18	426	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	69	10	16	45	87	93	263	16	18	426	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:	25	69	10	16	45	87	93	263	16	18	426	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.66	0.10	0.26	0.74	1.00	0.25	0.71	0.04	0.04	0.93	0.03
Final Sat.:	122	330	49	124	352	536	164	463	29	27	630	22
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.13	0.13	0.16	0.57	0.57	0.57	0.68	0.68	0.68
Crit Moves:		****				****	****				****	
Delay/Veh:	10.7	10.7	10.7	10.4	10.4	9.7	14.6	14.6	14.6	17.6	17.6	17.6
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:	10.7	10.7	10.7	10.4	10.4	9.7	14.6	14.6	14.6	17.6	17.6	17.6
LOS by Move:	B	B	B	B	B	A	B	B	B	C	C	C
ApproachDel:		10.7			10.0			14.6			17.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			10.0			14.6			17.6	
LOS by Appr:		B			A			B			C	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.2	1.1	1.1	1.1	1.8	1.8	1.8

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

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JP Ranch
Existing Plus Project
Evening Peak Hour

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

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	16	66	13	15	33	47	70	348	29	8	211	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:	16	66	13	15	33	47	70	348	29	8	211	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	66	13	15	33	47	70	348	29	8	211	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.82	0.82	0.82	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	17	69	14	18	40	57	75	374	31	9	234	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	69	14	18	40	57	75	374	31	9	234	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:	17	69	14	18	40	57	75	374	31	9	234	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:	0.17	0.69	0.14	0.31	0.69	1.00	0.16	0.78	0.06	0.03	0.93	0.04
Final Sat.:	92	380	75	157	345	569	114	567	47	24	627	24
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.12	0.12	0.10	0.66	0.66	0.66	0.37	0.37	0.37
Crit Moves:			****		****			****			****	
Delay/Veh:	10.0	10.0	10.0	10.0	10.0	8.9	16.3	16.3	16.3	10.9	10.9	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	10.0	10.0	10.0	8.9	16.3	16.3	16.3	10.9	10.9	10.9
LOS by Move:	B	B	B	A	A	A	C	C	C	B	B	B
ApproachDel:		10.0			9.5			16.3			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			9.5			16.3			10.9	
LOS by Appr:		B			A			C			B	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	1.7	1.7	1.7	0.5	0.5	0.5

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

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JP Ranch
Existing Plus Project
Morning Peak Hour

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

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	27	26	6	20	22	107	46	140	15	16	282	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	26	6	20	22	107	46	140	15	16	282	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	26	6	20	22	107	46	140	15	16	282	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.65	0.65	0.65	0.76	0.76	0.76	0.89	0.89	0.89
PHF Volume:	35	34	8	31	34	164	60	184	20	18	319	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	34	8	31	34	164	60	184	20	18	319	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:	35	34	8	31	34	164	60	184	20	18	319	19
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.44	0.10	0.13	0.15	0.72	0.23	0.70	0.07	0.05	0.90	0.05
Final Sat.:	250	240	55	87	95	463	151	460	49	35	615	37
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.35	0.35	0.35	0.40	0.40	0.40	0.52	0.52	0.52
Crit Moves:		****			****			****			****	
Delay/Veh:	9.6	9.6	9.6	10.6	10.6	10.6	11.3	11.3	11.3	12.9	12.9	12.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.6	9.6	10.6	10.6	10.6	11.3	11.3	11.3	12.9	12.9	12.9
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:		9.6			10.6			11.3			12.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.6			10.6			11.3			12.9	
LOS by Appr:		A			B			B			B	
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.4	0.4	0.6	0.6	0.6	0.9	0.9	0.9

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

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JP Ranch
Existing Plus Project
Evening Peak Hour

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

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	11	54	15	7	49	43	69	277	24	6	160	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:	11	54	15	7	49	43	69	277	24	6	160	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	54	15	7	49	43	69	277	24	6	160	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
PHF Volume:	12	59	17	8	53	47	79	317	27	7	176	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	59	17	8	53	47	79	317	27	7	176	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:	12	59	17	8	53	47	79	317	27	7	176	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.67	0.19	0.07	0.50	0.43	0.19	0.75	0.06	0.03	0.88	0.09
Final Sat.:	82	404	112	44	308	270	141	565	49	23	621	62
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.17	0.17	0.17	0.56	0.56	0.56	0.28	0.28	0.28
Crit Moves:		****			****			****			****	
Delay/Veh:	9.2	9.2	9.2	9.2	9.2	9.2	13.2	13.2	13.2	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	9.2	9.2	9.2	9.2	13.2	13.2	13.2	9.7	9.7	9.7
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		9.2			9.2			13.2			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.2			9.2			13.2			9.7	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	1.2	1.2	1.2	0.4	0.4	0.4

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

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Existing Plus Project
Morning Peak Hour

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

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.132
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	0 1	0
Volume Module:												
Base Vol:	8	7	2	5	4	25	18	55	3	0	68	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:	8	7	2	5	4	25	18	55	3	0	68	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	7	2	5	4	25	18	55	3	0	68	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:	0.71	0.71	0.71	0.71	0.71	0.71	0.68	0.68	0.68	0.79	0.79	0.79
PHF Volume:	11	10	3	7	6	35	27	81	4	0	86	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	10	3	7	6	35	27	81	4	0	86	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:	11	10	3	7	6	35	27	81	4	0	86	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.41	0.12	0.15	0.12	0.73	0.24	0.72	0.04	0.00	0.89	0.11
Final Sat.:	368	322	92	128	102	640	201	614	33	0	772	91
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.06	0.06	0.06	0.13	0.13	0.13	xxxx	0.11	0.11
Crit Moves:		****			****			****			****	
Delay/Veh:	7.5	7.5	7.5	7.2	7.2	7.2	7.8	7.8	7.8	0.0	7.6	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	7.5	7.2	7.2	7.2	7.8	7.8	7.8	0.0	7.6	7.6
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:		7.5			7.2			7.8			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			7.2			7.8			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

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

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JP Ranch
Existing Plus Project
Evening Peak Hour

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

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.193
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 0	0	0 1!	0 0	0	0 1!	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	4	5	0	8	5	29	60	89	4	0	40	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	5	0	8	5	29	60	89	4	0	40	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	5	0	8	5	29	60	89	4	0	40	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.45	0.45	0.45	0.81	0.81	0.81	0.93	0.93	0.93	0.80	0.80	0.80
PHF Volume:	9	11	0	10	6	36	64	95	4	0	50	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	11	0	10	6	36	64	95	4	0	50	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	11	0	10	6	36	64	95	4	0	50	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.56	0.00	0.19	0.12	0.69	0.39	0.58	0.03	0.00	0.89	0.11
Final Sat.:	339	424	0	163	102	591	333	495	22	0	756	94
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	xxxx	0.06	0.06	0.06	0.19	0.19	0.19	xxxx	0.07	0.07
Crit Moves:		****				****		****			****	
Delay/Veh:	7.6	7.6	0.0	7.3	7.3	7.3	8.1	8.1	8.1	0.0	7.4	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	0.0	7.3	7.3	7.3	8.1	8.1	8.1	0.0	7.4	7.4
LOS by Move:	A	A	*	A	A	A	A	A	A	*	A	A
ApproachDel:		7.6			7.3			8.1			7.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.6			7.3			8.1			7.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

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

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Existing Plus Ambient Growth Plus Project (2014)

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Morning Peak Hour

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 126.3 Worst Case Level Of Service: F[450.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0 0		0 1 0	0 1		0 0 0	1 0		1 0 1	0 0	
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	200	2	22	0	131	10	364	92	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	200	2	22	0	131	10	364	92	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	267	3	30	0	199	15	467	118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	267	3	30	0	199	15	467	118	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1259	1267	118	xxxx	xxxx	xxxxx	214	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	190	170	939	xxxx	xxxx	xxxxx	1368	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	140	112	939	xxxx	xxxx	xxxxx	1368	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.91	0.02	0.03	xxxx	xxxx	xxxx	0.34	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	139	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	21.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	498.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			450.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Evening Peak Hour

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

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Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

****

Average Delay (sec/veh): 234.8 Worst Case Level Of Service: F[360.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 1	0 0	1	0 0	0 1	0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	604	1	33	0	47	9	211	46	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	604	1	33	0	47	9	211	46	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	676	1	37	0	64	12	258	57	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	676	1	37	0	64	12	258	57	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	644	650	57	xxxx	xxxx	xxxxx	77	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	440	391	1015	xxxx	xxxx	xxxxx	1535	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	383	325	1015	xxxx	xxxx	xxxxx	1535	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.76	0.00	0.04	xxxx	xxxx	xxxx	0.17	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	xxxxx	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	xxxx	xxxxx	383	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	42.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	380.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			360.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Morning Peak Hour - With Improvements

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	200	2	22	0	131	10	364	92	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	200	2	22	0	131	10	364	92	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	267	3	30	0	199	15	467	118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	267	3	30	0	199	15	467	118	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	267	3	30	0	199	15	467	118	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	0.87	0.87	0.85	1.00	0.99	0.99	0.63	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.93	0.07	1.00	1.00	0.00
Final Sat.:	0	0	0	1629	16	1615	0	1747	134	1188	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.02	0.00	0.11	0.11	0.39	0.06	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.61	0.61	0.61	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.64	0.64	0.07	0.00	0.19	0.19	0.64	0.10	0.00
Delay/Veh:	0.0	0.0	0.0	23.3	23.3	17.1	0.0	5.2	5.2	9.4	4.9	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	23.3	23.3	17.1	0.0	5.2	5.2	9.4	4.9	0.0
LOS by Move:	A	A	A	C	C	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	6	0	0	2	2	7	1	0

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2014)
Evening Peak Hour - With Improvements

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	604	1	33	0	47	9	211	46	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	604	1	33	0	47	9	211	46	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	676	1	37	0	64	12	258	57	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	676	1	37	0	64	12	258	57	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	676	1	37	0	64	12	258	57	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	0.86	0.86	0.85	1.00	0.98	0.98	0.71	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.84	0.16	1.00	1.00	0.00
Final Sat.:	0	0	0	1627	3	1615	0	1560	299	1351	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.42	0.02	0.00	0.04	0.04	0.19	0.03	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.59	0.59	0.59	0.00	0.27	0.27	0.27	0.27	0.00
Volume/Cap:	0.00	0.00	0.00	0.70	0.70	0.04	0.00	0.15	0.15	0.70	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	10.8	10.8	5.1	0.0	16.7	16.7	25.5	16.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.8	10.8	5.1	0.0	16.7	16.7	25.5	16.4	0.0
LOS by Move:	A	A	A	B	B	A	A	B	B	C	B	A
HCM2kAvgQ:	0	0	0	10	10	0	0	1	1	6	1	0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Morning Peak Hour

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.040
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	46.1
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	188	208	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	71	7	194	0	383	51	190	210	0
Added Vol:	0	0	0	6	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	77	7	194	0	383	51	190	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:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	121	11	306	0	553	73	243	269	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	121	11	306	0	553	73	243	269	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	121	11	306	0	553	73	243	269	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.92	0.08	1.00	0.00	0.88	0.12	0.47	0.53	0.00
Final Sat.:	0	0	0	424	39	542	0	532	70	272	301	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.29	0.29	0.56	xxxx	1.04	1.04	0.89	0.89	xxxx
Crit Moves:						****			****		****	
Delay/Veh:	0.0	0.0	0.0	13.4	13.4	17.1	0.0	71.8	71.8	40.5	40.5	0.0
Delay Adj:	1.00	1.00	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	17.1	0.0	71.8	71.8	40.5	40.5	0.0
LOS by Move:	*	*	*	B	B	C	*	F	F	E	E	*
ApproachDel:	xxxxxx				16.0			71.8			40.5	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				16.0			71.8			40.5	
LOS by Appr:	*				C			F			E	
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.4	1.2	10.5	10.5	10.5	5.0	5.0	5.0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Evening Peak Hour

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.1
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			0 1 0 0 1			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	334	77	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	346	4	41	0	53	33	337	78	0
Added Vol:	0	0	0	20	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	366	4	41	0	53	33	337	78	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	389	4	44	0	62	39	371	86	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	389	4	44	0	62	39	371	86	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	389	4	44	0	62	39	371	86	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.61	0.39	0.81	0.19	0.00
Final Sat.:	0	0	0	540	6	665	0	359	228	515	119	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.72	0.72	0.07	xxxx	0.17	0.17	0.72	0.72	xxxx
Crit Moves:					****			****		****		
Delay/Veh:	0.0	0.0	0.0	23.2	23.2	8.3	0.0	9.8	9.8	20.8	20.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.2	23.2	8.3	0.0	9.8	9.8	20.8	20.8	0.0
LOS by Move:	*	*	*	C	C	A	*	A	A	C	C	*
ApproachDel:	xxxxxx				21.7			9.8			20.8	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				21.7			9.8			20.8	
LOS by Appr:	*				C			A			C	
AllWayAvgQ:	0.0	0.0	0.0	2.1	2.1	0.1	0.2	0.2	0.2	2.2	2.2	2.2

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Morning Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	188	208	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	71	7	194	0	383	51	190	210	0
Added Vol:	0	0	0	6	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	77	7	194	0	383	51	190	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:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	121	11	306	0	553	73	243	269	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	121	11	306	0	553	73	243	269	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	121	11	306	0	553	73	243	269	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	0.96	0.96	0.85	1.00	0.98	0.98	0.66	0.66	1.00
Lanes:	0.00	0.00	0.00	0.92	0.08	1.00	0.00	0.88	0.12	0.47	0.53	0.00
Final Sat.:	0	0	0	1668	154	1615	0	1652	218	596	660	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.19	0.00	0.33	0.33	0.41	0.41	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.59	0.59	0.59	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.26	0.26	0.69	0.00	0.57	0.57	0.69	0.69	0.00
Delay/Veh:	0.0	0.0	0.0	17.3	17.3	24.0	0.0	8.2	8.2	11.2	11.2	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	17.3	17.3	24.0	0.0	8.2	8.2	11.2	11.2	0.0
LOS by Move:	A	A	A	B	B	C	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	2	2	7	0	8	8	8	8	0

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2014)
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.4
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	0	1 0	0 0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	334	77	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	346	4	41	0	53	33	337	78	0
Added Vol:	0	0	0	20	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	366	4	41	0	53	33	337	78	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	389	4	44	0	62	39	371	86	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	389	4	44	0	62	39	371	86	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	389	4	44	0	62	39	371	86	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	0.87	0.87	0.85	1.00	0.95	0.95	0.69	0.69	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.61	0.39	0.81	0.19	0.00
Final Sat.:	0	0	0	1629	18	1615	0	1102	699	1065	246	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.03	0.00	0.06	0.06	0.35	0.35	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.51	0.51	0.51	0.51	0.00
Volume/Cap:	0.00	0.00	0.00	0.68	0.68	0.08	0.00	0.11	0.11	0.68	0.68	0.00
Delay/Veh:	0.0	0.0	0.0	19.7	19.7	13.0	0.0	7.6	7.6	13.6	13.6	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	19.7	19.7	13.0	0.0	7.6	7.6	13.6	13.6	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	8	8	1	0	1	1	8	8	0

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

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

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: A[7.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 0	1 0	0	0 1 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	4	1	16	7	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	0	0	4	1	16	7	0
Added Vol:	0	0	0	0	0	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	4	1	33	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.42	0.42	0.57	0.57	1.00
PHF Volume:	0	0	0	0	0	0	0	10	2	58	12	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	10	2	58	12	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	12	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[7.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 1	0 0	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	9	0	11	3	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	0	0	9	0	11	3	0
Added Vol:	0	0	0	0	0	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	9	0	22	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45	0.70	0.70	1.00
PHF Volume:	0	0	0	0	0	0	0	20	0	32	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	20	0	32	4	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1609	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1609	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[14.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	1	0 0 0	0	0	1 0 1	0	0	0 0 1	0	1
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	7	0	238	0	0	0	37	291	0	0	439	583
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	238	0	0	0	37	291	0	0	439	583
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	1.00	1.00	1.00	0.81	0.81	1.00	1.00	0.74	0.74
PHF Volume:	9	0	310	0	0	0	46	358	0	0	595	790
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	0	310	0	0	0	46	358	0	0	595	790
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1440	1835	358	xxxx	xxxx	xxxxx	1385	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	148	77	691	xxxx	xxxx	xxxxx	501	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	137	70	691	xxxx	xxxx	xxxxx	501	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.45	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.3	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.4	xxxxx	xxxx	xxxxx	12.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	137	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	33.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[17.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 0 0	0 0		1 0 1	0 0		0 0 1	0 1	
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	4	2	187	0	0	0	16	615	0	0	271	288
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	187	0	0	0	16	615	0	0	271	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:	0.94	0.94	0.94	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92
PHF Volume:	4	2	200	0	0	0	17	630	0	0	296	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	2	200	0	0	0	17	630	0	0	296	314
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1115	1272	630	xxxx	xxxx	xxxxx	610	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	232	169	486	xxxx	xxxx	xxxxx	979	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	229	166	486	xxxx	xxxx	xxxxx	979	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.41	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.0	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	17.5	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	203	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	23.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Morning Peak Hour - With Improvements

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.2
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0 0	1	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	7	0	238	0	0	0	37	291	0	0	439	583
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	238	0	0	0	37	291	0	0	439	583
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	1.00	1.00	1.00	0.81	0.81	1.00	1.00	0.74	0.74
PHF Volume:	9	0	310	0	0	0	46	358	0	0	595	790
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	310	0	0	0	46	358	0	0	595	790
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	0	310	0	0	0	46	358	0	0	595	790
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	1.00	1.00	1.00	0.35	1.00	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1640	0	1615	0	0	0	671	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.19	0.00	0.00	0.00	0.07	0.19	0.00	0.00	0.31	0.49
Crit Moves:			****									****
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.62	0.62	0.00	0.00	0.62	0.62
Volume/Cap:	0.02	0.00	0.79	0.00	0.00	0.00	0.11	0.30	0.00	0.00	0.50	0.79
Delay/Veh:	17.3	0.0	31.2	0.0	0.0	0.0	4.7	5.4	0.0	0.0	6.6	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:	17.3	0.0	31.2	0.0	0.0	0.0	4.7	5.4	0.0	0.0	6.6	12.5
LOS by Move:	B	A	C	A	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	8	0	0	0	0	3	0	0	6	13

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2014)
Evening Peak Hour - With Improvements

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	4	2	187	0	0	0	16	615	0	0	271	288
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	187	0	0	0	16	615	0	0	271	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:	0.94	0.94	0.94	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92
PHF Volume:	4	2	200	0	0	0	17	630	0	0	296	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	200	0	0	0	17	630	0	0	296	314
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2	200	0	0	0	17	630	0	0	296	314
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	1.00	1.00	1.00	0.57	1.00	1.00	1.00	1.00	0.85
Lanes:	0.67	0.33	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1263	631	1615	0	0	0	1079	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.12	0.00	0.00	0.00	0.02	0.33	0.00	0.00	0.16	0.19
Crit Moves:			****					****				
Green/Cycle:	0.24	0.24	0.24	0.00	0.00	0.00	0.63	0.63	0.00	0.00	0.63	0.63
Volume/Cap:	0.01	0.01	0.52	0.00	0.00	0.00	0.02	0.52	0.00	0.00	0.25	0.31
Delay/Veh:	17.6	17.6	21.4	0.0	0.0	0.0	4.2	6.5	0.0	0.0	4.9	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:	17.6	17.6	21.4	0.0	0.0	0.0	4.2	6.5	0.0	0.0	4.9	5.2
LOS by Move:	B	B	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	4	0	0	0	0	7	0	0	2	3

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[11.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	136	315	0	0	398	254
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	0	137	318	0	0	402	257
Added Vol:	0	0	0	0	0	0	0	6	0	0	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	137	324	0	0	402	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.72	1.00	1.00	0.75	0.75
PHF Volume:	0	0	0	0	0	0	191	451	0	0	537	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	191	451	0	0	537	366
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	903	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	761	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	761	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.25	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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Existing Plus Ambient Growth Plus Project (Year 2014)
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 1 0	0 0	0	0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	18	359	0	0	429	175
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	0	18	363	0	0	433	177
Added Vol:	0	0	0	0	0	0	0	20	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	18	383	0	0	433	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	1.00	1.00	0.99	0.99
PHF Volume:	0	0	0	0	0	0	21	438	0	0	439	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	21	438	0	0	439	190
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	629	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	963	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	963	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[14.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 0	0	0	0 1 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	390	0	0	0	0	1	50	0	0	0	92
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	394	0	0	0	0	1	51	0	0	0	93
Added Vol:	0	0	0	0	0	0	0	9	0	0	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	394	0	0	0	0	1	60	0	0	0	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.80	0.80	1.00	1.00	1.00	0.80	0.80	1.00	1.00	1.00	0.89
PHF Volume:	0	493	0	0	0	0	1	75	0	0	0	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	493	0	0	0	0	1	75	0	0	0	134
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	560	493	xxxxx	xxxx	xxxx	493
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	442	480	xxxxx	xxxx	xxxx	580
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	340	480	xxxxx	xxxx	xxxx	580
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.16	xxxx	xxxx	xxxx	0.23
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.9
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.1
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	477	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.0			13.1		
ApproachLOS:	*			*			B			B		

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Evening Peak Hour

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

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Average Delay (sec/veh): 6.5 Worst Case Level Of Service: C[16.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 0 0 0 0			0 0 1 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	410	2	0	0	0	0	134	0	0	0	107
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	414	2	0	0	0	0	135	0	0	0	108
Added Vol:	0	0	0	0	0	0	0	29	0	0	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	414	2	0	0	0	0	164	0	0	0	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.91	0.91	1.00	1.00	1.00	0.84	0.84	1.00	1.00	1.00	0.84
PHF Volume:	0	454	2	0	0	0	0	196	0	0	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	454	2	0	0	0	0	196	0	0	0	150
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	456	xxxxx	xxxx	xxxx	455
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	503	xxxxx	xxxx	xxxx	609
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	503	xxxxx	xxxx	xxxx	609
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.39	xxxx	xxxx	xxxx	0.25
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.8	xxxxx	xxxx	xxxx	1.0
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.6	xxxxx	xxxxx	xxxx	12.8
LOS by Move:	*	*	*	*	*	*	*	C	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.6			12.8		
ApproachLOS:	*			*			C			B		

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Morning Peak Hour

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

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[8.4]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	0	9			0	0	0			0	6	0			0	19	0		
Growth Adj:	1.01	1.01	1.01			1.01	1.01	1.01			1.01	1.01	1.01			1.01	1.01	1.01		
Initial Bse:	0	0	9			0	0	0			0	6	0			0	19	0		
Added Vol:	0	0	6			0	0	0			0	0	0			0	17	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	15			0	0	0			0	6	0			0	36	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.56	1.00	0.56			1.00	1.00	1.00			1.00	0.75	1.00			1.00	0.48	1.00		
PHF Volume:	0	0	27			0	0	0			0	8	0			0	76	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	27			0	0	0			0	8	0			0	76	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.2			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	8			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	1080			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	1080			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.02			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.1			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	8.4			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			*	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	8.4					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	A					*					*					*				

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Evening Peak Hour

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

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: A[8.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 0 0	0 0		0 0 1	0 0		0 0 1	0 0	
Volume Module:												
Base Vol:	2	0	22	0	0	0	0	8	0	0	13	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	2	0	22	0	0	0	0	8	0	0	13	0
Added Vol:	0	0	20	0	0	0	0	0	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	42	0	0	0	0	8	0	0	24	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	1.00	0.67	1.00	1.00	1.00	1.00	0.40	1.00	1.00	0.65	1.00
PHF Volume:	3	0	63	0	0	0	0	20	0	0	37	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	63	0	0	0	0	20	0	0	37	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	57	57	20	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	955	838	1063	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	955	838	1063	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	1058	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Morning Peak Hour

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

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	92	160	49	29	69	153	108	327	52	22	777	86
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	93	162	49	29	70	155	109	330	53	22	785	87
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	164	49	29	71	155	109	330	53	22	785	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.86	0.86	0.86	0.81	0.81	0.81	0.73	0.73	0.73
PHF Volume:	130	228	69	34	82	180	135	410	65	30	1071	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	228	69	34	82	180	135	410	65	30	1071	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:	130	228	69	34	82	180	135	410	65	30	1071	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.92	0.92	0.56	1.00	0.85	0.21	1.00	0.85	0.48	0.94	0.94
Lanes:	1.00	1.54	0.46	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.80	0.20
Final Sat.:	1330	2675	809	1070	1900	1615	403	1900	1615	903	3202	354
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.03	0.04	0.11	0.34	0.22	0.04	0.03	0.33	0.33
Crit Moves:						****	****					
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.65	0.65	0.65	0.65	0.65	0.65
Volume/Cap:	0.45	0.40	0.40	0.15	0.20	0.52	0.52	0.33	0.06	0.05	0.51	0.51
Delay/Veh:	21.6	20.5	20.5	19.4	19.5	22.1	7.3	4.8	3.8	3.8	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:	21.6	20.5	20.5	19.4	19.5	22.1	7.3	4.8	3.8	3.8	5.7	5.7
LOS by Move:	C	C	C	B	B	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	1	1	4	2	4	0	0	7	7

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Evening Peak Hour

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

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	96	111	89	61	104	88	102	550	120	61	395	43
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	97	112	90	62	105	89	103	556	121	62	399	43
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	113	90	62	107	89	103	556	121	62	399	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.87	0.87	0.87	0.95	0.95	0.95	0.90	0.90	0.90
PHF Volume:	103	121	96	71	124	103	108	584	127	68	441	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	121	96	71	124	103	108	584	127	68	441	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:	103	121	96	71	124	103	108	584	127	68	441	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.89	0.89	0.62	1.00	0.85	0.48	1.00	0.85	0.37	0.94	0.94
Lanes:	1.00	1.11	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.80	0.20
Final Sat.:	1269	1879	1493	1169	1900	1615	914	1900	1615	697	3207	349
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.06	0.07	0.06	0.12	0.31	0.08	0.10	0.14	0.14
Crit Moves:	****							****				
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.69	0.69	0.69	0.69	0.69	0.69
Volume/Cap:	0.45	0.35	0.35	0.34	0.36	0.35	0.17	0.45	0.12	0.14	0.20	0.20
Delay/Veh:	23.3	21.8	21.8	22.3	22.1	22.2	3.5	4.5	3.3	3.4	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:	23.3	21.8	21.8	22.3	22.1	22.2	3.5	4.5	3.3	3.4	3.5	3.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	1	5	1	1	2	2

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Morning Peak Hour

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

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.1
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	1 0	1	1 1	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	69	245	186	16	25	295	133	176	9	16	272	25
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	70	247	188	16	25	298	134	178	9	16	275	25
Added Vol:	17	6	2	0	2	0	0	0	6	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	253	190	16	27	298	134	178	15	17	275	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:	0.86	0.86	0.86	0.89	0.89	0.89	0.76	0.76	0.76	0.68	0.68	0.68
PHF Volume:	101	296	222	18	30	333	176	233	20	25	407	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	296	222	18	30	333	176	233	20	25	407	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	296	222	18	30	333	176	233	20	25	407	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.92	0.92	0.92	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.23	1.63	0.14	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2164	2863	243	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.14	0.01	0.02	0.21	0.08	0.08	0.08	0.01	0.21	0.02
Crit Moves:			****	****			****				****	
Green/Cycle:	0.15	0.20	0.20	0.12	0.16	0.28	0.12	0.12	0.12	0.30	0.30	0.30
Volume/Cap:	0.37	0.42	0.70	0.09	0.10	0.74	0.70	0.70	0.70	0.05	0.70	0.08
Delay/Veh:	23.8	21.6	29.5	23.8	21.6	26.2	29.0	29.0	29.0	14.7	22.4	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	21.6	29.5	23.8	21.6	26.2	29.0	29.0	29.0	14.7	22.4	14.9
LOS by Move:	C	C	C	C	C	C	C	C	C	B	C	B
HCM2kAvgQ:	2	3	5	0	1	8	4	4	4	0	8	1

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Evening Peak Hour

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

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.6
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	1 0	1	1 1	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	42	274	206	23	75	385	204	139	29	31	178	31
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	42	277	208	23	76	389	206	140	29	31	180	31
Added Vol:	11	4	1	0	7	0	0	0	20	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	281	209	23	83	389	206	140	49	33	180	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
PHF Volume:	60	316	235	25	90	422	230	157	55	36	195	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	316	235	25	90	422	230	157	55	36	195	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	316	235	25	90	422	230	157	55	36	195	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.91	0.91	0.91	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.57	1.06	0.37	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2697	1837	645	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.15	0.01	0.05	0.26	0.09	0.09	0.09	0.02	0.10	0.02
Crit Moves:			****	****				****			****	
Green/Cycle:	0.15	0.27	0.27	0.12	0.23	0.39	0.16	0.16	0.16	0.19	0.19	0.19
Volume/Cap:	0.22	0.33	0.54	0.12	0.20	0.67	0.54	0.54	0.54	0.11	0.54	0.11
Delay/Veh:	22.6	17.7	20.1	24.0	18.8	17.9	24.0	24.0	24.0	20.3	23.6	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	17.7	20.1	24.0	18.8	17.9	24.0	24.0	24.0	20.3	23.6	20.3
LOS by Move:	C	B	C	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	3	4	1	1	8	3	3	3	1	4	1

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Morning Peak Hour

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

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.129
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:		Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	1 0	0	0	1!	0 0	0	1	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	29	2		27	18	12		7	4	0		3	11	38	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	0	29	2		27	18	12		7	4	0		3	11	38	
Added Vol:	0	0	0		9	0	0		0	6	0		0	17	26	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	29	2		36	18	12		7	10	0		3	28	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:	0.71	0.71	0.71		0.75	0.75	0.75		0.46	0.46	0.46		0.81	0.81	0.81	
PHF Volume:	0	42	3		48	24	16		15	22	0		4	35	79	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	42	3		48	24	16		15	22	0		4	35	79	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	42	3		48	24	16		15	22	0		4	35	79	
Saturation Flow Module:																
Adjustment:	1.00	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	0.94	0.06		0.55	0.27	0.18		0.41	0.59	0.00		0.03	0.29	0.68	
Final Sat.:	0	761	52		446	224	149		329	467	0		29	268	614	
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.05	0.05		0.11	0.11	0.11		0.05	0.05	xxxx		0.13	0.13	0.13	
Crit Moves:			****			****			****					****		
Delay/Veh:	0.0	7.5	7.5		7.8	7.8	7.8		7.6	7.6	0.0		7.4	7.4	7.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	7.5	7.5		7.8	7.8	7.8		7.6	7.6	0.0		7.4	7.4	7.4	
LOS by Move:	*	A	A		A	A	A		A	A	*		A	A	A	
ApproachDel:		7.5				7.8				7.6				7.4		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		7.5				7.8				7.6				7.4		
LOS by Appr:		A				A				A				A		
AllWayAvgQ:	0.1	0.1	0.1		0.1	0.1	0.1		0.0	0.0	0.0		0.1	0.1	0.1	

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Evening Peak Hour

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

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.212
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	34	0	44	48	17	15	9	0	3	9	35
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	34	0	44	48	17	15	9	0	3	9	35
Added Vol:	0	0	0	29	0	0	0	20	0	0	11	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	34	0	73	48	17	15	29	0	3	20	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:	0.77	0.77	0.77	0.83	0.83	0.83	0.60	0.60	0.60	0.65	0.65	0.65
PHF Volume:	0	44	0	89	59	21	25	48	0	5	31	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	44	0	89	59	21	25	48	0	5	31	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:	0	44	0	89	59	21	25	48	0	5	31	80
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.53	0.35	0.12	0.34	0.66	0.00	0.04	0.27	0.69
Final Sat.:	0	766	0	419	276	98	259	497	0	34	226	589
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.06	xxxx	0.21	0.21	0.21	0.10	0.10	xxxx	0.14	0.14	0.14
Crit Moves:		****		****				****		****		
Delay/Veh:	0.0	7.7	0.0	8.5	8.5	8.5	8.0	8.0	0.0	7.7	7.7	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	0.0	8.5	8.5	8.5	8.0	8.0	0.0	7.7	7.7	7.7
LOS by Move:	*	A	*	A	A	A	A	A	*	A	A	A
ApproachDel:		7.7			8.5			8.0			7.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.7			8.5			8.0			7.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Morning Peak Hour

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

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Prot+Permit						Prot+Permit					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	0	1	0		1	0	1	0	1		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	18		185		66		12		120		265		96		297		6		54		583		26	
Growth Adj:	1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01	
Initial Bse:	18		187		67		12		121		268		97		300		6		55		589		26	
Added Vol:	0		2		0		0		1		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	18		189		67		12		122		268		97		300		6		55		589		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:	0.67		0.67		0.67		0.75		0.75		0.75		0.83		0.83		0.83		0.82		0.82		0.82	
PHF Volume:	27		281		99		16		164		359		117		361		7		67		721		32	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	27		281		99		16		164		359		117		361		7		67		721		32	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	27		281		99		16		164		359		117		361		7		67		721		32	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.60		0.96		0.96		0.26		1.00		0.85		0.95		1.00		0.85		0.95		1.00		0.85	
Lanes:	1.00		0.74		0.26		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:	1144		1350		476		498		1900		1615		1805		1900		1615		1805		1900		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.21		0.21		0.03		0.09		0.22		0.06		0.19		0.00		0.04		0.38		0.02	
Crit Moves:											****		****								****			
Green/Cycle:	0.28		0.28		0.28		0.28		0.28		0.28		0.47		0.38		0.38		0.62		0.47		0.47	
Volume/Cap:	0.09		0.75		0.75		0.12		0.31		0.81		0.40		0.50		0.01		0.11		0.81		0.04	
Delay/Veh:	20.3		31.2		31.2		20.7		21.9		35.6		14.0		18.5		14.6		6.7		22.3		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:	20.3		31.2		31.2		20.7		21.9		35.6		14.0		18.5		14.6		6.7		22.3		10.7	
LOS by Move:	C		C		C		C		C		D		B		B		B		A		C		B	
HCM2kAvgQ:	1		10		10		0		3		10		2		7		0		1		16		0	

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Evening Peak Hour

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

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.3
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	171	65	40	149	153	163	533	17	62	298	50
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	18	173	66	40	150	155	165	538	17	63	301	51
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	174	66	40	152	155	165	538	17	63	301	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92
PHF Volume:	20	192	72	43	164	166	176	574	18	68	326	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	192	72	43	164	166	176	574	18	68	326	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:	20	192	72	43	164	166	176	574	18	68	326	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	0.96	0.96	0.41	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.73	0.27	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1167	1322	500	781	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.06	0.09	0.10	0.10	0.30	0.01	0.04	0.17	0.03
Crit Moves:		****						****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.65	0.46	0.46	0.46	0.34	0.34
Volume/Cap:	0.08	0.65	0.65	0.25	0.39	0.47	0.25	0.65	0.02	0.15	0.50	0.10
Delay/Veh:	18.6	25.1	25.1	20.0	20.5	21.2	5.1	14.2	8.8	9.4	16.2	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	25.1	25.1	20.0	20.5	21.2	5.1	14.2	8.8	9.4	16.2	13.4
LOS by Move:	B	C	C	C	C	C	A	B	A	A	B	B
HCM2kAvgQ:	0	6	6	1	3	3	2	9	0	1	5	1

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Morning Peak Hour

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.6
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	29	19	27	19	13	71	38	350	10	38	509	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	19	27	19	13	71	38	350	10	38	509	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	31	20	29	22	15	80	40	369	11	44	577	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	20	29	22	15	80	40	369	11	44	577	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:	31	20	29	22	15	80	40	369	11	44	577	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.25	0.36	0.18	0.13	0.69	0.10	0.88	0.02	0.07	0.91	0.02
Final Sat.:	195	128	181	100	68	368	63	575	17	48	639	15
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.22	0.22	0.22	0.64	0.64	0.64	0.90	0.90	0.90
Crit Moves:		****			****			****			****	
Delay/Veh:	10.6	10.6	10.6	10.7	10.7	10.7	16.8	16.8	16.8	36.0	36.0	36.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	10.7	10.7	10.7	16.8	16.8	16.8	36.0	36.0	36.0
LOS by Move:	B	B	B	B	B	B	C	C	C	E	E	E
ApproachDel:		10.6			10.7			16.8			36.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			10.7			16.8			36.0	
LOS by Appr:		B			B			C			E	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	1.5	1.5	1.5	5.4	5.4	5.4

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Evening Peak Hour

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.9
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	8
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	24	43	35	14	41	53	68	466	26	27	295	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	43	35	14	41	53	68	466	26	27	295	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:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	27	48	39	16	46	59	73	504	28	30	328	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	48	39	16	46	59	73	504	28	30	328	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:	27	48	39	16	46	59	73	504	28	30	328	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:	0.24	0.42	0.34	0.13	0.38	0.49	0.12	0.83	0.05	0.08	0.90	0.02
Final Sat.:	121	217	177	69	201	255	84	577	33	53	569	16
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.23	0.23	0.23	0.87	0.87	0.87	0.58	0.58	0.58
Crit Moves:	****				****			****			****	
Delay/Veh:	10.9	10.9	10.9	10.9	10.9	10.9	32.2	32.2	32.2	15.1	15.1	15.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.9	10.9	10.9	10.9	32.2	32.2	32.2	15.1	15.1	15.1
LOS by Move:	B	B	B	B	B	B	D	D	D	C	C	C
ApproachDel:		10.9			10.9			32.2			15.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.9			10.9			32.2			15.1	
LOS by Appr:		B			B			D			C	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	4.6	4.6	4.6	1.2	1.2	1.2

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Morning Peak Hour - With Improvements

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.0
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	29	19	27	19	13	71	38	350	10	38	509	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	19	27	19	13	71	38	350	10	38	509	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	31	20	29	22	15	80	40	369	11	44	577	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	20	29	22	15	80	40	369	11	44	577	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:	31	20	29	22	15	80	40	369	11	44	577	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.84	0.84	0.84	0.92	0.92	0.92	0.95	0.95	0.95
Lanes:	0.39	0.25	0.36	0.19	0.13	0.68	0.10	0.88	0.02	0.07	0.91	0.02
Final Sat.:	613	401	570	298	204	1098	168	1534	44	124	1648	39
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.07	0.07	0.07	0.24	0.24	0.24	0.35	0.35	0.35
Crit Moves:					****						****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.72	0.72	0.72	0.72	0.72	0.72
Volume/Cap:	0.34	0.34	0.34	0.49	0.49	0.49	0.34	0.34	0.34	0.49	0.49	0.49
Delay/Veh:	23.7	23.7	23.7	25.0	25.0	25.0	3.3	3.3	3.3	4.0	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	23.7	23.7	25.0	25.0	25.0	3.3	3.3	3.3	4.0	4.0	4.0
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	3	3	3	3	3	3	6	6	6

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2014)
Evening Peak Hour - With Improvements

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	8
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	24	43	35	14	41	53	68	466	26	27	295	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	43	35	14	41	53	68	466	26	27	295	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:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	27	48	39	16	46	59	73	504	28	30	328	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	48	39	16	46	59	73	504	28	30	328	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:	27	48	39	16	46	59	73	504	28	30	328	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.89	0.89	0.89	0.91	0.91	0.91	0.94	0.94	0.94
Lanes:	0.24	0.42	0.34	0.13	0.38	0.49	0.12	0.83	0.05	0.08	0.90	0.02
Final Sat.:	393	705	573	221	647	821	210	1446	82	147	1593	44
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.07	0.07	0.07	0.35	0.35	0.35	0.21	0.21	0.21
Crit Moves:					****			****				
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.72	0.72	0.72	0.72	0.72	0.72
Volume/Cap:	0.46	0.46	0.46	0.49	0.49	0.49	0.49	0.49	0.49	0.29	0.29	0.29
Delay/Veh:	24.7	24.7	24.7	25.0	25.0	25.0	3.9	3.9	3.9	3.1	3.1	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	24.7	24.7	25.0	25.0	25.0	3.9	3.9	3.9	3.1	3.1	3.1
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	5	5	5	3	3	3

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Morning Peak Hour

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.910
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.8
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	37	43	15	3	32	83	97	254	43	23	442	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	43	15	3	32	83	97	254	43	23	442	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:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	74	86	30	5	50	127	116	304	52	26	490	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	86	30	5	50	127	116	304	52	26	490	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:	74	86	30	5	50	127	116	304	52	26	490	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:	0.39	0.45	0.16	0.03	0.27	0.70	0.25	0.64	0.11	0.05	0.91	0.04
Final Sat.:	179	208	73	12	131	335	141	368	63	28	539	23
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.38	0.38	0.38	0.83	0.83	0.83	0.91	0.91	0.91
Crit Moves:	****					****		****				****
Delay/Veh:	14.5	14.5	14.5	13.4	13.4	13.4	29.7	29.7	29.7	40.9	40.9	40.9
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:	14.5	14.5	14.5	13.4	13.4	13.4	29.7	29.7	29.7	40.9	40.9	40.9
LOS by Move:	B	B	B	B	B	B	D	D	D	E	E	E
ApproachDel:		14.5			13.4			29.7			40.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.5			13.4			29.7			40.9	
LOS by Appr:		B			B			D			E	
AllWayAvgQ:	0.5	0.5	0.5	0.5	0.5	0.5	3.3	3.3	3.3	5.2	5.2	5.2

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Evening Peak Hour

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.5
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	10	15	7	7	13	31	29	442	20	6	272	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	15	7	7	13	31	29	442	20	6	272	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	14	21	10	8	14	34	32	480	22	6	284	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	21	10	8	14	34	32	480	22	6	284	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	21	10	8	14	34	32	480	22	6	284	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.06	0.90	0.04	0.02	0.97	0.01
Final Sat.:	173	260	121	80	149	355	47	712	33	16	720	3
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.10	0.10	0.10	0.67	0.67	0.67	0.39	0.39	0.39
Crit Moves:		****			****				****			****
Delay/Veh:	9.1	9.1	9.1	8.9	8.9	8.9	16.0	16.0	16.0	10.7	10.7	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	8.9	8.9	8.9	16.0	16.0	16.0	10.7	10.7	10.7
LOS by Move:	A	A	A	A	A	A	C	C	C	B	B	B
ApproachDel:		9.1			8.9			16.0			10.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.1			8.9			16.0			10.7	
LOS by Appr:		A			A			C			B	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	1.9	1.9	1.9	0.6	0.6	0.6

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Morning Peak Hour - With Improvements

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

****

Intersection #13 2nd Street (NS) at County Line Road (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	37	43	15	3	32	83	97	254	43	23	442	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	43	15	3	32	83	97	254	43	23	442	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:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	74	86	30	5	50	127	116	304	52	26	490	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	86	30	5	50	127	116	304	52	26	490	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:	74	86	30	5	50	127	116	304	52	26	490	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.90	0.90	0.90	0.78	0.78	0.78	0.97	0.97	0.97
Lanes:	0.39	0.45	0.16	0.03	0.27	0.70	0.25	0.64	0.11	0.05	0.91	0.04
Final Sat.:	594	690	241	44	467	1195	363	950	163	88	1677	73
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.11	0.11	0.11	0.32	0.32	0.32	0.29	0.29	0.29
Crit Moves:		****						****				
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.51	0.51	0.51	0.44	0.44	0.44	0.51	0.51	0.51	0.47	0.47	0.47
Delay/Veh:	20.9	20.9	20.9	20.0	20.0	20.0	6.7	6.7	6.7	6.3	6.3	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	20.9	20.0	20.0	20.0	6.7	6.7	6.7	6.3	6.3	6.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	3	3	3	5	5	5	6	6	6

****

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2014)
Evening Peak Hour - With Improvements

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7	7	7				7	7	7				7	7	7				7	7	7			
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	10	15	7				7	13	31				29	438	20				6	269	1			
Growth Adj:	1.01	1.01	1.01				1.01	1.01	1.01				1.01	1.01	1.01				1.01	1.01	1.01			
Initial Bse:	10	15	7				7	13	31				29	442	20				6	272	1			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	10	15	7				7	13	31				29	442	20				6	272	1			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.73	0.73	0.73				0.91	0.91	0.91				0.92	0.92	0.92				0.96	0.96	0.96			
PHF Volume:	14	21	10				8	14	34				32	480	22				6	284	1			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	14	21	10				8	14	34				32	480	22				6	284	1			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	14	21	10				8	14	34				32	480	22				6	284	1			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.86	0.86	0.86				0.87	0.87	0.87				0.97	0.97	0.97				0.99	0.99	0.99			
Lanes:	0.31	0.47	0.22				0.14	0.25	0.61				0.06	0.90	0.04				0.02	0.97	0.01			
Final Sat.:	510	765	357				228	424	1010				110	1654	76				41	1835	7			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.03	0.03				0.03	0.03	0.03				0.29	0.29	0.29				0.15	0.15	0.15			
Crit Moves:								****						****										
Green/Cycle:	0.12	0.12	0.12				0.12	0.12	0.12				0.75	0.75	0.75				0.75	0.75	0.75			
Volume/Cap:	0.23	0.23	0.23				0.29	0.29	0.29				0.39	0.39	0.39				0.21	0.21	0.21			
Delay/Veh:	24.7	24.7	24.7				25.1	25.1	25.1				2.8	2.8	2.8				2.3	2.3	2.3			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	24.7	24.7	24.7				25.1	25.1	25.1				2.8	2.8	2.8				2.3	2.3	2.3			
LOS by Move:	C	C	C				C	C	C				A	A	A				A	A	A			
HCM2kAvgQ:	1	1	1				1	1	1				4	4	4				2	2	2			

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Morning Peak Hour

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

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.1
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	54	8	12	34	66	74	209	13	16	371	13
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	20	55	8	12	34	67	75	211	13	16	375	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	55	8	12	34	67	75	211	13	16	375	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:	0.79	0.79	0.79	0.76	0.76	0.76	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	26	69	10	16	45	88	94	265	16	19	431	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	69	10	16	45	88	94	265	16	19	431	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:	26	69	10	16	45	88	94	265	16	19	431	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.66	0.10	0.26	0.74	1.00	0.25	0.71	0.04	0.04	0.93	0.03
Final Sat.:	121	328	49	124	350	532	163	462	29	27	628	22
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.13	0.13	0.17	0.57	0.57	0.57	0.69	0.69	0.69
Crit Moves:		****				****	****			****		
Delay/Veh:	10.8	10.8	10.8	10.5	10.5	9.8	14.8	14.8	14.8	18.0	18.0	18.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	10.5	10.5	9.8	14.8	14.8	14.8	18.0	18.0	18.0
LOS by Move:	B	B	B	B	B	A	B	B	B	C	C	C
ApproachDel:		10.8			10.0			14.8			18.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			10.0			14.8			18.0	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.2	1.2	1.2	1.2	1.9	1.9	1.9

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Evening Peak Hour

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

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.5
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	66	13	15	33	47	70	348	29	8	211	8
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	16	67	13	15	33	47	71	351	29	8	213	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	67	13	15	33	47	71	351	29	8	213	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.82	0.82	0.82	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	17	70	14	18	41	58	76	378	31	9	237	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	70	14	18	41	58	76	378	31	9	237	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:	17	70	14	18	41	58	76	378	31	9	237	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:	0.17	0.69	0.14	0.31	0.69	1.00	0.16	0.78	0.06	0.03	0.93	0.04
Final Sat.:	92	378	75	156	343	566	114	566	47	24	625	24
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.12	0.12	0.10	0.67	0.67	0.67	0.38	0.38	0.38
Crit Moves:		****			****			****			****	
Delay/Veh:	10.1	10.1	10.1	10.0	10.0	9.0	16.6	16.6	16.6	11.0	11.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	10.1	10.0	10.0	9.0	16.6	16.6	16.6	11.0	11.0	11.0
LOS by Move:	B	B	B	B	B	A	C	C	C	B	B	B
ApproachDel:		10.1			9.5			16.6			11.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			9.5			16.6			11.0	
LOS by Appr:		B			A			C			B	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	1.8	1.8	1.8	0.5	0.5	0.5

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Morning Peak Hour

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

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.7
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	27	26	6	20	22	107	46	140	15	16	282	17
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	27	26	6	20	22	108	46	141	15	16	285	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	26	6	20	22	108	46	141	15	16	285	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.65	0.65	0.65	0.76	0.76	0.76	0.89	0.89	0.89
PHF Volume:	35	34	8	31	34	165	61	186	20	18	322	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	34	8	31	34	165	61	186	20	18	322	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:	35	34	8	31	34	165	61	186	20	18	322	19
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.44	0.10	0.13	0.15	0.72	0.23	0.70	0.07	0.05	0.90	0.05
Final Sat.:	248	239	55	86	95	461	151	458	49	35	613	37
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.36	0.36	0.36	0.41	0.41	0.41	0.53	0.53	0.53
Crit Moves:	****				****			****			****	
Delay/Veh:	9.7	9.7	9.7	10.7	10.7	10.7	11.4	11.4	11.4	13.1	13.1	13.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	10.7	10.7	10.7	11.4	11.4	11.4	13.1	13.1	13.1
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:		9.7			10.7			11.4			13.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			10.7			11.4			13.1	
LOS by Appr:		A			B			B			B	
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.4	0.4	0.6	0.6	0.6	1.0	1.0	1.0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Evening Peak Hour

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

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.5
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	54	15	7	49	43	69	277	24	6	160	16
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	11	55	15	7	49	43	70	280	24	6	162	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	55	15	7	49	43	70	280	24	6	162	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
PHF Volume:	12	60	17	8	54	47	80	320	28	7	178	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	60	17	8	54	47	80	320	28	7	178	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:	12	60	17	8	54	47	80	320	28	7	178	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.67	0.19	0.07	0.50	0.43	0.19	0.75	0.06	0.03	0.88	0.09
Final Sat.:	82	402	112	44	307	269	141	564	49	23	619	62
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.18	0.18	0.18	0.57	0.57	0.57	0.29	0.29	0.29
Crit Moves:		****			****			****			****	
Delay/Veh:	9.3	9.3	9.3	9.2	9.2	9.2	13.3	13.3	13.3	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	9.3	9.2	9.2	9.2	13.3	13.3	13.3	9.7	9.7	9.7
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		9.3			9.2			13.3			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			9.2			13.3			9.7	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	1.2	1.2	1.2	0.4	0.4	0.4

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Morning Peak Hour

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

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.133
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	8	7	2	5	4	25	18	55	3	0	68	8
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	8	7	2	5	4	25	18	56	3	0	69	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	7	2	5	4	25	18	56	3	0	69	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:	0.71	0.71	0.71	0.71	0.71	0.71	0.68	0.68	0.68	0.79	0.79	0.79
PHF Volume:	11	10	3	7	6	36	27	82	4	0	87	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	10	3	7	6	36	27	82	4	0	87	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:	11	10	3	7	6	36	27	82	4	0	87	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.41	0.12	0.15	0.12	0.73	0.24	0.72	0.04	0.00	0.89	0.11
Final Sat.:	367	321	92	128	102	639	201	614	33	0	771	91
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.06	0.06	0.06	0.13	0.13	0.13	xxxx	0.11	0.11
Crit Moves:	****				****		****				****	
Delay/Veh:	7.5	7.5	7.5	7.2	7.2	7.2	7.8	7.8	7.8	0.0	7.6	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	7.5	7.2	7.2	7.2	7.8	7.8	7.8	0.0	7.6	7.6
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:		7.5			7.2			7.8			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			7.2			7.8			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2014)
Evening Peak Hour

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

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.195
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.8
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	4	5	0	8	5	29	60	89	4	0	40	5
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	4	5	0	8	5	29	61	90	4	0	40	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	5	0	8	5	29	61	90	4	0	40	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.45	0.45	0.45	0.81	0.81	0.81	0.93	0.93	0.93	0.80	0.80	0.80
PHF Volume:	9	11	0	10	6	36	65	96	4	0	50	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	11	0	10	6	36	65	96	4	0	50	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	11	0	10	6	36	65	96	4	0	50	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.56	0.00	0.19	0.12	0.69	0.39	0.58	0.03	0.00	0.89	0.11
Final Sat.:	339	424	0	163	102	590	333	494	22	0	755	94
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	xxxx	0.06	0.06	0.06	0.19	0.19	0.19	xxxx	0.07	0.07
Crit Moves:	****			****				****			****	
Delay/Veh:	7.6	7.6	0.0	7.3	7.3	7.3	8.2	8.2	8.2	0.0	7.4	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	0.0	7.3	7.3	7.3	8.2	8.2	8.2	0.0	7.4	7.4
LOS by Move:	A	A	*	A	A	A	A	A	A	*	A	A
ApproachDel:		7.6			7.3			8.2			7.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.6			7.3			8.2			7.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

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

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Existing Plus Ambient Growth Plus Project (2015)

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 133.3 Worst Case Level Of Service: F[475.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	202	2	22	0	133	10	367	93	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	202	2	22	0	133	10	367	93	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	269	3	30	0	201	15	472	119	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	269	3	30	0	201	15	472	119	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1272	1280	119	xxxx	xxxx	xxxxx	216	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	187	167	938	xxxx	xxxx	xxxxx	1365	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	137	109	938	xxxx	xxxx	xxxxx	1365	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.97	0.02	0.03	xxxx	xxxx	xxxx	0.35	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	1.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	136	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	21.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	527.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			475.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour

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

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Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

****

Average Delay (sec/veh): 244.6 Worst Case Level Of Service: F[375.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 1	0 0	1	0 0	0 1	0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	610	1	34	0	48	9	213	47	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	610	1	34	0	48	9	213	47	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	683	1	38	0	65	12	261	57	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	683	1	38	0	65	12	261	57	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	651	657	57	xxxx	xxxx	xxxxx	78	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	437	387	1014	xxxx	xxxx	xxxxx	1534	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	380	321	1014	xxxx	xxxx	xxxxx	1534	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.80	0.00	0.04	xxxx	xxxx	xxxx	0.17	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	xxxxx	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	xxxx	xxxxx	379	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	43.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	396.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			375.9			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour - With Improvements

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.8
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	202	2	22	0	133	10	367	93	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	202	2	22	0	133	10	367	93	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	269	3	30	0	201	15	472	119	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	269	3	30	0	201	15	472	119	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	269	3	30	0	201	15	472	119	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	0.87	0.87	0.85	1.00	0.99	0.99	0.62	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.93	0.07	1.00	1.00	0.00
Final Sat.:	0	0	0	1629	16	1615	0	1747	134	1186	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.02	0.00	0.12	0.12	0.40	0.06	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.61	0.61	0.61	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.65	0.65	0.07	0.00	0.19	0.19	0.65	0.10	0.00
Delay/Veh:	0.0	0.0	0.0	23.6	23.6	17.1	0.0	5.2	5.2	9.6	4.8	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	23.6	23.6	17.1	0.0	5.2	5.2	9.6	4.8	0.0
LOS by Move:	A	A	A	C	C	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	6	0	0	2	2	7	1	0

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour - With Improvements

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	610	1	34	0	48	9	213	47	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	610	1	34	0	48	9	213	47	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	683	1	38	0	65	12	261	57	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	683	1	38	0	65	12	261	57	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	683	1	38	0	65	12	261	57	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	0.86	0.86	0.85	1.00	0.98	0.98	0.71	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.84	0.16	1.00	1.00	0.00
Final Sat.:	0	0	0	1627	3	1615	0	1560	299	1351	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.42	0.02	0.00	0.04	0.04	0.19	0.03	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.59	0.59	0.59	0.00	0.27	0.27	0.27	0.27	0.00
Volume/Cap:	0.00	0.00	0.00	0.71	0.71	0.04	0.00	0.15	0.15	0.71	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	11.0	11.0	5.1	0.0	16.7	16.7	25.8	16.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.0	11.0	5.1	0.0	16.7	16.7	25.8	16.4	0.0
LOS by Move:	A	A	A	B	B	A	A	B	B	C	B	A
HCM2kAvgQ:	0	0	0	10	10	0	0	1	1	6	1	0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.059
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	49.0
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	188	208	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	71	7	196	0	387	51	192	212	0
Added Vol:	0	0	0	12	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	83	7	196	0	387	51	192	212	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	132	11	309	0	559	74	246	272	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	132	11	309	0	559	74	246	272	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	132	11	309	0	559	74	246	272	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.92	0.08	1.00	0.00	0.88	0.12	0.47	0.53	0.00
Final Sat.:	0	0	0	426	36	541	0	528	70	271	300	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.31	0.31	0.57	xxxx	1.06	1.06	0.91	0.91	xxxx
Crit Moves:						****			****		****	
Delay/Veh:	0.0	0.0	0.0	13.7	13.7	17.4	0.0	77.4	77.4	42.8	42.8	0.0
Delay Adj:	1.00	1.00	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	13.7	13.7	17.4	0.0	77.4	77.4	42.8	42.8	0.0
LOS by Move:	*	*	*	B	B	C	*	F	F	E	E	*
ApproachDel:	xxxxxx			16.2			77.4			42.8		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			16.2			77.4			42.8		
LOS by Appr:	*			C			F			E		
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.4	1.2	11.3	11.3	11.3	5.3	5.3	5.3

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.2
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	334	77	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	350	4	42	0	53	34	341	79	0
Added Vol:	0	0	0	41	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	391	4	42	0	53	34	341	79	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	415	4	44	0	62	40	375	86	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	415	4	44	0	62	40	375	86	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	415	4	44	0	62	40	375	86	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.61	0.39	0.81	0.19	0.00
Final Sat.:	0	0	0	539	6	662	0	351	223	507	117	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.77	0.77	0.07	xxxx	0.18	0.18	0.74	0.74	xxxx
Crit Moves:				****					****	****		
Delay/Veh:	0.0	0.0	0.0	26.7	26.7	8.4	0.0	10.0	10.0	22.2	22.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.7	26.7	8.4	0.0	10.0	10.0	22.2	22.2	0.0
LOS by Move:	*	*	*	D	D	A	*	A	A	C	C	*
ApproachDel:	xxxxxx			24.9			10.0			22.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			24.9			10.0			22.2		
LOS by Appr:	*			C			A			C		
AllWayAvgQ:	0.0	0.0	0.0	2.6	2.6	0.1	0.2	0.2	0.2	2.3	2.3	2.3

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.2
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	0	1 0	0 0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	188	208	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	71	7	196	0	387	51	192	212	0
Added Vol:	0	0	0	12	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	83	7	196	0	387	51	192	212	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	132	11	309	0	559	74	246	272	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	132	11	309	0	559	74	246	272	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	132	11	309	0	559	74	246	272	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	0.96	0.96	0.85	1.00	0.98	0.98	0.66	0.66	1.00
Lanes:	0.00	0.00	0.00	0.92	0.08	1.00	0.00	0.88	0.12	0.47	0.53	0.00
Final Sat.:	0	0	0	1673	143	1615	0	1652	218	594	658	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.19	0.00	0.34	0.34	0.41	0.41	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.59	0.59	0.59	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.29	0.29	0.70	0.00	0.57	0.57	0.70	0.70	0.00
Delay/Veh:	0.0	0.0	0.0	17.5	17.5	24.4	0.0	8.2	8.2	11.4	11.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.5	17.5	24.4	0.0	8.2	8.2	11.4	11.4	0.0
LOS by Move:	A	A	A	B	B	C	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	2	2	7	0	8	8	8	8	0

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	334	77	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	350	4	42	0	53	34	341	79	0
Added Vol:	0	0	0	41	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	391	4	42	0	53	34	341	79	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	415	4	44	0	62	40	375	86	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	415	4	44	0	62	40	375	86	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	415	4	44	0	62	40	375	86	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	0.87	0.87	0.85	1.00	0.95	0.95	0.69	0.69	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.61	0.39	0.81	0.19	0.00
Final Sat.:	0	0	0	1628	17	1615	0	1102	699	1065	246	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.25	0.03	0.00	0.06	0.06	0.35	0.35	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.50	0.50	0.50	0.50	0.00
Volume/Cap:	0.00	0.00	0.00	0.70	0.70	0.08	0.00	0.11	0.11	0.70	0.70	0.00
Delay/Veh:	0.0	0.0	0.0	20.0	20.0	12.5	0.0	7.9	7.9	14.8	14.8	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	20.0	20.0	12.5	0.0	7.9	7.9	14.8	14.8	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	8	8	1	0	1	1	8	8	0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour

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

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: A[7.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 0	1 0	0	0 1 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	4	1	16	7	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	4	1	16	7	0
Added Vol:	0	0	0	0	0	0	0	0	0	36	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	4	1	52	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.42	0.42	0.57	0.57	1.00
PHF Volume:	0	0	0	0	0	0	0	10	2	91	12	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	10	2	91	12	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	12	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	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	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour

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

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Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

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Average Delay (sec/veh): 4.9 Worst Case Level Of Service: A[7.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 1 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	9	0	11	3	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	9	0	11	3	0
Added Vol:	0	0	0	0	0	0	0	0	0	24	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	9	0	35	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45	0.70	0.70	1.00
PHF Volume:	0	0	0	0	0	0	0	20	0	50	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	20	0	50	4	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1609	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1609	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	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	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

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

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour

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

****

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

****

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[15.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	7 0	236		0 0	0		37	288	0	0	435	577
Growth Adj:	1.02 1.02	1.02		1.02 1.02	1.02		1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	7 0	241		0 0	0		38	294	0	0	444	589
Added Vol:	0 0	0		0 0	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	7 0	241		0 0	0		38	294	0	0	444	589
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77 0.77	0.77		1.00 1.00	1.00		0.81	0.81	1.00	1.00	0.74	0.74
PHF Volume:	9 0	313		0 0	0		46	361	0	0	601	797
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
FinalVolume:	9 0	313		0 0	0		46	361	0	0	601	797
Critical Gap Module:												
Critical Gp:	6.4 6.5	6.2		xxxxx xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5 4.0	3.3		xxxxx xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1454 1853	361		xxxx xxxx	xxxxx		1399	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	145 75	688		xxxx xxxx	xxxxx		495	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	134 68	688		xxxx xxxx	xxxxx		495	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.07 0.00	0.46		xxxx xxxx	xxxx		0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	2.4		xxxx xxxx	xxxxx		0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx xxxx	14.5		xxxxx xxxx	xxxxx		13.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	* *	B		* *	*		B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	134 xxxx xxxxx			xxxx xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2 xxxx xxxxx			xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	33.8 xxxx xxxxx			xxxxx xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D *	*		* *	*		*	*	*	*	*	*
ApproachDel:	15.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

****

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

****

JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour

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

****

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

****

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[17.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	1	0 0 0	0	0	1 0 1	0	0	0 0 1	0	1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	4	2	189	0	0	0	16	621	0	0	273	291
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	189	0	0	0	16	621	0	0	273	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:	0.94	0.94	0.94	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92
PHF Volume:	4	2	202	0	0	0	17	636	0	0	298	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	2	202	0	0	0	17	636	0	0	298	317
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1126	1285	636	xxxx	xxxx	xxxxx	616	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	229	166	482	xxxx	xxxx	xxxxx	974	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	226	163	482	xxxx	xxxx	xxxxx	974	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.42	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.0	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	17.8	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	200	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	23.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour - With Improvements

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.5
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0 0	1	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	7	0	241	0	0	0	38	294	0	0	444	589
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	241	0	0	0	38	294	0	0	444	589
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	1.00	1.00	1.00	0.81	0.81	1.00	1.00	0.74	0.74
PHF Volume:	9	0	313	0	0	0	46	361	0	0	601	797
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	313	0	0	0	46	361	0	0	601	797
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	0	313	0	0	0	46	361	0	0	601	797
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	1.00	1.00	1.00	0.35	1.00	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1640	0	1615	0	0	0	663	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.19	0.00	0.00	0.00	0.07	0.19	0.00	0.00	0.32	0.49
Crit Moves:			****									****
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.62	0.62	0.00	0.00	0.62	0.62
Volume/Cap:	0.02	0.00	0.79	0.00	0.00	0.00	0.11	0.31	0.00	0.00	0.51	0.79
Delay/Veh:	17.3	0.0	31.8	0.0	0.0	0.0	4.7	5.4	0.0	0.0	6.6	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:	17.3	0.0	31.8	0.0	0.0	0.0	4.7	5.4	0.0	0.0	6.6	12.9
LOS by Move:	B	A	C	A	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	8	0	0	0	0	3	0	0	7	13

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour - With Improvements

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	4	2	189	0	0	0	16	621	0	0	273	291
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	189	0	0	0	16	621	0	0	273	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:	0.94	0.94	0.94	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92
PHF Volume:	4	2	202	0	0	0	17	636	0	0	298	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	202	0	0	0	17	636	0	0	298	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2	202	0	0	0	17	636	0	0	298	317
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	1.00	1.00	1.00	0.57	1.00	1.00	1.00	1.00	0.85
Lanes:	0.67	0.33	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1263	631	1615	0	0	0	1077	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.12	0.00	0.00	0.00	0.02	0.33	0.00	0.00	0.16	0.20
Crit Moves:			****					****				
Green/Cycle:	0.24	0.24	0.24	0.00	0.00	0.00	0.63	0.63	0.00	0.00	0.63	0.63
Volume/Cap:	0.01	0.01	0.53	0.00	0.00	0.00	0.02	0.53	0.00	0.00	0.25	0.31
Delay/Veh:	17.6	17.6	21.5	0.0	0.0	0.0	4.2	6.6	0.0	0.0	4.9	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:	17.6	17.6	21.5	0.0	0.0	0.0	4.2	6.6	0.0	0.0	4.9	5.3
LOS by Move:	B	B	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	4	0	0	0	0	7	0	0	3	3

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour

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

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[11.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	136	315	0	0	398	254
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	139	321	0	0	406	259
Added Vol:	0	0	0	0	0	0	0	12	0	0	0	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	139	333	0	0	406	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.72	1.00	1.00	0.75	0.75
PHF Volume:	0	0	0	0	0	0	193	464	0	0	543	394
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	193	464	0	0	543	394
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	937	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	739	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	739	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour

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

****

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	18	359	0	0	429	175
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	18	366	0	0	438	179
Added Vol:	0	0	0	0	0	0	0	41	0	0	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	18	407	0	0	438	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	1.00	1.00	0.99	0.99
PHF Volume:	0	0	0	0	0	0	21	466	0	0	443	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	21	466	0	0	443	205
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	649	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	947	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	947	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour

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

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: B[14.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 0		0 0 0	0 0		0 1 0	0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	390	0	0	0	0	1	50	0	0	0	92
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	398	0	0	0	0	1	51	0	0	0	94
Added Vol:	0	0	0	0	0	0	0	19	0	0	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	398	0	0	0	0	1	70	0	0	0	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	0.80	0.80	1.00	1.00	1.00	0.80	0.80	1.00	1.00	1.00	0.89
PHF Volume:	0	498	0	0	0	0	1	88	0	0	0	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	498	0	0	0	0	1	88	0	0	0	168
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	582	498	xxxxx	xxxx	xxxx	498
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	427	477	xxxxx	xxxx	xxxx	576
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	303	477	xxxxx	xxxx	xxxx	576
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.18	xxxx	xxxx	xxxx	0.29
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.2
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.8
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	473	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.4			13.8		
ApproachLOS:	*			*			B			B		

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour

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

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Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

****

Average Delay (sec/veh): 7.7 Worst Case Level Of Service: C[18.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1	0	0 0 0	0	0	0 0	1	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	410	2	0	0	0	0	134	0	0	0	107
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	418	2	0	0	0	0	137	0	0	0	109
Added Vol:	0	0	0	0	0	0	0	62	0	0	0	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	418	2	0	0	0	0	199	0	0	0	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.91	0.91	1.00	1.00	1.00	0.84	0.84	1.00	1.00	1.00	0.84
PHF Volume:	0	459	2	0	0	0	0	237	0	0	0	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	459	2	0	0	0	0	237	0	0	0	174
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	461	xxxxx	xxxx	xxxx	460
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	500	xxxxx	xxxx	xxxx	606
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	500	xxxxx	xxxx	xxxx	606
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.47	xxxx	xxxx	xxxx	0.29
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	2.5	xxxxx	xxxx	xxxx	1.2
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.5	xxxxx	xxxxx	xxxx	13.3
LOS by Move:	*	*	*	*	*	*	*	C	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			18.5			13.3		
ApproachLOS:	*			*			C			B		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour

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

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[8.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	9	0	0	0	0	6	0	0	19	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	9	0	0	0	0	6	0	0	19	0
Added Vol:	0	0	12	0	0	0	0	0	0	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	21	0	0	0	0	6	0	0	55	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	1.00	0.56	1.00	1.00	1.00	1.00	0.75	1.00	1.00	0.48	1.00
PHF Volume:	0	0	38	0	0	0	0	8	0	0	117	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	38	0	0	0	0	8	0	0	117	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1080	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1080	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour

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

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Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

****

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: A[8.7]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	0	0	0 0 1	0	0
Volume Module:												
Base Vol:	2	0	22	0	0	0	0	8	0	0	13	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	2	0	22	0	0	0	0	8	0	0	13	0
Added Vol:	0	0	41	0	0	0	0	0	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	63	0	0	0	0	8	0	0	37	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	1.00	0.67	1.00	1.00	1.00	1.00	0.40	1.00	1.00	0.65	1.00
PHF Volume:	3	0	95	0	0	0	0	20	0	0	57	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	95	0	0	0	0	20	0	0	57	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	78	78	20	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	930	816	1063	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	930	816	1063	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1058	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour

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

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	1	0	1		1	0	1	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	92		160		49		29		69		153		108		327		52		22		777		86	
Growth Adj:	1.02		1.02		1.02		1.02		1.02		1.02		1.02		1.02		1.02		1.02		1.02		1.02	
Initial Bse:	94		163		50		30		70		156		110		334		53		22		793		88	
Added Vol:	0		5		0		0		2		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	94		168		50		30		72		156		110		334		53		22		793		88	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.72		0.72		0.72		0.86		0.86		0.86		0.81		0.81		0.81		0.73		0.73		0.73	
PHF Volume:	131		235		70		34		84		181		137		414		66		31		1081		120	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	131		235		70		34		84		181		137		414		66		31		1081		120	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	131		235		70		34		84		181		137		414		66		31		1081		120	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.70		0.92		0.92		0.55		1.00		0.85		0.21		1.00		0.85		0.47		0.94		0.94	
Lanes:	1.00		1.54		0.46		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.80		0.20	
Final Sat.:	1326		2688		799		1051		1900		1615		395		1900		1615		899		3202		354	
Capacity Analysis Module:																								
Vol/Sat:	0.10		0.09		0.09		0.03		0.04		0.11		0.35		0.22		0.04		0.03		0.34		0.34	
Crit Moves:											****		****											
Green/Cycle:	0.21		0.21		0.21		0.21		0.21		0.21		0.65		0.65		0.65		0.65		0.65		0.65	
Volume/Cap:	0.46		0.41		0.41		0.15		0.21		0.53		0.53		0.33		0.06		0.05		0.52		0.52	
Delay/Veh:	21.9		20.8		20.8		19.6		19.7		22.5		7.5		4.7		3.8		3.8		5.6		5.6	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	21.9		20.8		20.8		19.6		19.7		22.5		7.5		4.7		3.8		3.8		5.6		5.6	
LOS by Move:	C		C		C		B		B		C		A		A		A		A		A		A	
HCM2kAvgQ:	3		3		3		1		1		4		2		4		0		0		7		7	

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour

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

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	96	111	89	61	104	88	102	550	120	61	395	43
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	98	113	91	62	106	90	104	561	122	62	403	44
Added Vol:	0	3	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	116	91	62	111	90	104	561	122	62	403	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.87	0.87	0.87	0.95	0.95	0.95	0.90	0.90	0.90
PHF Volume:	105	124	97	72	128	104	109	590	129	69	446	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	124	97	72	128	104	109	590	129	69	446	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	124	97	72	128	104	109	590	129	69	446	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.89	0.89	0.61	1.00	0.85	0.48	1.00	0.85	0.36	0.94	0.94
Lanes:	1.00	1.12	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.80	0.20
Final Sat.:	1265	1893	1479	1165	1900	1615	910	1900	1615	690	3207	349
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.06	0.07	0.06	0.12	0.31	0.08	0.10	0.14	0.14
Crit Moves:	****							****				
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.68	0.68	0.68	0.68	0.68	0.68
Volume/Cap:	0.45	0.36	0.36	0.34	0.37	0.35	0.18	0.45	0.12	0.15	0.20	0.20
Delay/Veh:	23.3	21.8	21.8	22.3	22.2	22.2	3.5	4.6	3.3	3.5	3.5	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	21.8	21.8	22.3	22.2	22.2	3.5	4.6	3.3	3.5	3.5	3.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	1	5	1	1	2	2

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour

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

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.4
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	1 0	1	1 1	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	69	245	186	16	25	295	133	176	9	16	272	25
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	70	250	190	16	26	301	136	180	9	16	277	26
Added Vol:	36	14	5	0	5	0	0	0	12	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	264	195	16	31	301	136	180	21	18	277	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:	0.86	0.86	0.86	0.89	0.89	0.89	0.76	0.76	0.76	0.68	0.68	0.68
PHF Volume:	124	308	227	18	34	337	178	235	28	27	411	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	308	227	18	34	337	178	235	28	27	411	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:	124	308	227	18	34	337	178	235	28	27	411	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.92	0.92	0.92	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.21	1.60	0.19	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2121	2807	331	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.14	0.01	0.02	0.21	0.08	0.08	0.08	0.02	0.22	0.02
Crit Moves:			****	****				****			****	
Green/Cycle:	0.15	0.20	0.20	0.12	0.16	0.28	0.12	0.12	0.12	0.30	0.30	0.30
Volume/Cap:	0.45	0.43	0.71	0.09	0.11	0.75	0.71	0.71	0.71	0.05	0.71	0.08
Delay/Veh:	24.4	21.6	30.0	23.8	21.6	26.4	29.5	29.5	29.5	14.9	22.9	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:	24.4	21.6	30.0	23.8	21.6	26.4	29.5	29.5	29.5	14.9	22.9	15.0
LOS by Move:	C	C	C	C	C	C	C	C	C	B	C	B
HCM2kAvgQ:	3	3	6	0	1	8	4	4	4	0	8	1

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour

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

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	1 0	1	1 1	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	42	274	206	23	75	385	204	139	29	31	178	31
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	43	279	210	23	77	393	208	142	30	32	182	32
Added Vol:	24	9	3	0	15	0	0	0	41	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	288	213	23	92	393	208	142	71	37	182	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
PHF Volume:	75	325	240	25	99	426	233	159	79	40	197	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	325	240	25	99	426	233	159	79	40	197	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	325	240	25	99	426	233	159	79	40	197	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.90	0.90	0.90	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.49	1.01	0.50	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2550	1738	865	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.15	0.01	0.05	0.26	0.09	0.09	0.09	0.02	0.10	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.12	0.21	0.21	0.17	0.27	0.43	0.16	0.16	0.16	0.19	0.19	0.19
Volume/Cap:	0.36	0.42	0.69	0.08	0.20	0.61	0.56	0.56	0.56	0.12	0.55	0.11
Delay/Veh:	25.5	20.7	27.7	21.2	17.3	14.9	23.9	23.9	23.9	20.4	24.0	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	20.7	27.7	21.2	17.3	14.9	23.9	23.9	23.9	20.4	24.0	20.4
LOS by Move:	C	C	C	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	3	6	0	2	7	4	4	4	1	4	1

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour

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

****

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

****

Cycle (sec):	0	Critical Vol./Cap.(X):	0.198
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	Level Of Service:	A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	29	2	27	18	12	7	4	0	3	11	38
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	30	2	28	18	12	7	4	0	3	11	39
Added Vol:	0	0	0	19	0	0	0	12	0	0	36	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	2	47	18	12	7	16	0	3	47	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.75	0.75	0.75	0.46	0.46	0.46	0.81	0.81	0.81
PHF Volume:	0	42	3	62	24	16	16	35	0	4	58	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	42	3	62	24	16	16	35	0	4	58	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	42	3	62	24	16	16	35	0	4	58	115
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.94	0.06	0.60	0.24	0.16	0.31	0.69	0.00	0.02	0.33	0.65
Final Sat.:	0	722	50	469	185	123	239	539	0	19	294	583
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.06	0.06	0.13	0.13	0.13	0.07	0.07	xxxx	0.20	0.20	0.20
Crit Moves:		****			****			****			****	
Delay/Veh:	0.0	7.7	7.7	8.1	8.1	8.1	7.8	7.8	0.0	7.8	7.8	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	7.7	8.1	8.1	8.1	7.8	7.8	0.0	7.8	7.8	7.8
LOS by Move:	*	A	A	A	A	A	A	A	*	A	A	A
ApproachDel:		7.7			8.1			7.8			7.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.7			8.1			7.8			7.8	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2

****

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour

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

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.281
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	34	0	44	48	17	15	9	0	3	9	35
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	35	0	45	49	17	15	9	0	3	9	36
Added Vol:	0	0	0	62	0	0	0	41	0	0	24	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	35	0	107	49	17	15	50	0	3	33	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.83	0.83	0.83	0.60	0.60	0.60	0.65	0.65	0.65
PHF Volume:	0	45	0	129	59	21	26	84	0	5	51	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	45	0	129	59	21	26	84	0	5	51	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	45	0	129	59	21	26	84	0	5	51	110
Saturation Flow Module:												
Adjustment:	1.00	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	1.00	0.00	0.62	0.28	0.10	0.23	0.77	0.00	0.03	0.31	0.66
Final Sat.:	0	711	0	461	211	75	169	555	0	23	248	537
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.06	xxxx	0.28	0.28	0.28	0.15	0.15	xxxx	0.20	0.20	0.20
Crit Moves:		****			****			****			****	
Delay/Veh:	0.0	8.0	0.0	9.3	9.3	9.3	8.5	8.5	0.0	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	0.0	9.3	9.3	9.3	8.5	8.5	0.0	8.2	8.2	8.2
LOS by Move:	*	A	*	A	A	A	A	A	*	A	A	A
ApproachDel:		8.0			9.3			8.5			8.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.0			9.3			8.5			8.2	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.4	0.4	0.2	0.2	0.2	0.2	0.2	0.2

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour

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

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec):	75	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.6
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	185	66	12	120	265	96	297	6	54	583	26
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	18	189	67	12	122	270	98	303	6	55	595	27
Added Vol:	0	5	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	194	67	12	124	270	98	303	6	55	595	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	0.67	0.67	0.75	0.75	0.75	0.83	0.83	0.83	0.82	0.82	0.82
PHF Volume:	27	288	100	16	167	362	118	365	7	67	728	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	288	100	16	167	362	118	365	7	67	728	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	288	100	16	167	362	118	365	7	67	728	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.60	0.96	0.96	0.25	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1134	1355	471	477	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.03	0.09	0.22	0.07	0.19	0.00	0.04	0.38	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.47	0.38	0.38	0.62	0.47	0.47
Volume/Cap:	0.09	0.77	0.77	0.12	0.32	0.81	0.41	0.51	0.01	0.11	0.81	0.04
Delay/Veh:	20.3	32.1	32.1	20.8	21.9	36.3	14.2	18.4	14.5	6.8	22.8	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:	20.3	32.1	32.1	20.8	21.9	36.3	14.2	18.4	14.5	6.8	22.8	10.7
LOS by Move:	C	C	C	C	C	D	B	B	B	A	C	B
HCM2kAvgQ:	1	10	10	0	3	10	2	7	0	1	17	0

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour

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

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0 0	1	0	1	0 1	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	18	171	65		40	149	153		163	533	17		62	298	50	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	18	174	66		41	152	156		166	544	17		63	304	51	
Added Vol:	0	3	0		0	5	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	18	177	66		41	157	156		166	544	17		63	304	51	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.93	0.93	0.93		0.94	0.94	0.94		0.92	0.92	0.92	
PHF Volume:	20	196	73		44	169	168		177	580	18		69	329	55	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	196	73		44	169	168		177	580	18		69	329	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:	20	196	73		44	169	168		177	580	18		69	329	55	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.60	0.96	0.96		0.40	1.00	0.85		0.95	1.00	0.85		0.95	1.00	0.85	
Lanes:	1.00	0.73	0.27		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1148	1326	496		766	1900	1615		1805	1900	1615		1805	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.15	0.15		0.06	0.09	0.10		0.10	0.31	0.01		0.04	0.17	0.03	
Crit Moves:		****								****			****			
Green/Cycle:	0.22	0.22	0.22		0.22	0.22	0.22		0.64	0.46	0.46		0.46	0.35	0.35	
Volume/Cap:	0.08	0.66	0.66		0.26	0.40	0.47		0.25	0.66	0.02		0.16	0.50	0.10	
Delay/Veh:	18.6	25.3	25.3		20.0	20.5	21.2		5.2	14.5	8.8		9.4	16.2	13.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	18.6	25.3	25.3		20.0	20.5	21.2		5.2	14.5	8.8		9.4	16.2	13.4	
LOS by Move:	B	C	C		C	C	C		A	B	A		A	B	B	
HCM2kAvgQ:	0	6	6		1	3	3		2	9	0		1	5	1	

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.915
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.7
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	30	19	28	19	13	71	39	354	10	39	514	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	19	28	19	13	71	39	354	10	39	514	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	32	21	29	22	15	81	41	373	11	44	583	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	21	29	22	15	81	41	373	11	44	583	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	21	29	22	15	81	41	373	11	44	583	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.25	0.36	0.18	0.13	0.69	0.10	0.88	0.02	0.07	0.91	0.02
Final Sat.:	194	127	181	100	68	367	63	573	17	48	637	15
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.22	0.22	0.22	0.65	0.65	0.65	0.92	0.92	0.92
Crit Moves:	****			****			****			****		
Delay/Veh:	10.7	10.7	10.7	10.8	10.8	10.8	17.2	17.2	17.2	38.0	38.0	38.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	10.8	10.8	10.8	17.2	17.2	17.2	38.0	38.0	38.0
LOS by Move:	B	B	B	B	B	B	C	C	C	E	E	E
ApproachDel:		10.7			10.8			17.2			38.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			10.8			17.2			38.0	
LOS by Appr:		B			B			C			E	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	1.6	1.6	1.6	5.8	5.8	5.8

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.8
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	8
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	24	44	36	14	42	53	68	470	27	28	298	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	44	36	14	42	53	68	470	27	28	298	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:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	27	48	39	16	47	59	74	509	29	31	332	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	48	39	16	47	59	74	509	29	31	332	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:	27	48	39	16	47	59	74	509	29	31	332	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:	0.24	0.42	0.34	0.13	0.38	0.49	0.12	0.83	0.05	0.08	0.90	0.02
Final Sat.:	121	217	176	69	201	255	83	574	32	52	566	16
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.23	0.23	0.23	0.89	0.89	0.89	0.59	0.59	0.59
Crit Moves:			****	****					****		****	
Delay/Veh:	11.0	11.0	11.0	11.0	11.0	11.0	33.8	33.8	33.8	15.4	15.4	15.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	11.0	11.0	11.0	33.8	33.8	33.8	15.4	15.4	15.4
LOS by Move:	B	B	B	B	B	B	D	D	D	C	C	C
ApproachDel:		11.0			11.0			33.8			15.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			11.0			33.8			15.4	
LOS by Appr:		B			B			D			C	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	4.9	4.9	4.9	1.2	1.2	1.2

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour - With Improvements

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.0
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	30	19	28	19	13	71	39	354	10	39	514	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	19	28	19	13	71	39	354	10	39	514	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	32	21	29	22	15	81	41	373	11	44	583	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	21	29	22	15	81	41	373	11	44	583	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	21	29	22	15	81	41	373	11	44	583	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.84	0.84	0.84	0.92	0.92	0.92	0.95	0.95	0.95
Lanes:	0.39	0.25	0.36	0.18	0.13	0.69	0.10	0.88	0.02	0.07	0.91	0.02
Final Sat.:	613	402	571	298	204	1098	168	1533	44	124	1648	39
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.07	0.07	0.07	0.24	0.24	0.24	0.35	0.35	0.35
Crit Moves:					****						****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.72	0.72	0.72	0.72	0.72	0.72
Volume/Cap:	0.34	0.34	0.34	0.49	0.49	0.49	0.34	0.34	0.34	0.49	0.49	0.49
Delay/Veh:	23.7	23.7	23.7	25.0	25.0	25.0	3.3	3.3	3.3	4.0	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	23.7	23.7	25.0	25.0	25.0	3.3	3.3	3.3	4.0	4.0	4.0
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	3	3	3	3	3	3	6	6	6

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour - With Improvements

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	8
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	24	44	36	14	42	53	68	470	27	28	298	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	44	36	14	42	53	68	470	27	28	298	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:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	27	48	39	16	47	59	74	509	29	31	332	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	48	39	16	47	59	74	509	29	31	332	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:	27	48	39	16	47	59	74	509	29	31	332	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.89	0.89	0.89	0.91	0.91	0.91	0.94	0.94	0.94
Lanes:	0.24	0.42	0.34	0.13	0.38	0.49	0.12	0.83	0.05	0.08	0.90	0.02
Final Sat.:	394	705	574	221	647	821	210	1446	82	147	1592	44
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.07	0.07	0.07	0.35	0.35	0.35	0.21	0.21	0.21
Crit Moves:					****			****				
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.72	0.72	0.72	0.72	0.72	0.72
Volume/Cap:	0.46	0.46	0.46	0.49	0.49	0.49	0.49	0.49	0.49	0.29	0.29	0.29
Delay/Veh:	24.8	24.8	24.8	25.0	25.0	25.0	4.0	4.0	4.0	3.1	3.1	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	24.8	24.8	25.0	25.0	25.0	4.0	4.0	4.0	3.1	3.1	3.1
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	5	5	5	3	3	3

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.926
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.5
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	38	44	15	3	33	84	98	256	44	23	447	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	44	15	3	33	84	98	256	44	23	447	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:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	75	87	30	5	50	129	118	307	53	26	495	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	87	30	5	50	129	118	307	53	26	495	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:	75	87	30	5	50	129	118	307	53	26	495	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:	0.39	0.45	0.16	0.03	0.27	0.70	0.25	0.64	0.11	0.05	0.91	0.04
Final Sat.:	179	208	72	12	131	335	140	366	63	28	535	23
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.38	0.38	0.38	0.84	0.84	0.84	0.93	0.93	0.93
Crit Moves:	****				****			****			****	
Delay/Veh:	14.7	14.7	14.7	13.6	13.6	13.6	31.3	31.3	31.3	43.7	43.7	43.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	14.7	14.7	13.6	13.6	13.6	31.3	31.3	31.3	43.7	43.7	43.7
LOS by Move:	B	B	B	B	B	B	D	D	D	E	E	E
ApproachDel:		14.7			13.6			31.3			43.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.7			13.6			31.3			43.7	
LOS by Appr:		B			B			D			E	
AllWayAvgQ:	0.6	0.6	0.6	0.5	0.5	0.5	3.5	3.5	3.5	5.6	5.6	5.6

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour

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

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Intersection #13 2nd Street (NS) at County Line Road (EW)

****

Cycle (sec):	0	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.7
Optimal Cycle:	0	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	10	15	7	7	13	32	30	447	20	6	274	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	15	7	7	13	32	30	447	20	6	274	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	14	21	10	8	15	35	32	485	22	6	286	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	21	10	8	15	35	32	485	22	6	286	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	21	10	8	15	35	32	485	22	6	286	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.06	0.90	0.04	0.02	0.97	0.01
Final Sat.:	173	259	121	80	148	354	47	711	32	16	718	3
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.10	0.10	0.10	0.68	0.68	0.68	0.40	0.40	0.40
Crit Moves:		****			****			****			****	
Delay/Veh:	9.2	9.2	9.2	8.9	8.9	8.9	16.3	16.3	16.3	10.7	10.7	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	9.2	8.9	8.9	8.9	16.3	16.3	16.3	10.7	10.7	10.7
LOS by Move:	A	A	A	A	A	A	C	C	C	B	B	B
ApproachDel:		9.2			8.9			16.3			10.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.2			8.9			16.3			10.7	
LOS by Appr:		A			A			C			B	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	1.9	1.9	1.9	0.6	0.6	0.6

****

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour - With Improvements

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	38	44	15	3	33	84	98	256	44	23	447	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	44	15	3	33	84	98	256	44	23	447	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:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	75	87	30	5	50	129	118	307	53	26	495	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	87	30	5	50	129	118	307	53	26	495	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:	75	87	30	5	50	129	118	307	53	26	495	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.90	0.90	0.90	0.78	0.78	0.78	0.97	0.97	0.97
Lanes:	0.39	0.45	0.16	0.03	0.27	0.70	0.25	0.64	0.11	0.05	0.91	0.04
Final Sat.:	592	688	240	44	467	1195	363	948	162	88	1675	73
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.11	0.11	0.11	0.32	0.32	0.32	0.30	0.30	0.30
Crit Moves:		****						****				
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.52	0.52	0.52	0.44	0.44	0.44	0.52	0.52	0.52	0.47	0.47	0.47
Delay/Veh:	21.0	21.0	21.0	20.0	20.0	20.0	6.8	6.8	6.8	6.3	6.3	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	21.0	21.0	20.0	20.0	20.0	6.8	6.8	6.8	6.3	6.3	6.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	3	3	3	5	5	5	6	6	6

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

JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour - With Improvements

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	10	15	7	7	13	32	30	447	20	6	274	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	15	7	7	13	32	30	447	20	6	274	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	14	21	10	8	15	35	32	485	22	6	286	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	21	10	8	15	35	32	485	22	6	286	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	21	10	8	15	35	32	485	22	6	286	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.87	0.87	0.87	0.97	0.97	0.97	0.99	0.99	0.99
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.06	0.90	0.04	0.02	0.97	0.01
Final Sat.:	510	765	357	228	424	1010	109	1653	75	41	1835	7
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.03	0.29	0.29	0.29	0.16	0.16	0.16
Crit Moves:					****			****				
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.75	0.75	0.75	0.75	0.75	0.75
Volume/Cap:	0.24	0.24	0.24	0.29	0.29	0.29	0.39	0.39	0.39	0.21	0.21	0.21
Delay/Veh:	24.7	24.7	24.7	25.1	25.1	25.1	2.8	2.8	2.8	2.3	2.3	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	24.7	24.7	25.1	25.1	25.1	2.8	2.8	2.8	2.3	2.3	2.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	4	4	4	2	2	2

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour

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

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	54	8	12	34	66	74	209	13	16	371	13
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	20	55	8	12	35	67	75	213	13	16	378	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	55	8	12	35	67	75	213	13	16	378	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:	0.79	0.79	0.79	0.76	0.76	0.76	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	26	70	10	16	46	89	95	268	17	19	435	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	70	10	16	46	89	95	268	17	19	435	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:	26	70	10	16	46	89	95	268	17	19	435	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.66	0.10	0.26	0.74	1.00	0.25	0.71	0.04	0.04	0.93	0.03
Final Sat.:	121	326	48	123	349	530	163	459	29	27	627	22
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.13	0.13	0.17	0.58	0.58	0.58	0.69	0.69	0.69
Crit Moves:		****				****		****			****	
Delay/Veh:	10.8	10.8	10.8	10.5	10.5	9.8	15.1	15.1	15.1	18.5	18.5	18.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	10.5	10.5	9.8	15.1	15.1	15.1	18.5	18.5	18.5
LOS by Move:	B	B	B	B	B	A	C	C	C	C	C	C
ApproachDel:		10.8			10.1			15.1			18.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			10.1			15.1			18.5	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.2	1.2	1.2	1.2	1.9	1.9	1.9

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour

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

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0 0	0	1	0	0 1	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	16	66	13		15	33	47		70	348	29		8	211	8	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	16	67	13		15	34	48		71	355	30		8	215	8	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	16	67	13		15	34	48		71	355	30		8	215	8	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.82	0.82	0.82		0.93	0.93	0.93		0.90	0.90	0.90	
PHF Volume:	17	71	14		19	41	59		77	381	32		9	239	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	17	71	14		19	41	59		77	381	32		9	239	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:	17	71	14		19	41	59		77	381	32		9	239	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:	0.17	0.69	0.14		0.31	0.69	1.00		0.16	0.78	0.06		0.03	0.93	0.04	
Final Sat.:	91	376	74		155	342	563		114	564	47		24	623	24	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.19	0.19		0.12	0.12	0.10		0.68	0.68	0.68		0.38	0.38	0.38	
Crit Moves:	****					****				****				****		
Delay/Veh:	10.1	10.1	10.1		10.1	10.1	9.0		16.9	16.9	16.9		11.1	11.1	11.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.1	10.1	10.1		10.1	10.1	9.0		16.9	16.9	16.9		11.1	11.1	11.1	
LOS by Move:	B	B	B		B	B	A		C	C	C		B	B	B	
ApproachDel:	10.1				9.5				16.9				11.1			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	10.1				9.5				16.9				11.1			
LOS by Appr:	B				A				C				B			
AllWayAvgQ:	0.2	0.2	0.2		0.1	0.1	0.1		1.8	1.8	1.8		0.5	0.5	0.5	

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour

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

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.9
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	27	26	6	20	22	107	46	140	15	16	282	17
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	28	27	6	20	22	109	47	143	15	16	288	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	27	6	20	22	109	47	143	15	16	288	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.65	0.65	0.65	0.76	0.76	0.76	0.89	0.89	0.89
PHF Volume:	35	34	8	31	34	167	62	188	20	18	325	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	34	8	31	34	167	62	188	20	18	325	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:	35	34	8	31	34	167	62	188	20	18	325	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.44	0.10	0.13	0.15	0.72	0.23	0.70	0.07	0.05	0.90	0.05
Final Sat.:	246	237	55	86	94	460	150	457	49	35	611	37
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.36	0.36	0.36	0.41	0.41	0.41	0.53	0.53	0.53
Crit Moves:			****		****		****				****	
Delay/Veh:	9.7	9.7	9.7	10.7	10.7	10.7	11.5	11.5	11.5	13.3	13.3	13.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	10.7	10.7	10.7	11.5	11.5	11.5	13.3	13.3	13.3
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:		9.7			10.7			11.5			13.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			10.7			11.5			13.3	
LOS by Appr:		A			B			B			B	
AllWayAvgQ:	0.1	0.1	0.1	0.5	0.5	0.5	0.6	0.6	0.6	1.0	1.0	1.0

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour

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

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.6
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	11	54	15	7	49	43	69	277	24	6	160	16
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	11	55	15	7	50	44	70	283	24	6	163	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	55	15	7	50	44	70	283	24	6	163	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
PHF Volume:	12	61	17	8	55	48	81	324	28	7	179	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	61	17	8	55	48	81	324	28	7	179	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:	12	61	17	8	55	48	81	324	28	7	179	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.67	0.19	0.07	0.50	0.43	0.19	0.75	0.06	0.03	0.88	0.09
Final Sat.:	82	401	111	44	306	268	140	562	49	23	618	62
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.18	0.18	0.18	0.58	0.58	0.58	0.29	0.29	0.29
Crit Moves:		****			****			****			****	
Delay/Veh:	9.3	9.3	9.3	9.3	9.3	9.3	13.5	13.5	13.5	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	9.3	9.3	9.3	9.3	13.5	13.5	13.5	9.8	9.8	9.8
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		9.3			9.3			13.5			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			9.3			13.5			9.8	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	1.2	1.2	1.2	0.4	0.4	0.4

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2015)
Morning Peak Hour

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

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.135
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	8	7	2	5	4	25	18	55	3	0	68	8
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	8	7	2	5	4	26	18	56	3	0	69	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	7	2	5	4	26	18	56	3	0	69	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:	0.71	0.71	0.71	0.71	0.71	0.71	0.68	0.68	0.68	0.79	0.79	0.79
PHF Volume:	12	10	3	7	6	36	27	83	5	0	88	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	10	3	7	6	36	27	83	5	0	88	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:	12	10	3	7	6	36	27	83	5	0	88	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.41	0.12	0.15	0.12	0.73	0.24	0.72	0.04	0.00	0.89	0.11
Final Sat.:	367	321	92	127	102	637	201	613	33	0	771	91
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.06	0.06	0.06	0.13	0.13	0.13	xxxx	0.11	0.11
Crit Moves:	****				****			****			****	
Delay/Veh:	7.5	7.5	7.5	7.2	7.2	7.2	7.8	7.8	7.8	0.0	7.6	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	7.5	7.2	7.2	7.2	7.8	7.8	7.8	0.0	7.6	7.6
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:	7.5			7.2			7.8			7.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.5			7.2			7.8			7.6		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2015)
Evening Peak Hour

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

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.197
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.8
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 0	0	0 1!	0 0	0	0 1!	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	4	5	0	8	5	29	60	89	4	0	40	5
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	4	5	0	8	5	30	61	91	4	0	41	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	5	0	8	5	30	61	91	4	0	41	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.45	0.45	0.45	0.81	0.81	0.81	0.93	0.93	0.93	0.80	0.80	0.80
PHF Volume:	9	11	0	10	6	37	66	97	4	0	51	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	11	0	10	6	37	66	97	4	0	51	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	11	0	10	6	37	66	97	4	0	51	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.56	0.00	0.19	0.12	0.69	0.39	0.58	0.03	0.00	0.89	0.11
Final Sat.:	338	422	0	163	102	589	333	494	22	0	755	94
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	xxxx	0.06	0.06	0.06	0.20	0.20	0.20	xxxx	0.07	0.07
Crit Moves:		****		****				****			****	
Delay/Veh:	7.6	7.6	0.0	7.3	7.3	7.3	8.2	8.2	8.2	0.0	7.4	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	0.0	7.3	7.3	7.3	8.2	8.2	8.2	0.0	7.4	7.4
LOS by Move:	A	A	*	A	A	A	A	A	A	*	A	A
ApproachDel:		7.6			7.3			8.2			7.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.6			7.3			8.2			7.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

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

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Existing Plus Ambient Growth Plus Project (2016)

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour

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

****

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

****

Average Delay (sec/veh): 140.4 Worst Case Level Of Service: F[501.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 1	0 0 1		0 0	0 1	0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	204	2	23	0	134	10	371	94	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	204	2	23	0	134	10	371	94	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	272	3	30	0	203	16	477	120	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	272	3	30	0	203	16	477	120	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1284	1292	120	xxxx	xxxx	xxxxx	218	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	184	164	936	xxxx	xxxx	xxxxx	1363	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	134	107	936	xxxx	xxxx	xxxxx	1363	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.03	0.03	0.03	xxxx	xxxx	xxxx	0.35	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	1.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	133	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	22.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	556.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			501.9			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour

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

****

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

****

Average Delay (sec/veh): 254.5 Worst Case Level Of Service: F[391.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 1 0 0 1			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	616	1	34	0	48	9	215	47	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	616	1	34	0	48	9	215	47	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	690	1	38	0	66	13	263	58	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	690	1	38	0	66	13	263	58	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	657	663	58	xxxx	xxxx	xxxxx	78	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	433	384	1014	xxxx	xxxx	xxxxx	1533	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	376	318	1014	xxxx	xxxx	xxxxx	1533	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.84	0.00	0.04	xxxx	xxxx	xxxx	0.17	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	xxxxx	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	xxxx	xxxxx	376	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	45.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	412.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			391.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour - With Improvements

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.0
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	204	2	23	0	134	10	371	94	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	204	2	23	0	134	10	371	94	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	272	3	30	0	203	16	477	120	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	272	3	30	0	203	16	477	120	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	272	3	30	0	203	16	477	120	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	0.87	0.87	0.85	1.00	0.99	0.99	0.62	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.93	0.07	1.00	1.00	0.00
Final Sat.:	0	0	0	1629	16	1615	0	1747	134	1184	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.02	0.00	0.12	0.12	0.40	0.06	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.61	0.61	0.61	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.66	0.66	0.07	0.00	0.19	0.19	0.66	0.10	0.00
Delay/Veh:	0.0	0.0	0.0	23.8	23.8	17.1	0.0	5.2	5.2	9.7	4.8	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	23.8	23.8	17.1	0.0	5.2	5.2	9.7	4.8	0.0
LOS by Move:	A	A	A	C	C	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	6	0	0	2	2	7	1	0

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour - With Improvements

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.1
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	616	1	34	0	48	9	215	47	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	616	1	34	0	48	9	215	47	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	690	1	38	0	66	13	263	58	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	690	1	38	0	66	13	263	58	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	690	1	38	0	66	13	263	58	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	0.86	0.86	0.85	1.00	0.98	0.98	0.71	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.84	0.16	1.00	1.00	0.00
Final Sat.:	0	0	0	1627	3	1615	0	1560	299	1351	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.42	0.02	0.00	0.04	0.04	0.20	0.03	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.59	0.59	0.59	0.00	0.27	0.27	0.27	0.27	0.00
Volume/Cap:	0.00	0.00	0.00	0.71	0.71	0.04	0.00	0.15	0.15	0.71	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	11.2	11.2	5.1	0.0	16.7	16.7	26.2	16.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.2	11.2	5.1	0.0	16.7	16.7	26.2	16.4	0.0
LOS by Move:	A	A	A	B	B	A	A	B	B	C	B	A
HCM2kAvgQ:	0	0	0	10	10	0	0	1	1	6	1	0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour

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

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Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

****

Cycle (sec):	0	Critical Vol./Cap.(X):	1.074
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	51.5
Optimal Cycle:	0	Level Of Service:	F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	188	208	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	72	7	198	0	390	52	194	214	0
Added Vol:	0	0	0	13	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	85	7	198	0	390	52	194	214	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	134	11	312	0	564	74	248	275	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	134	11	312	0	564	74	248	275	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	134	11	312	0	564	74	248	275	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.92	0.08	1.00	0.00	0.88	0.12	0.47	0.53	0.00
Final Sat.:	0	0	0	426	36	541	0	525	69	270	299	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.32	0.32	0.58	xxxx	1.07	1.07	0.92	0.92	xxxx
Crit Moves:						****		****		****		
Delay/Veh:	0.0	0.0	0.0	13.9	13.9	17.6	0.0	82.2	82.2	44.7	44.7	0.0
Delay Adj:	1.00	1.00	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	13.9	13.9	17.6	0.0	82.2	82.2	44.7	44.7	0.0
LOS by Move:	*	*	*	B	B	C	*	F	F	E	E	*
ApproachDel:	xxxxxx				16.4			82.2			44.7	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				16.4			82.2			44.7	
LOS by Appr:	*				C			F			E	
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.4	1.2	12.1	12.1	12.1	5.6	5.6	5.6

****

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour

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

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Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

****

Cycle (sec):	0		Critical Vol./Cap.(X):	0.785
Loss Time (sec):	0 (Y+R=4.0 sec)		Average Delay (sec/veh):	23.1
Optimal Cycle:	0		Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	0	1 0	0 0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	334	77	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	353	4	42	0	54	34	344	79	0
Added Vol:	0	0	0	44	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	397	4	42	0	54	34	344	79	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	422	4	45	0	63	40	378	87	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	422	4	45	0	63	40	378	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	422	4	45	0	63	40	378	87	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.61	0.39	0.81	0.19	0.00
Final Sat.:	0	0	0	537	6	661	0	349	221	504	116	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.78	0.78	0.07	xxxx	0.18	0.18	0.75	0.75	xxxx
Crit Moves:				****					****		****	
Delay/Veh:	0.0	0.0	0.0	27.9	27.9	8.4	0.0	10.1	10.1	22.9	22.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.9	27.9	8.4	0.0	10.1	10.1	22.9	22.9	0.0
LOS by Move:	*	*	*	D	D	A	*	B	B	C	C	*
ApproachDel:	xxxxxx			26.1			10.1			22.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			26.1			10.1			22.9		
LOS by Appr:	*			D			B			C		
AllWayAvgQ:	0.0	0.0	0.0	2.8	2.8	0.1	0.2	0.2	0.2	2.4	2.4	2.4

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	0	1 0	0 0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	188	208	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	72	7	198	0	390	52	194	214	0
Added Vol:	0	0	0	13	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	85	7	198	0	390	52	194	214	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	134	11	312	0	564	74	248	275	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	134	11	312	0	564	74	248	275	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	134	11	312	0	564	74	248	275	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	0.96	0.96	0.85	1.00	0.98	0.98	0.66	0.66	1.00
Lanes:	0.00	0.00	0.00	0.92	0.08	1.00	0.00	0.88	0.12	0.47	0.53	0.00
Final Sat.:	0	0	0	1675	142	1615	0	1652	218	594	657	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.19	0.00	0.34	0.34	0.42	0.42	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.59	0.59	0.59	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.29	0.29	0.71	0.00	0.58	0.58	0.71	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	17.5	17.5	24.8	0.0	8.3	8.3	11.7	11.7	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	17.5	17.5	24.8	0.0	8.3	8.3	11.7	11.7	0.0
LOS by Move:	A	A	A	B	B	C	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	2	2	7	0	8	8	8	8	0

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1	0 0	1	0 0	0 1	0	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	334	77	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	353	4	42	0	54	34	344	79	0
Added Vol:	0	0	0	44	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	397	4	42	0	54	34	344	79	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	422	4	45	0	63	40	378	87	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	422	4	45	0	63	40	378	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	422	4	45	0	63	40	378	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	0.87	0.87	0.85	1.00	0.95	0.95	0.69	0.69	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.61	0.39	0.81	0.19	0.00
Final Sat.:	0	0	0	1629	17	1615	0	1102	699	1064	245	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.03	0.00	0.06	0.06	0.36	0.36	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.50	0.50	0.50	0.50	0.00
Volume/Cap:	0.00	0.00	0.00	0.71	0.71	0.08	0.00	0.11	0.11	0.71	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	20.2	20.2	12.5	0.0	8.0	8.0	15.2	15.2	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	20.2	20.2	12.5	0.0	8.0	8.0	15.2	15.2	0.0
LOS by Move:	A	A	A	C	C	B	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	8	8	1	0	1	1	8	8	0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour

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

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: A[7.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	4	1	16	7	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	0	0	0	0	4	1	16	7	0
Added Vol:	0	0	0	0	0	0	0	0	0	40	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	4	1	56	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.42	0.42	0.57	0.57	1.00
PHF Volume:	0	0	0	0	0	0	0	10	2	98	13	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	10	2	98	13	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	12	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1620	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	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	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour

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

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: A[7.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 1 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	9	0	11	3	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	0	0	0	0	9	0	11	3	0
Added Vol:	0	0	0	0	0	0	0	0	0	26	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	9	0	37	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45	0.70	0.70	1.00
PHF Volume:	0	0	0	0	0	0	0	21	0	53	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	21	0	53	4	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	21	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1609	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1609	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	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	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[15.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 0 0	0 0		1 0 1	0 0		0 0 1	0 1	
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	7	0	243	0	0	0	38	297	0	0	448	594
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	243	0	0	0	38	297	0	0	448	594
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	1.00	1.00	1.00	0.81	0.81	1.00	1.00	0.74	0.74
PHF Volume:	9	0	316	0	0	0	47	365	0	0	607	805
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	0	316	0	0	0	47	365	0	0	607	805
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1468	1871	365	xxxx	xxxx	xxxxx	1412	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	142	73	685	xxxx	xxxx	xxxxx	489	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	132	66	685	xxxx	xxxx	xxxxx	489	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.46	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.4	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.7	xxxxx	xxxx	xxxxx	13.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	132	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	34.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour

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

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Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

****

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[18.2]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	1	0 0 0	0	0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.03 1.03	1.03		1.03 1.03	1.03		1.03 1.03	1.03		1.03 1.03	1.03	
Initial Bse:	4	2	191	0	0	0	16	627	0	0	276	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	191	0	0	0	16	627	0	0	276	294
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.94 0.94	0.94		1.00 1.00	1.00		0.98 0.98	1.00		1.00 0.92	0.92	
PHF Volume:	4	2	204	0	0	0	17	642	0	0	301	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	2	204	0	0	0	17	642	0	0	301	320
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1137	1298	642	xxxx	xxxx	xxxxx	622	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	225	163	478	xxxx	xxxx	xxxxx	969	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	222	160	478	xxxx	xxxx	xxxxx	969	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.43	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.1	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	18.0	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	197	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	23.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	18.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour - With Improvements

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		7		7		7		7		7		7	
Lanes:	0	1	0	0	1		0	0	0	0	0		1	0	1	0	0		0	0	1	0	1	
Volume Module:																								
Base Vol:	7		0		236		0		0		0		37		288		0		0		435		577	
Growth Adj:	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	7		0		243		0		0		0		38		297		0		0		448		594	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	7		0		243		0		0		0		38		297		0		0		448		594	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.77		0.77		0.77		1.00		1.00		1.00		0.81		0.81		1.00		1.00		0.74		0.74	
PHF Volume:	9		0		316		0		0		0		47		365		0		0		607		805	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	9		0		316		0		0		0		47		365		0		0		607		805	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	9		0		316		0		0		0		47		365		0		0		607		805	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.86		1.00		0.85		1.00		1.00		1.00		0.34		1.00		1.00		1.00		1.00		0.85	
Lanes:	1.00		0.00		1.00		0.00		0.00		0.00		1.00		1.00		0.00		0.00		1.00		1.00	
Final Sat.:	1640		0		1615		0		0		0		654		1900		0		0		1900		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.00		0.20		0.00		0.00		0.00		0.07		0.19		0.00		0.00		0.32		0.50	
Crit Moves:					****																		****	
Green/Cycle:	0.24		0.00		0.24		0.00		0.00		0.00		0.62		0.62		0.00		0.00		0.62		0.62	
Volume/Cap:	0.02		0.00		0.80		0.00		0.00		0.00		0.12		0.31		0.00		0.00		0.51		0.80	
Delay/Veh:	17.3		0.0		32.5		0.0		0.0		0.0		4.7		5.4		0.0		0.0		6.7		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:	17.3		0.0		32.5		0.0		0.0		0.0		4.7		5.4		0.0		0.0		6.7		13.2	
LOS by Move:	B		A		C		A		A		A		A		A		A		A		A		B	
HCM2kAvgQ:	0		0		8		0		0		0		0		3		0		0		7		14	

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour - With Improvements

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0 0	1	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	4	2	191	0	0	0	16	627	0	0	276	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	191	0	0	0	16	627	0	0	276	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92
PHF Volume:	4	2	204	0	0	0	17	642	0	0	301	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	204	0	0	0	17	642	0	0	301	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2	204	0	0	0	17	642	0	0	301	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	1.00	1.00	1.00	0.56	1.00	1.00	1.00	1.00	0.85
Lanes:	0.67	0.33	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1263	631	1615	0	0	0	1072	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.13	0.00	0.00	0.00	0.02	0.34	0.00	0.00	0.16	0.20
Crit Moves:			****					****				
Green/Cycle:	0.24	0.24	0.24	0.00	0.00	0.00	0.63	0.63	0.00	0.00	0.63	0.63
Volume/Cap:	0.01	0.01	0.54	0.00	0.00	0.00	0.02	0.54	0.00	0.00	0.25	0.31
Delay/Veh:	17.6	17.6	21.6	0.0	0.0	0.0	4.2	6.6	0.0	0.0	5.0	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:	17.6	17.6	21.6	0.0	0.0	0.0	4.2	6.6	0.0	0.0	5.0	5.3
LOS by Move:	B	B	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	4	0	0	0	0	7	0	0	3	3

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour

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

****

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

****

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[11.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	136	315	0	0	398	254
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	0	0	0	140	324	0	0	410	262
Added Vol:	0	0	0	0	0	0	0	13	0	0	0	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	140	337	0	0	410	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.72	1.00	1.00	0.75	0.75
PHF Volume:	0	0	0	0	0	0	195	470	0	0	548	403
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	195	470	0	0	548	403
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	951	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	730	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	730	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

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

****

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour

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

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 1 0	0 0	0	0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	18	359	0	0	429	175
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	0	0	0	19	370	0	0	442	180
Added Vol:	0	0	0	0	0	0	0	44	0	0	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	19	414	0	0	442	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	1.00	1.00	0.99	0.99
PHF Volume:	0	0	0	0	0	0	21	474	0	0	448	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	21	474	0	0	448	209
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	657	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	940	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	940	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour

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

****

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

****

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: B[14.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 0		0 0 0	0 0		0 1	0 0 0		0 0 0	0 1	
Volume Module:												
Base Vol:	0	390	0	0	0	0	1	50	0	0	0	92
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	402	0	0	0	0	1	52	0	0	0	95
Added Vol:	0	0	0	0	0	0	0	20	0	0	0	59
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	402	0	0	0	0	1	72	0	0	0	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	0.80	0.80	1.00	1.00	1.00	0.80	0.80	1.00	1.00	1.00	0.89
PHF Volume:	0	503	0	0	0	0	1	90	0	0	0	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	503	0	0	0	0	1	90	0	0	0	174
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	590	503	xxxxx	xxxx	xxxx	503
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	422	474	xxxxx	xxxx	xxxx	573
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	294	474	xxxxx	xxxx	xxxx	573
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.19	xxxx	xxxx	xxxx	0.30
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.3
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.0
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	470	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.5			14.0		
ApproachLOS:	*			*			B			B		

****

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

****

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour

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

****

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

****

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: C[19.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 0 0 0 0			0 0 1 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	410	2	0	0	0	0	134	0	0	0	107
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	422	2	0	0	0	0	138	0	0	0	110
Added Vol:	0	0	0	0	0	0	0	67	0	0	0	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	422	2	0	0	0	0	205	0	0	0	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	0.91	0.91	1.00	1.00	1.00	0.84	0.84	1.00	1.00	1.00	0.84
PHF Volume:	0	463	2	0	0	0	0	245	0	0	0	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	463	2	0	0	0	0	245	0	0	0	178
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	465	xxxxx	xxxx	xxxx	464
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	498	xxxxx	xxxx	xxxx	602
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	498	xxxxx	xxxx	xxxx	602
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.49	xxxx	xxxx	xxxx	0.30
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	2.7	xxxxx	xxxx	xxxx	1.2
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.0	xxxxx	xxxxx	xxxx	13.5
LOS by Move:	*	*	*	*	*	*	*	C	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			19.0			13.5		
ApproachLOS:	*			*			C			B		

****

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

****

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour

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

****

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

****

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: A[8.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	9	0	0	0	0	6	0	0	19	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	9	0	0	0	0	6	0	0	20	0
Added Vol:	0	0	13	0	0	0	0	0	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	22	0	0	0	0	6	0	0	60	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	1.00	0.56	1.00	1.00	1.00	1.00	0.75	1.00	1.00	0.48	1.00
PHF Volume:	0	0	40	0	0	0	0	8	0	0	125	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	40	0	0	0	0	8	0	0	125	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1080	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1080	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

****

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour

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

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Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

****

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: A[8.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	2	0	22	0	0	0	0	8	0	0	13	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	2	0	23	0	0	0	0	8	0	0	13	0
Added Vol:	0	0	44	0	0	0	0	0	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	67	0	0	0	0	8	0	0	39	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	1.00	0.67	1.00	1.00	1.00	1.00	0.40	1.00	1.00	0.65	1.00
PHF Volume:	3	0	100	0	0	0	0	21	0	0	61	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	100	0	0	0	0	21	0	0	61	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	81	81	21	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	926	813	1063	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	926	813	1063	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1058	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.8		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

****

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

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour

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

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	92	160	49	29	69	153	108	327	52	22	777	86
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	95	165	50	30	71	158	111	337	54	23	800	89
Added Vol:	0	5	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	170	50	30	73	158	111	337	54	23	800	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.86	0.86	0.86	0.81	0.81	0.81	0.73	0.73	0.73
PHF Volume:	132	237	70	35	85	183	138	418	66	31	1092	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	237	70	35	85	183	138	418	66	31	1092	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	237	70	35	85	183	138	418	66	31	1092	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.92	0.92	0.55	1.00	0.85	0.21	1.00	0.85	0.47	0.94	0.94
Lanes:	1.00	1.54	0.46	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.80	0.20
Final Sat.:	1326	2688	799	1043	1900	1615	391	1900	1615	895	3202	354
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.03	0.04	0.11	0.35	0.22	0.04	0.03	0.34	0.34
Crit Moves:						****	****					
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.66	0.66	0.66	0.66	0.66	0.66
Volume/Cap:	0.47	0.42	0.42	0.16	0.21	0.54	0.54	0.34	0.06	0.05	0.52	0.52
Delay/Veh:	22.0	20.9	20.9	19.7	19.8	22.8	7.8	4.7	3.7	3.7	5.6	5.6
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:	22.0	20.9	20.9	19.7	19.8	22.8	7.8	4.7	3.7	3.7	5.6	5.6
LOS by Move:	C	C	C	B	B	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	1	1	4	2	4	0	0	7	7

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour

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

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	1	0	1	
Volume Module:												
Base Vol:	96		111		89		61		104		88	
Growth Adj:	1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	99		114		92		63		107		91	
Added Vol:	0		3		0		0		6		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	99		117		92		63		113		91	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.94		0.94		0.94		0.87		0.87		0.87	
PHF Volume:	106		125		98		73		131		105	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	106		125		98		73		131		105	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	106		125		98		73		131		105	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.66		0.89		0.89		0.61		1.00		0.85	
Lanes:	1.00		1.12		0.88		1.00		1.00		1.00	
Final Sat.:	1254		1893		1479		1163		1900		1615	
Capacity Analysis Module:												
Vol/Sat:	0.08		0.07		0.07		0.06		0.07		0.06	
Crit Moves:	****											
Green/Cycle:	0.18		0.18		0.18		0.18		0.18		0.18	
Volume/Cap:	0.46		0.36		0.36		0.34		0.37		0.35	
Delay/Veh:	23.3		21.8		21.8		22.3		22.2		22.1	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	23.3		21.8		21.8		22.3		22.2		22.1	
LOS by Move:	C		C		C		C		C		C	
HCM2kAvgQ:	2		2		2		2		2		2	

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted					
Rights:	Include						Include					
Min. Green:	7		7		7		7		7		7	
Lanes:	1	0	1	0	1		1	0	1	1	0	
Volume Module:												
Base Vol:	102		550		120		61		395		43	
Growth Adj:	1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	105		567		124		63		407		44	
Added Vol:	0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	105		567		124		63		407		44	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.90		0.90		0.90	
PHF Volume:	110		596		130		70		450		49	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	110		596		130		70		450		49	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	110		596		130		70		450		49	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.48		1.00		0.85		0.36		0.94		0.94	
Lanes:	1.00		1.00		1.00		1.00		1.80		0.20	
Final Sat.:	906		1900		1615		682		3207		349	
Capacity Analysis Module:												
Vol/Sat:	0.12		0.31		0.08		0.10		0.14		0.14	
Crit Moves:			****									
Green/Cycle:	0.68		0.68		0.68		0.68		0.68		0.68	
Volume/Cap:	0.18		0.46		0.12		0.15		0.21		0.21	
Delay/Veh:	3.6		4.6		3.3		3.5		3.5		3.5	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	3.6		4.6		3.3		3.5		3.5		3.5	
LOS by Move:	A		A		A		A		A		A	
HCM2kAvgQ:	1		5		1		1		2		2	

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour

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

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.6
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0 2	0	1	1 0 1	0	1	1 1 0	1	0	1 0 1	0	1
Volume Module:												
Base Vol:	69	245	186	16	25	295	133	176	9	16	272	25
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	71	252	192	16	26	304	137	181	9	16	280	26
Added Vol:	40	15	5	0	5	0	0	0	13	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	267	197	16	31	304	137	181	22	18	280	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:	0.86	0.86	0.86	0.89	0.89	0.89	0.76	0.76	0.76	0.68	0.68	0.68
PHF Volume:	130	312	230	18	34	340	179	237	29	27	415	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	312	230	18	34	340	179	237	29	27	415	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:	130	312	230	18	34	340	179	237	29	27	415	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.92	0.92	0.92	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.21	1.60	0.19	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2113	2797	344	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.14	0.01	0.02	0.21	0.08	0.08	0.08	0.02	0.22	0.02
Crit Moves:			****	****			****				****	
Green/Cycle:	0.15	0.20	0.20	0.12	0.16	0.28	0.12	0.12	0.12	0.30	0.30	0.30
Volume/Cap:	0.48	0.44	0.72	0.09	0.11	0.75	0.72	0.72	0.72	0.05	0.72	0.08
Delay/Veh:	24.6	21.6	30.5	23.8	21.6	26.6	29.7	29.7	29.7	14.9	23.2	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:	24.6	21.6	30.5	23.8	21.6	26.6	29.7	29.7	29.7	14.9	23.2	15.0
LOS by Move:	C	C	C	C	C	C	C	C	C	B	C	B
HCM2kAvgQ:	3	3	6	0	1	8	5	5	5	0	9	1

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour

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

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.5
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	1 0	1	1 1	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	42	274	206	23	75	385	204	139	29	31	178	31
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	43	282	212	24	77	397	210	143	30	32	183	32
Added Vol:	26	10	3	0	17	0	0	0	44	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	292	215	24	94	397	210	143	74	38	183	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
PHF Volume:	78	329	242	26	102	430	235	160	83	41	199	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	329	242	26	102	430	235	160	83	41	199	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:	78	329	242	26	102	430	235	160	83	41	199	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.90	0.90	0.90	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.48	1.00	0.52	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2532	1725	890	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.15	0.01	0.05	0.27	0.09	0.09	0.09	0.02	0.10	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.12	0.22	0.22	0.17	0.27	0.43	0.16	0.16	0.16	0.19	0.19	0.19
Volume/Cap:	0.37	0.42	0.70	0.08	0.20	0.62	0.56	0.56	0.56	0.12	0.56	0.12
Delay/Veh:	25.6	20.7	27.8	21.2	17.3	15.0	24.0	24.0	24.0	20.5	24.3	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	20.7	27.8	21.2	17.3	15.0	24.0	24.0	24.0	20.5	24.3	20.5
LOS by Move:	C	C	C	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	3	6	0	2	7	4	4	4	1	4	1

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour

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

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.211
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	29	2	27	18	12	7	4	0	3	11	38
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	30	2	28	19	12	7	4	0	3	11	39
Added Vol:	0	0	0	20	0	0	0	13	0	0	40	59
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	2	48	19	12	7	17	0	3	51	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:	0.71	0.71	0.71	0.75	0.75	0.75	0.46	0.46	0.46	0.81	0.81	0.81
PHF Volume:	0	42	3	64	25	16	16	37	0	4	63	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	42	3	64	25	16	16	37	0	4	63	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	42	3	64	25	16	16	37	0	4	63	121
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.94	0.06	0.61	0.23	0.16	0.30	0.70	0.00	0.02	0.34	0.64
Final Sat.:	0	715	49	468	181	121	229	545	0	18	300	573
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.06	0.06	0.14	0.14	0.14	0.07	0.07	xxxx	0.21	0.21	0.21
Crit Moves:		****			****			****			****	
Delay/Veh:	0.0	7.7	7.7	8.1	8.1	8.1	7.8	7.8	0.0	7.9	7.9	7.9
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:	0.0	7.7	7.7	8.1	8.1	8.1	7.8	7.8	0.0	7.9	7.9	7.9
LOS by Move:	*	A	A	A	A	A	A	A	*	A	A	A
ApproachDel:		7.7			8.1			7.8			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.7			8.1			7.8			7.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour

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

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.293
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.8
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	34	0	44	48	17	15	9	0	3	9	35
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	35	0	45	49	18	15	9	0	3	9	36
Added Vol:	0	0	0	67	0	0	0	44	0	0	26	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	35	0	112	49	18	15	53	0	3	35	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:	0.77	0.77	0.77	0.83	0.83	0.83	0.60	0.60	0.60	0.65	0.65	0.65
PHF Volume:	0	45	0	136	60	21	26	89	0	5	54	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	45	0	136	60	21	26	89	0	5	54	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	45	0	136	60	21	26	89	0	5	54	115
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.63	0.27	0.10	0.22	0.78	0.00	0.03	0.31	0.66
Final Sat.:	0	701	0	464	204	72	162	557	0	22	249	530
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.06	xxxx	0.29	0.29	0.29	0.16	0.16	xxxx	0.22	0.22	0.22
Crit Moves:		****				****	****					****
Delay/Veh:	0.0	8.1	0.0	9.5	9.5	9.5	8.6	8.6	0.0	8.4	8.4	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:	0.0	8.1	0.0	9.5	9.5	9.5	8.6	8.6	0.0	8.4	8.4	8.4
LOS by Move:	*	A	*	A	A	A	A	A	*	A	A	A
ApproachDel:		8.1			9.5			8.6			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.1			9.5			8.6			8.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.4	0.4	0.2	0.2	0.2	0.2	0.2	0.2

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour

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

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec):	75	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.0
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	185	66	12	120	265	96	297	6	54	583	26
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	19	191	68	12	124	273	99	306	6	56	600	27
Added Vol:	0	5	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	196	68	12	126	273	99	306	6	56	600	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	0.67	0.67	0.75	0.75	0.75	0.83	0.83	0.83	0.82	0.82	0.82
PHF Volume:	28	291	101	17	168	366	119	368	7	68	735	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	291	101	17	168	366	119	368	7	68	735	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:	28	291	101	17	168	366	119	368	7	68	735	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.60	0.96	0.96	0.25	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1131	1355	471	466	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.04	0.09	0.23	0.07	0.19	0.00	0.04	0.39	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.47	0.38	0.38	0.62	0.47	0.47
Volume/Cap:	0.09	0.78	0.78	0.13	0.32	0.82	0.42	0.51	0.01	0.11	0.82	0.04
Delay/Veh:	20.3	32.6	32.6	20.9	21.9	37.0	14.3	18.4	14.5	6.8	23.3	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:	20.3	32.6	32.6	20.9	21.9	37.0	14.3	18.4	14.5	6.8	23.3	10.7
LOS by Move:	C	C	C	C	C	D	B	B	B	A	C	B
HCM2kAvgQ:	1	10	10	0	3	11	2	7	0	1	17	0

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour

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

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.6
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	171	65	40	149	153	163	533	17	62	298	50
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	19	176	67	41	153	158	168	549	18	64	307	52
Added Vol:	0	3	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	179	67	41	159	158	168	549	18	64	307	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	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92
PHF Volume:	20	197	74	44	172	170	179	585	19	69	333	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	197	74	44	172	170	179	585	19	69	333	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:	20	197	74	44	172	170	179	585	19	69	333	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.60	0.96	0.96	0.40	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.73	0.27	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1134	1326	496	758	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.06	0.09	0.11	0.10	0.31	0.01	0.04	0.18	0.03
Crit Moves:		****						****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.64	0.46	0.46	0.46	0.35	0.35
Volume/Cap:	0.08	0.67	0.67	0.26	0.41	0.47	0.26	0.67	0.03	0.16	0.51	0.10
Delay/Veh:	18.6	25.6	25.6	20.1	20.6	21.2	5.2	14.6	8.8	9.4	16.2	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	25.6	25.6	20.1	20.6	21.2	5.2	14.6	8.8	9.4	16.2	13.4
LOS by Move:	B	C	C	C	C	C	A	B	A	A	B	B
HCM2kAvgQ:	0	6	6	1	3	3	2	10	0	1	5	1

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	30	20	28	20	13	72	39	357	10	39	519	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	28	20	13	72	39	357	10	39	519	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	32	21	30	22	15	82	41	376	11	44	589	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	21	30	22	15	82	41	376	11	44	589	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	21	30	22	15	82	41	376	11	44	589	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.25	0.36	0.18	0.13	0.69	0.10	0.88	0.02	0.07	0.91	0.02
Final Sat.:	193	127	180	99	68	366	63	571	16	48	635	15
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.22	0.22	0.22	0.66	0.66	0.66	0.93	0.93	0.93
Crit Moves:		****			****			****			****	
Delay/Veh:	10.7	10.7	10.7	10.9	10.9	10.9	17.6	17.6	17.6	40.1	40.1	40.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	10.9	10.9	10.9	17.6	17.6	17.6	40.1	40.1	40.1
LOS by Move:	B	B	B	B	B	B	C	C	C	E	E	E
ApproachDel:		10.7			10.9			17.6			40.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			10.9			17.6			40.1	
LOS by Appr:		B			B			C			E	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	1.7	1.7	1.7	6.2	6.2	6.2

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.899
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.8
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	8
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	25	44	36	14	42	54	69	475	27	28	301	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	44	36	14	42	54	69	475	27	28	301	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:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	27	49	40	16	47	60	75	514	29	31	335	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	49	40	16	47	60	75	514	29	31	335	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:	27	49	40	16	47	60	75	514	29	31	335	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:	0.24	0.42	0.34	0.13	0.38	0.49	0.12	0.83	0.05	0.08	0.90	0.02
Final Sat.:	120	216	176	68	200	254	83	572	32	52	564	15
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.24	0.24	0.24	0.90	0.90	0.90	0.59	0.59	0.59
Crit Moves:		****		****			****				****	
Delay/Veh:	11.1	11.1	11.1	11.0	11.0	11.0	35.6	35.6	35.6	15.6	15.6	15.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.1	11.1	11.0	11.0	11.0	35.6	35.6	35.6	15.6	15.6	15.6
LOS by Move:	B	B	B	B	B	B	E	E	E	C	C	C
ApproachDel:		11.1			11.0			35.6			15.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			11.0			35.6			15.6	
LOS by Appr:		B			B			E			C	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	5.2	5.2	5.2	1.3	1.3	1.3

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour - With Improvements

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	30	20	28	20	13	72	39	357	10	39	519	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	28	20	13	72	39	357	10	39	519	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	32	21	30	22	15	82	41	376	11	44	589	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	21	30	22	15	82	41	376	11	44	589	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	21	30	22	15	82	41	376	11	44	589	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.84	0.84	0.84	0.92	0.92	0.92	0.95	0.95	0.95
Lanes:	0.39	0.25	0.36	0.19	0.13	0.68	0.10	0.88	0.02	0.07	0.91	0.02
Final Sat.:	614	402	572	298	204	1098	168	1531	44	124	1648	39
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.07	0.07	0.07	0.25	0.25	0.25	0.36	0.36	0.36
Crit Moves:					****						****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.72	0.72	0.72	0.72	0.72	0.72
Volume/Cap:	0.35	0.35	0.35	0.50	0.50	0.50	0.34	0.34	0.34	0.50	0.50	0.50
Delay/Veh:	23.7	23.7	23.7	25.1	25.1	25.1	3.4	3.4	3.4	4.0	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	23.7	23.7	25.1	25.1	25.1	3.4	3.4	3.4	4.0	4.0	4.0
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	3	3	3	3	3	3	6	6	6

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour - With Improvements

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7	7	7				7	7	7				7	7	7				7	7	7			
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	24	43	35				14	41	52				67	461	26				27	292	8			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	25	44	36				14	42	54				69	475	27				28	301	8			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	25	44	36				14	42	54				69	475	27				28	301	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:	0.91	0.91	0.91				0.89	0.89	0.89				0.92	0.92	0.92				0.90	0.90	0.90			
PHF Volume:	27	49	40				16	47	60				75	514	29				31	335	9			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	27	49	40				16	47	60				75	514	29				31	335	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:	27	49	40				16	47	60				75	514	29				31	335	9			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.88	0.88	0.88				0.89	0.89	0.89				0.91	0.91	0.91				0.94	0.94	0.94			
Lanes:	0.24	0.42	0.34				0.13	0.38	0.49				0.12	0.83	0.05				0.08	0.90	0.02			
Final Sat.:	394	705	574				221	648	822				210	1444	81				147	1590	44			
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.07	0.07				0.07	0.07	0.07				0.36	0.36	0.36				0.21	0.21	0.21			
Crit Moves:								****						****										
Green/Cycle:	0.15	0.15	0.15				0.15	0.15	0.15				0.72	0.72	0.72				0.72	0.72	0.72			
Volume/Cap:	0.47	0.47	0.47				0.50	0.50	0.50				0.50	0.50	0.50				0.29	0.29	0.29			
Delay/Veh:	24.8	24.8	24.8				25.1	25.1	25.1				4.0	4.0	4.0				3.1	3.1	3.1			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	24.8	24.8	24.8				25.1	25.1	25.1				4.0	4.0	4.0				3.1	3.1	3.1			
LOS by Move:	C	C	C				C	C	C				A	A	A				A	A	A			
HCM2kAvgQ:	3	3	3				3	3	3				5	5	5				3	3	3			

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour

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

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Intersection #13 2nd Street (NS) at County Line Road (EW)

****

Cycle (sec):	0	Critical Vol./Cap.(X):	0.940
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.3
Optimal Cycle:	0	Level Of Service:	D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	38	44	15	3	33	84	99	259	44	24	451	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	44	15	3	33	84	99	259	44	24	451	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:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	75	88	31	5	51	130	119	310	53	26	500	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	88	31	5	51	130	119	310	53	26	500	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:	75	88	31	5	51	130	119	310	53	26	500	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.45	0.16	0.03	0.27	0.70	0.25	0.64	0.11	0.05	0.91	0.04
Final Sat.:	179	208	72	12	130	334	139	364	62	28	532	23
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.39	0.39	0.39	0.85	0.85	0.85	0.94	0.94	0.94
Crit Moves:	****				****			****			****	
Delay/Veh:	14.9	14.9	14.9	13.8	13.8	13.8	33.0	33.0	33.0	46.7	46.7	46.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	14.9	14.9	13.8	13.8	13.8	33.0	33.0	33.0	46.7	46.7	46.7
LOS by Move:	B	B	B	B	B	B	D	D	D	E	E	E
ApproachDel:	14.9			13.8			33.0			46.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.9			13.8			33.0			46.7		
LOS by Appr:	B			B			D			E		
AllWayAvgQ:	0.6	0.6	0.6	0.5	0.5	0.5	3.7	3.7	3.7	6.1	6.1	6.1

****

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.0
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	10	15	7	7	13	32	30	451	21	6	277	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	15	7	7	13	32	30	451	21	6	277	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	14	21	10	8	15	35	32	489	22	6	289	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	21	10	8	15	35	32	489	22	6	289	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	21	10	8	15	35	32	489	22	6	289	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.06	0.90	0.04	0.02	0.97	0.01
Final Sat.:	172	258	120	79	147	352	47	710	32	16	717	3
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.10	0.10	0.10	0.69	0.69	0.69	0.40	0.40	0.40
Crit Moves:		****		****				****			****	
Delay/Veh:	9.2	9.2	9.2	9.0	9.0	9.0	16.6	16.6	16.6	10.8	10.8	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	9.2	9.0	9.0	9.0	16.6	16.6	16.6	10.8	10.8	10.8
LOS by Move:	A	A	A	A	A	A	C	C	C	B	B	B
ApproachDel:		9.2			9.0			16.6			10.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.2			9.0			16.6			10.8	
LOS by Appr:		A			A			C			B	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	2.0	2.0	2.0	0.6	0.6	0.6

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour - With Improvements

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.4
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	38	44	15	3	33	84	99	259	44	24	451	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	44	15	3	33	84	99	259	44	24	451	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:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	75	88	31	5	51	130	119	310	53	26	500	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	88	31	5	51	130	119	310	53	26	500	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:	75	88	31	5	51	130	119	310	53	26	500	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.90	0.90	0.90	0.77	0.77	0.77	0.97	0.97	0.97
Lanes:	0.39	0.45	0.16	0.03	0.27	0.70	0.25	0.64	0.11	0.05	0.91	0.04
Final Sat.:	590	685	239	44	467	1195	362	946	162	88	1675	73
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.11	0.11	0.11	0.33	0.33	0.33	0.30	0.30	0.30
Crit Moves:		****						****				
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.53	0.53	0.53	0.45	0.45	0.45	0.53	0.53	0.53	0.48	0.48	0.48
Delay/Veh:	21.1	21.1	21.1	20.1	20.1	20.1	6.9	6.9	6.9	6.4	6.4	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	21.1	21.1	20.1	20.1	20.1	6.9	6.9	6.9	6.4	6.4	6.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	3	3	3	6	6	6	6	6	6

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour - With Improvements

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	10	15	7	7	13	32	30	451	21	6	277	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	15	7	7	13	32	30	451	21	6	277	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	14	21	10	8	15	35	32	489	22	6	289	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	21	10	8	15	35	32	489	22	6	289	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	21	10	8	15	35	32	489	22	6	289	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.87	0.87	0.87	0.97	0.97	0.97	0.99	0.99	0.99
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.06	0.90	0.04	0.02	0.97	0.01
Final Sat.:	510	765	357	228	424	1010	109	1653	75	41	1835	7
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.03	0.30	0.30	0.30	0.16	0.16	0.16
Crit Moves:					****			****				
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.75	0.75	0.75	0.75	0.75	0.75
Volume/Cap:	0.24	0.24	0.24	0.30	0.30	0.30	0.39	0.39	0.39	0.21	0.21	0.21
Delay/Veh:	24.7	24.7	24.7	25.1	25.1	25.1	2.9	2.9	2.9	2.3	2.3	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	24.7	24.7	25.1	25.1	25.1	2.9	2.9	2.9	2.3	2.3	2.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	4	4	4	2	2	2

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour

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

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0	1 0	0 1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	54	8	12	34	66	74	209	13	16	371	13
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	21	56	8	12	35	68	76	215	13	16	382	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	56	8	12	35	68	76	215	13	16	382	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:	0.79	0.79	0.79	0.76	0.76	0.76	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	26	71	10	16	46	90	96	270	17	19	439	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	71	10	16	46	90	96	270	17	19	439	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:	26	71	10	16	46	90	96	270	17	19	439	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.66	0.10	0.26	0.74	1.00	0.25	0.71	0.04	0.04	0.93	0.03
Final Sat.:	120	324	48	123	347	527	162	458	28	27	625	22
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.13	0.13	0.17	0.59	0.59	0.59	0.70	0.70	0.70
Crit Moves:		****				****	****				****	
Delay/Veh:	10.9	10.9	10.9	10.5	10.5	9.9	15.3	15.3	15.3	18.9	18.9	18.9
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	10.9	10.9	10.5	10.5	9.9	15.3	15.3	15.3	18.9	18.9	18.9
LOS by Move:	B	B	B	B	B	A	C	C	C	C	C	C
ApproachDel:		10.9			10.1			15.3			18.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.9			10.1			15.3			18.9	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.2	1.2	1.2	1.2	2.0	2.0	2.0

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour

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

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.0
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	66	13	15	33	47	70	348	29	8	211	8
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	16	68	13	15	34	48	72	358	30	8	217	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	68	13	15	34	48	72	358	30	8	217	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.82	0.82	0.82	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	17	72	14	19	42	59	77	385	32	9	241	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	72	14	19	42	59	77	385	32	9	241	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:	17	72	14	19	42	59	77	385	32	9	241	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:	0.17	0.69	0.14	0.31	0.69	1.00	0.16	0.78	0.06	0.03	0.93	0.04
Final Sat.:	91	374	74	155	340	560	113	562	47	24	621	24
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.12	0.12	0.11	0.68	0.68	0.68	0.39	0.39	0.39
Crit Moves:		****		****				****			****	
Delay/Veh:	10.2	10.2	10.2	10.1	10.1	9.0	17.3	17.3	17.3	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.2	10.2	10.1	10.1	9.0	17.3	17.3	17.3	11.2	11.2	11.2
LOS by Move:	B	B	B	B	B	A	C	C	C	B	B	B
ApproachDel:		10.2			9.6			17.3			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.2			9.6			17.3			11.2	
LOS by Appr:		B			A			C			B	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	1.9	1.9	1.9	0.6	0.6	0.6

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour

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

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.0
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	27	26	6	20	22	107	46	140	15	16	282	17
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	28	27	6	21	23	110	47	144	15	16	290	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	27	6	21	23	110	47	144	15	16	290	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.65	0.65	0.65	0.76	0.76	0.76	0.89	0.89	0.89
PHF Volume:	36	35	8	31	35	169	62	189	20	19	328	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	35	8	31	35	169	62	189	20	19	328	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:	36	35	8	31	35	169	62	189	20	19	328	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.44	0.10	0.13	0.15	0.72	0.23	0.70	0.07	0.05	0.90	0.05
Final Sat.:	245	236	54	85	94	457	150	455	49	35	609	37
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.37	0.37	0.37	0.42	0.42	0.42	0.54	0.54	0.54
Crit Moves:		****				****		****			****	
Delay/Veh:	9.8	9.8	9.8	10.8	10.8	10.8	11.6	11.6	11.6	13.4	13.4	13.4
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:	9.8	9.8	9.8	10.8	10.8	10.8	11.6	11.6	11.6	13.4	13.4	13.4
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:		9.8			10.8			11.6			13.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			10.8			11.6			13.4	
LOS by Appr:		A			B			B			B	
AllWayAvgQ:	0.1	0.1	0.1	0.5	0.5	0.5	0.6	0.6	0.6	1.0	1.0	1.0

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour

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

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.7
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	54	15	7	49	43	69	277	24	6	160	16
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	11	56	15	7	50	44	71	285	25	6	165	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	56	15	7	50	44	71	285	25	6	165	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
PHF Volume:	12	61	17	8	55	48	81	327	28	7	181	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	61	17	8	55	48	81	327	28	7	181	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:	12	61	17	8	55	48	81	327	28	7	181	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.67	0.19	0.07	0.50	0.43	0.19	0.75	0.06	0.03	0.88	0.09
Final Sat.:	81	399	111	43	304	267	140	561	49	23	616	62
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.18	0.18	0.18	0.58	0.58	0.58	0.29	0.29	0.29
Crit Moves:		****			****		****				****	
Delay/Veh:	9.3	9.3	9.3	9.3	9.3	9.3	13.7	13.7	13.7	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	9.3	9.3	9.3	9.3	13.7	13.7	13.7	9.8	9.8	9.8
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		9.3			9.3			13.7			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			9.3			13.7			9.8	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	1.2	1.2	1.2	0.4	0.4	0.4

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2016)
Morning Peak Hour

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

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.136
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	0 1	0
Volume Module:												
Base Vol:	8	7	2	5	4	25	18	55	3	0	68	8
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	8	7	2	5	4	26	19	57	3	0	70	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	7	2	5	4	26	19	57	3	0	70	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:	0.71	0.71	0.71	0.71	0.71	0.71	0.68	0.68	0.68	0.79	0.79	0.79
PHF Volume:	12	10	3	7	6	36	27	83	5	0	88	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	10	3	7	6	36	27	83	5	0	88	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:	12	10	3	7	6	36	27	83	5	0	88	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.41	0.12	0.15	0.12	0.73	0.24	0.72	0.04	0.00	0.89	0.11
Final Sat.:	366	320	92	127	102	637	201	613	33	0	769	90
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.06	0.06	0.06	0.14	0.14	0.14	xxxx	0.11	0.11
Crit Moves:	****				****			****			****	
Delay/Veh:	7.6	7.6	7.6	7.2	7.2	7.2	7.8	7.8	7.8	0.0	7.6	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	7.6	7.2	7.2	7.2	7.8	7.8	7.8	0.0	7.6	7.6
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:		7.6			7.2			7.8			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.6			7.2			7.8			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

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

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JP Ranch
Existing Plus Plus Ambient Growth Plus Project (Year 2016)
Evening Peak Hour

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

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.199
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	4	5	0	8	5	29	60	89	4	0	40	5
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	4	5	0	8	5	30	62	92	4	0	41	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	5	0	8	5	30	62	92	4	0	41	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.45	0.45	0.45	0.81	0.81	0.81	0.93	0.93	0.93	0.80	0.80	0.80
PHF Volume:	9	11	0	10	6	37	66	98	4	0	51	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	11	0	10	6	37	66	98	4	0	51	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	11	0	10	6	37	66	98	4	0	51	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.56	0.00	0.19	0.12	0.69	0.39	0.58	0.03	0.00	0.89	0.11
Final Sat.:	337	422	0	162	101	587	333	494	22	0	753	94
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	xxxx	0.06	0.06	0.06	0.20	0.20	0.20	xxxx	0.07	0.07
Crit Moves:	****			****				****			****	
Delay/Veh:	7.6	7.6	0.0	7.3	7.3	7.3	8.2	8.2	8.2	0.0	7.4	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	0.0	7.3	7.3	7.3	8.2	8.2	8.2	0.0	7.4	7.4
LOS by Move:	A	A	*	A	A	A	A	A	A	*	A	A
ApproachDel:		7.6			7.3			8.2			7.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.6			7.3			8.2			7.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

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

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Existing Plus Ambient Growth Plus Project (Year 2017)

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 186.6 Worst Case Level Of Service: F[627.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	206	2	23	0	135	10	374	95	0
Added Vol:	0	0	0	23	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	229	2	23	0	135	10	374	95	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	305	3	31	0	205	16	481	122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	305	3	31	0	205	16	481	122	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1297	1305	122	xxxx	xxxx	xxxxx	221	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	180	162	935	xxxx	xxxx	xxxxx	1361	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	131	104	935	xxxx	xxxx	xxxxx	1361	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.33	0.03	0.03	xxxx	xxxx	xxxx	0.35	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	1.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	131	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	26.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	688.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			627.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 341.6 Worst Case Level Of Service: F[506.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 1 0 0 1			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	622	1	34	0	49	9	217	48	0
Added Vol:	0	0	0	77	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	699	1	34	0	49	9	217	48	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	783	1	38	0	66	13	266	59	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	783	1	38	0	66	13	266	59	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	663	670	59	xxxx	xxxx	xxxxx	79	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	429	381	1013	xxxx	xxxx	xxxxx	1532	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	372	315	1013	xxxx	xxxx	xxxxx	1532	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.10	0.00	0.04	xxxx	xxxx	xxxx	0.17	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	xxxxx	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	xxxx	xxxxx	372	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	56.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	531.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			506.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour - With Improvements

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	206	2	23	0	135	10	374	95	0
Added Vol:	0	0	0	23	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	229	2	23	0	135	10	374	95	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	305	3	31	0	205	16	481	122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	305	3	31	0	205	16	481	122	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	305	3	31	0	205	16	481	122	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	0.87	0.87	0.85	1.00	0.99	0.99	0.63	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.93	0.07	1.00	1.00	0.00
Final Sat.:	0	0	0	1629	15	1615	0	1747	134	1188	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.02	0.00	0.12	0.12	0.41	0.06	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.59	0.59	0.59	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.68	0.68	0.07	0.00	0.20	0.20	0.68	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	23.8	23.8	16.2	0.0	5.7	5.7	11.2	5.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.8	23.8	16.2	0.0	5.7	5.7	11.2	5.4	0.0
LOS by Move:	A	A	A	C	C	B	A	A	A	B	A	A
HCM2kAvgQ:	0	0	0	7	7	0	0	2	2	8	1	0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour - With Improvements

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.1
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	622	1	34	0	49	9	217	48	0
Added Vol:	0	0	0	77	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	699	1	34	0	49	9	217	48	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	783	1	38	0	66	13	266	59	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	783	1	38	0	66	13	266	59	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	783	1	38	0	66	13	266	59	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	0.86	0.86	0.85	1.00	0.98	0.98	0.72	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.84	0.16	1.00	1.00	0.00
Final Sat.:	0	0	0	1626	2	1615	0	1560	299	1359	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.48	0.48	0.02	0.00	0.04	0.04	0.20	0.03	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.62	0.62	0.62	0.00	0.25	0.25	0.25	0.25	0.00
Volume/Cap:	0.00	0.00	0.00	0.78	0.78	0.04	0.00	0.17	0.17	0.78	0.12	0.00
Delay/Veh:	0.0	0.0	0.0	12.6	12.6	4.5	0.0	17.8	17.8	32.1	17.5	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	12.6	12.6	4.5	0.0	17.8	17.8	32.1	17.5	0.0
LOS by Move:	A	A	A	B	B	A	A	B	B	C	B	A
HCM2kAvgQ:	0	0	0	13	13	0	0	1	1	7	1	0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.049
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.6
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	128	208	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	73	7	200	0	394	52	133	216	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	73	7	200	0	394	52	133	216	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	115	11	315	0	570	75	171	277	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	11	315	0	570	75	171	277	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	115	11	315	0	570	75	171	277	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.91	0.09	1.00	0.00	0.88	0.12	0.38	0.62	0.00
Final Sat.:	0	0	0	428	43	553	0	543	72	219	355	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.27	0.27	0.57	xxxx	1.05	1.05	0.78	0.78	xxxx
Crit Moves:						****			****		****	
Delay/Veh:	0.0	0.0	0.0	13.0	13.0	17.0	0.0	73.7	73.7	27.4	27.4	0.0
Delay Adj:	1.00	1.00	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	13.0	13.0	17.0	0.0	73.7	73.7	27.4	27.4	0.0
LOS by Move:	*	*	*	B	B	C	*	F	F	D	D	*
ApproachDel:	xxxxxx				15.9			73.7			27.4	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				15.9			73.7			27.4	
LOS by Appr:	*				C			F			D	
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.4	1.2	11.1	11.1	11.1	2.9	2.9	2.9

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.8
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	259	77	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	357	4	43	0	54	34	269	80	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	357	4	43	0	54	34	269	80	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	379	4	45	0	64	40	296	88	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	379	4	45	0	64	40	296	88	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	379	4	45	0	64	40	296	88	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.61	0.39	0.77	0.23	0.00
Final Sat.:	0	0	0	557	6	690	0	372	236	492	146	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.68	0.68	0.07	xxxx	0.17	0.17	0.60	0.60	xxxx
Crit Moves:					****			****		****		
Delay/Veh:	0.0	0.0	0.0	20.5	20.5	8.1	0.0	9.6	9.6	15.9	15.9	0.0
Delay Adj:	1.00	1.00	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	20.5	20.5	8.1	0.0	9.6	9.6	15.9	15.9	0.0
LOS by Move:	*	*	*	C	C	A	*	A	A	C	C	*
ApproachDel:	xxxxxx				19.2			9.6			15.9	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				19.2			9.6			15.9	
LOS by Appr:	*				C			A			C	
AllWayAvgQ:	0.0	0.0	0.0	1.8	1.8	0.1	0.2	0.2	0.2	1.3	1.3	1.3

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	128	208	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	73	7	200	0	394	52	133	216	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	73	7	200	0	394	52	133	216	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	115	11	315	0	570	75	171	277	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	11	315	0	570	75	171	277	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	115	11	315	0	570	75	171	277	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	0.96	0.96	0.85	1.00	0.98	0.98	0.72	0.72	1.00
Lanes:	0.00	0.00	0.00	0.91	0.09	1.00	0.00	0.88	0.12	0.38	0.62	0.00
Final Sat.:	0	0	0	1660	166	1615	0	1652	218	520	845	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.20	0.00	0.34	0.34	0.33	0.33	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.31	0.31	0.31	0.00	0.55	0.55	0.55	0.55	0.00
Volume/Cap:	0.00	0.00	0.00	0.22	0.22	0.62	0.00	0.62	0.62	0.59	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	15.4	15.4	20.0	0.0	10.3	10.3	10.2	10.2	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	15.4	15.4	20.0	0.0	10.3	10.3	10.2	10.2	0.0
LOS by Move:	A	A	A	B	B	C	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	2	2	6	0	9	9	6	6	0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.8
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	0	1 0	0 0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	259	77	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	357	4	43	0	54	34	269	80	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	357	4	43	0	54	34	269	80	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	379	4	45	0	64	40	296	88	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	379	4	45	0	64	40	296	88	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	379	4	45	0	64	40	296	88	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	0.87	0.87	0.85	1.00	0.95	0.95	0.70	0.70	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.61	0.39	0.77	0.23	0.00
Final Sat.:	0	0	0	1628	19	1615	0	1102	699	1025	305	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.03	0.00	0.06	0.06	0.29	0.29	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.00	0.00	0.39	0.39	0.39	0.00	0.48	0.48	0.48	0.48	0.00
Volume/Cap:	0.00	0.00	0.00	0.60	0.60	0.07	0.00	0.12	0.12	0.60	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	16.3	16.3	11.7	0.0	8.7	8.7	13.0	13.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.3	16.3	11.7	0.0	8.7	8.7	13.0	13.0	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	7	7	1	0	1	1	6	6	0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: A[7.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	4	1	76	7	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	0	0	0	0	4	1	79	7	0
Added Vol:	0	0	0	0	0	0	0	0	0	69	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	4	1	148	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.42	0.42	0.57	0.57	1.00
PHF Volume:	0	0	0	0	0	0	0	10	2	257	13	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	10	2	257	13	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	12	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour

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

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: A[7.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	0 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	9	0	86	3	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	0	0	0	0	9	0	89	3	0
Added Vol:	0	0	0	0	0	0	0	0	0	46	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	9	0	135	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45	0.70	0.70	1.00
PHF Volume:	0	0	0	0	0	0	0	21	0	193	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	21	0	193	4	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	21	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[16.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 0 0	0 0		1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	7	0	245	0	0	0	38	300	0	0	452	600
Added Vol:	0	0	0	0	0	0	0	23	0	0	0	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	245	0	0	0	38	323	0	0	452	669
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	1.00	1.00	1.00	0.81	0.81	1.00	1.00	0.74	0.74
PHF Volume:	9	0	319	0	0	0	47	397	0	0	613	907
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	0	319	0	0	0	47	397	0	0	613	907
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1558	2011	397	xxxx	xxxx	xxxxx	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	125	60	657	xxxx	xxxx	xxxxx	445	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	115	53	657	xxxx	xxxx	xxxxx	445	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	0.00	0.49	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.7	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	15.5	xxxxx	xxxx	xxxxx	14.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	115	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	39.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	E	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[21.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 0 0	0 0		1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	4	2	192	0	0	0	17	633	0	0	279	296
Added Vol:	0	0	0	0	0	0	0	77	0	0	0	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	192	0	0	0	17	710	0	0	279	342
User Adj:	1.00	1.00	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	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92
PHF Volume:	4	2	206	0	0	0	17	727	0	0	304	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	2	206	0	0	0	17	727	0	0	304	374
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1252	1439	727	xxxx	xxxx	xxxxx	678	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	192	134	427	xxxx	xxxx	xxxxx	923	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	189	132	427	xxxx	xxxx	xxxxx	923	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	0.02	0.48	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.5	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	21.0	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	165	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	27.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	21.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour - With Improvements

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.866
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	7	0	245	0	0	0	38	300	0	0	452	600
Added Vol:	0	0	0	0	0	0	0	23	0	0	0	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	245	0	0	0	38	323	0	0	452	669
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	1.00	1.00	1.00	0.81	0.81	1.00	1.00	0.74	0.74
PHF Volume:	9	0	319	0	0	0	47	397	0	0	613	907
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	319	0	0	0	47	397	0	0	613	907
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	0	319	0	0	0	47	397	0	0	613	907
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	1.00	1.00	1.00	0.35	1.00	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1634	0	1615	0	0	0	663	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.20	0.00	0.00	0.00	0.07	0.21	0.00	0.00	0.32	0.56
Crit Moves:			****									****
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.65	0.65	0.00	0.00	0.65	0.65
Volume/Cap:	0.03	0.00	0.87	0.00	0.00	0.00	0.11	0.32	0.00	0.00	0.50	0.87
Delay/Veh:	19.5	0.0	42.9	0.0	0.0	0.0	4.4	5.2	0.0	0.0	6.2	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	0.0	42.9	0.0	0.0	0.0	4.4	5.2	0.0	0.0	6.2	16.9
LOS by Move:	B	A	D	A	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	9	0	0	0	0	4	0	0	7	18

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour - With Improvements

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.0
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0 0	1	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	4	2	192	0	0	0	17	633	0	0	279	296
Added Vol:	0	0	0	0	0	0	0	77	0	0	0	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	192	0	0	0	17	710	0	0	279	342
User Adj:	1.00	1.00	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	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92
PHF Volume:	4	2	206	0	0	0	17	727	0	0	304	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	206	0	0	0	17	727	0	0	304	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:	4	2	206	0	0	0	17	727	0	0	304	374
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	1.00	1.00	1.00	0.57	1.00	1.00	1.00	1.00	0.85
Lanes:	0.67	0.33	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1263	631	1615	0	0	0	1075	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.13	0.00	0.00	0.00	0.02	0.38	0.00	0.00	0.16	0.23
Crit Moves:			****					****				
Green/Cycle:	0.22	0.22	0.22	0.00	0.00	0.00	0.65	0.65	0.00	0.00	0.65	0.65
Volume/Cap:	0.02	0.02	0.59	0.00	0.00	0.00	0.02	0.59	0.00	0.00	0.25	0.36
Delay/Veh:	18.5	18.5	23.7	0.0	0.0	0.0	3.7	6.7	0.0	0.0	4.5	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:	18.5	18.5	23.7	0.0	0.0	0.0	3.7	6.7	0.0	0.0	4.5	5.0
LOS by Move:	B	B	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	4	0	0	0	0	8	0	0	2	3

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour

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

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 1 0	0 0	0	0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	136	315	0	0	338	254
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	0	0	0	141	328	0	0	352	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	141	328	0	0	352	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:	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.72	1.00	1.00	0.75	0.75
PHF Volume:	0	0	0	0	0	0	197	456	0	0	470	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	197	456	0	0	470	353
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	823	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	815	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	815	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour

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

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	18	359	0	0	354	175
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	0	0	0	19	373	0	0	368	182
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	19	373	0	0	368	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	1.00	1.00	0.99	0.99
PHF Volume:	0	0	0	0	0	0	21	428	0	0	373	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	21	428	0	0	373	184
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	557	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1023	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1023	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour

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

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[12.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 0		0 0 0	0 0		0 1	0 0	0	0 0	0 1	
Volume Module:												
Base Vol:	0	297	0	0	0	0	1	50	0	0	0	92
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	309	0	0	0	0	1	52	0	0	0	96
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	309	0	0	0	0	1	55	0	0	0	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.80	0.80	1.00	1.00	1.00	0.80	0.80	1.00	1.00	1.00	0.89
PHF Volume:	0	387	0	0	0	0	1	69	0	0	0	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	387	0	0	0	0	1	69	0	0	0	118
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	446	387	xxxxx	xxxx	xxxx	387
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	526	551	xxxxx	xxxx	xxxx	666
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	433	551	xxxxx	xxxx	xxxx	666
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.13	xxxx	xxxx	xxxx	0.18
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.6
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.6
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	548	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.5			11.6		
ApproachLOS:	*			*			B			B		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour

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

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: B[14.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	0	0	0	0 0	0	0	1	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	0	324		2	0	0		0	0	134		0	0	0		107
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	0	337		2	0	0		0	0	139		0	0	0		111
Added Vol:	0	0		0	0	0		0	0	10		0	0	0		6
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	0	337		2	0	0		0	0	149		0	0	0		117
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	0.91		0.91	1.00	1.00		1.00	0.84	0.84		1.00	1.00	1.00		0.84
PHF Volume:	0	369		2	0	0		0	0	178		0	0	0		140
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
FinalVolume:	0	369		2	0	0		0	0	178		0	0	0		140
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	6.5		xxxxx	xxxxx	xxxx		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	4.0		xxxxx	xxxxx	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	372		xxxxx	xxxx	xxxx		371
Potent Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	561		xxxxx	xxxx	xxxx		680
Move Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	561		xxxxx	xxxx	xxxx		680
Volume/Cap:	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	0.32		xxxx	xxxx	xxxx		0.21
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	1.4		xxxxx	xxxx	xxxx		0.8
Control Del:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	14.4		xxxxx	xxxxx	xxxx		11.7
LOS by Move:	*	*		*	*	*		*	*	B		*	*	*		B
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	*		*
ApproachDel:	xxxxxx				xxxxxx				14.4				11.7			
ApproachLOS:	*				*				B				B			

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour

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

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Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

****

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: A[9.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	102	0	0	0	0	6	0	0	79	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	106	0	0	0	0	6	0	0	82	0
Added Vol:	0	0	23	0	0	0	0	0	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	129	0	0	0	0	6	0	0	151	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	1.00	0.56	1.00	1.00	1.00	1.00	0.75	1.00	1.00	0.48	1.00
PHF Volume:	0	0	229	0	0	0	0	8	0	0	318	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	229	0	0	0	0	8	0	0	318	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1079	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1079	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.2			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

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

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

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: A[9.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	2	0	108	0	0	0	0	8	0	0	88	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	2	0	112	0	0	0	0	8	0	0	92	0
Added Vol:	0	0	77	0	0	0	0	0	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	189	0	0	0	0	8	0	0	138	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	1.00	0.67	1.00	1.00	1.00	1.00	0.40	1.00	1.00	0.65	1.00
PHF Volume:	3	0	284	0	0	0	0	21	0	0	212	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	284	0	0	0	0	21	0	0	212	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	232	232	21	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	760	671	1063	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	760	671	1063	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	1058	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour

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

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	92	160	49	29	69	153	108	327	52	22	777	86
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	96	166	51	30	72	159	112	340	54	23	808	89
Added Vol:	0	9	0	0	3	0	0	23	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	175	51	30	75	159	112	363	54	23	877	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.86	0.86	0.86	0.81	0.81	0.81	0.73	0.73	0.73
PHF Volume:	133	245	71	35	87	185	139	450	67	31	1197	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	245	71	35	87	185	139	450	67	31	1197	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	245	71	35	87	185	139	450	67	31	1197	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.92	0.92	0.53	1.00	0.85	0.18	1.00	0.85	0.45	0.94	0.94
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.81	0.19
Final Sat.:	1321	2702	785	1009	1900	1615	346	1900	1615	859	3230	329
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.03	0.05	0.11	0.40	0.24	0.04	0.04	0.37	0.37
Crit Moves:						****	****					
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.53	0.47	0.47	0.18	0.24	0.60	0.60	0.35	0.06	0.05	0.55	0.55
Delay/Veh:	23.9	22.1	22.1	20.8	20.9	25.3	9.5	4.3	3.3	3.3	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:	23.9	22.1	22.1	20.8	20.9	25.3	9.5	4.3	3.3	3.3	5.3	5.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	1	2	4	3	4	0	0	7	7

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour

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

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	96	111	89	61	104	88	102	550	120	61	395	43
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	100	115	93	63	108	92	106	572	125	63	411	45
Added Vol:	0	6	0	0	10	0	0	77	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	121	93	63	118	92	106	649	125	63	457	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.87	0.87	0.87	0.95	0.95	0.95	0.90	0.90	0.90
PHF Volume:	107	130	99	73	136	106	112	682	131	70	505	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	130	99	73	136	106	112	682	131	70	505	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	130	99	73	136	106	112	682	131	70	505	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.89	0.89	0.61	1.00	0.85	0.45	1.00	0.85	0.31	0.94	0.94
Lanes:	1.00	1.13	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.82	0.18
Final Sat.:	1218	1915	1460	1157	1900	1615	859	1900	1615	591	3245	318
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.06	0.07	0.07	0.13	0.36	0.08	0.12	0.16	0.16
Crit Moves:	****							****				
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.52	0.40	0.40	0.37	0.42	0.39	0.19	0.52	0.12	0.17	0.22	0.22
Delay/Veh:	24.9	22.6	22.6	23.3	23.2	23.0	3.3	4.7	3.0	3.3	3.3	3.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	22.6	22.6	23.3	23.2	23.0	3.3	4.7	3.0	3.3	3.3	3.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	2	2	2	3	2	1	6	1	1	2	2

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour

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

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.0
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	1 0	1	1 1	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	69	245	93	16	25	295	133	176	9	16	212	25
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	72	255	97	17	26	307	138	183	9	17	220	26
Added Vol:	0	9	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	264	97	17	29	307	138	183	9	17	220	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:	0.86	0.86	0.86	0.89	0.89	0.89	0.76	0.76	0.76	0.68	0.68	0.68
PHF Volume:	84	308	113	19	32	343	181	240	12	25	327	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	308	113	19	32	343	181	240	12	25	327	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:	84	308	113	19	32	343	181	240	12	25	327	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.93	0.93	0.93	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.25	1.67	0.08	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2211	2925	150	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.07	0.01	0.02	0.21	0.08	0.08	0.08	0.01	0.17	0.02
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.16	0.16	0.12	0.14	0.29	0.15	0.15	0.15	0.31	0.31	0.31
Volume/Cap:	0.36	0.55	0.45	0.09	0.12	0.73	0.55	0.55	0.55	0.04	0.55	0.08
Delay/Veh:	24.9	24.6	24.3	23.8	22.6	24.7	24.5	24.5	24.5	14.4	18.2	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	24.6	24.3	23.8	22.6	24.7	24.5	24.5	24.5	14.4	18.2	14.6
LOS by Move:	C	C	C	C	C	C	C	C	C	B	B	B
HCM2kAvgQ:	2	4	2	0	1	7	3	3	3	0	6	1

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour

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

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	1 0	1	1 1	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	42	274	120	23	75	385	204	139	29	31	103	31
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	44	285	125	24	78	400	212	145	30	32	107	32
Added Vol:	0	6	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	291	125	24	88	400	212	145	30	32	107	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
PHF Volume:	49	328	141	26	95	434	237	162	34	35	116	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	328	141	26	95	434	237	162	34	35	116	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:	49	328	141	26	95	434	237	162	34	35	116	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.91	0.91	0.91	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.65	1.12	0.23	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2855	1945	406	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.01	0.05	0.27	0.08	0.08	0.08	0.02	0.06	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.12	0.22	0.22	0.22	0.32	0.49	0.17	0.17	0.17	0.13	0.13	0.13
Volume/Cap:	0.23	0.42	0.40	0.07	0.16	0.55	0.49	0.49	0.49	0.15	0.48	0.17
Delay/Veh:	24.6	20.6	20.9	18.7	14.8	11.5	22.9	22.9	22.9	23.6	25.8	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	20.6	20.9	18.7	14.8	11.5	22.9	22.9	22.9	23.6	25.8	23.7
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	3	3	0	1	6	3	3	3	1	3	1

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour

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

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.366
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.4
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	29	2	27	18	12	7	97	0	3	71	38
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	30	2	28	19	12	7	101	0	3	74	40
Added Vol:	0	0	0	3	0	0	0	23	0	0	69	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	2	31	19	12	7	124	0	3	143	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.75	0.75	0.75	0.46	0.46	0.46	0.81	0.81	0.81
PHF Volume:	0	43	3	41	25	17	16	270	0	4	176	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	43	3	41	25	17	16	270	0	4	176	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	43	3	41	25	17	16	270	0	4	176	60
Saturation Flow Module:												
Adjustment:	1.00	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	0.94	0.06	0.50	0.30	0.20	0.06	0.94	0.00	0.02	0.73	0.25
Final Sat.:	0	598	41	324	195	130	43	738	0	13	584	198
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.07	0.07	0.13	0.13	0.13	0.37	0.37	xxxx	0.30	0.30	0.30
Crit Moves:		****		****				****		****		
Delay/Veh:	0.0	8.5	8.5	8.7	8.7	8.7	10.0	10.0	0.0	9.2	9.2	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.5	8.5	8.7	8.7	8.7	10.0	10.0	0.0	9.2	9.2	9.2
LOS by Move:	*	A	A	A	A	A	A	A	*	A	A	A
ApproachDel:		8.5			8.7			10.0			9.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			8.7			10.0			9.2	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.5	0.5	0.5	0.4	0.4	0.4

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour

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

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.4
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	34	0	44	48	17	15	95	0	3	84	35
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	35	0	46	50	18	16	99	0	3	87	36
Added Vol:	0	0	0	10	0	0	0	77	0	0	46	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	35	0	56	50	18	16	176	0	3	133	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.83	0.83	0.83	0.60	0.60	0.60	0.65	0.65	0.65
PHF Volume:	0	46	0	68	60	21	26	293	0	5	204	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	46	0	68	60	21	26	293	0	5	204	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	46	0	68	60	21	26	293	0	5	204	65
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.46	0.40	0.14	0.08	0.92	0.00	0.02	0.74	0.24
Final Sat.:	0	584	0	282	252	89	60	673	0	13	555	176
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.08	xxxx	0.24	0.24	0.24	0.44	0.44	xxxx	0.37	0.37	0.37
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	8.9	0.0	9.8	9.8	9.8	11.2	11.2	0.0	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.9	0.0	9.8	9.8	9.8	11.2	11.2	0.0	10.2	10.2	10.2
LOS by Move:	*	A	*	A	A	A	B	B	*	B	B	B
ApproachDel:		8.9			9.8			11.2			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.9			9.8			11.2			10.2	
LOS by Appr:		A			A			B			B	
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.3	0.3	0.7	0.7	0.7	0.5	0.5	0.5

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour

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

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec):	85	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.3
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	92	66	12	60	265	96	297	6	54	583	26
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	19	96	69	12	62	276	100	309	6	56	606	27
Added Vol:	0	0	0	0	0	0	0	23	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	96	69	12	62	276	100	332	6	56	675	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	0.67	0.67	0.75	0.75	0.75	0.83	0.83	0.83	0.82	0.82	0.82
PHF Volume:	28	142	102	17	84	369	120	399	8	69	827	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	142	102	17	84	369	120	399	8	69	827	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:	28	142	102	17	84	369	120	399	8	69	827	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.94	0.94	0.45	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.58	0.42	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1332	1037	744	851	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.02	0.04	0.23	0.07	0.21	0.00	0.04	0.44	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.51	0.42	0.42	0.64	0.51	0.51
Volume/Cap:	0.08	0.51	0.51	0.07	0.16	0.85	0.50	0.49	0.01	0.11	0.85	0.04
Delay/Veh:	23.4	27.4	27.4	23.4	24.0	44.8	16.9	18.3	14.1	7.1	25.7	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:	23.4	27.4	27.4	23.4	24.0	44.8	16.9	18.3	14.1	7.1	25.7	10.5
LOS by Move:	C	C	C	C	C	D	B	B	B	A	C	B
HCM2kAvgQ:	1	6	6	0	2	12	3	8	0	1	22	0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour

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

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	85	65	40	74	153	163	533	17	62	298	50
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	19	88	68	42	77	159	170	554	18	64	310	52
Added Vol:	0	0	0	0	0	0	0	77	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	88	68	42	77	159	170	631	18	64	356	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	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92
PHF Volume:	21	97	75	45	83	171	181	673	19	70	386	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	97	75	45	83	171	181	673	19	70	386	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:	21	97	75	45	83	171	181	673	19	70	386	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.94	0.94	0.55	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.57	0.43	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1334	1007	770	1047	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.04	0.04	0.11	0.10	0.35	0.01	0.04	0.20	0.03
Crit Moves:						****		****		****		
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.71	0.53	0.53	0.52	0.41	0.41
Volume/Cap:	0.10	0.61	0.61	0.27	0.28	0.67	0.24	0.67	0.02	0.16	0.50	0.09
Delay/Veh:	21.8	27.6	27.6	23.1	22.8	30.8	3.9	12.3	6.8	7.5	13.7	10.9
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:	21.8	27.6	27.6	23.1	22.8	30.8	3.9	12.3	6.8	7.5	13.7	10.9
LOS by Move:	C	C	C	C	C	C	A	B	A	A	B	B
HCM2kAvgQ:	0	4	4	1	2	4	1	10	0	1	6	1

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour

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

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Intersection #12 3rd Street (NS) at County Line Road (EW)

****

Cycle (sec):	0	Critical Vol./Cap.(X):	1.060
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	46.8
Optimal Cycle:	0	Level Of Service:	E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	30	20	28	20	14	73	40	361	10	40	524	12
Added Vol:	0	0	0	0	0	0	0	23	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	28	20	14	73	40	384	10	40	593	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	32	21	30	22	15	83	42	404	11	45	673	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	21	30	22	15	83	42	404	11	45	673	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	21	30	22	15	83	42	404	11	45	673	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.25	0.36	0.18	0.13	0.69	0.09	0.89	0.02	0.06	0.92	0.02
Final Sat.:	191	125	178	98	67	361	59	573	16	42	634	13
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.23	0.23	0.23	0.70	0.70	0.70	1.06	1.06	1.06
Crit Moves:		****		****			****			****		
Delay/Veh:	11.1	11.1	11.1	11.2	11.2	11.2	20.2	20.2	20.2	73.4	73.4	73.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.1	11.1	11.2	11.2	11.2	20.2	20.2	20.2	73.4	73.4	73.4
LOS by Move:	B	B	B	B	B	B	C	C	C	F	F	F
ApproachDel:		11.1			11.2			20.2			73.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			11.2			20.2			73.4	
LOS by Appr:		B			B			C			F	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	2.1	2.1	2.1	12.5	12.5	12.5

****

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.051
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	44.9
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	8
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	25	45	36	15	43	54	70	479	27	28	304	8
Added Vol:	0	0	0	0	0	0	0	77	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	45	36	15	43	54	70	556	27	28	350	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:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	27	49	40	16	48	61	75	603	29	31	389	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	49	40	16	48	61	75	603	29	31	389	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:	27	49	40	16	48	61	75	603	29	31	389	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:	0.24	0.42	0.34	0.13	0.38	0.49	0.11	0.85	0.04	0.07	0.91	0.02
Final Sat.:	117	210	171	67	195	248	72	573	28	46	568	14
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.24	0.24	0.24	1.05	1.05	1.05	0.69	0.69	0.69
Crit Moves:		****		****				****			****	
Delay/Veh:	11.7	11.7	11.7	11.6	11.6	11.6	71.5	71.5	71.5	19.7	19.7	19.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.7	11.7	11.6	11.6	11.6	71.5	71.5	71.5	19.7	19.7	19.7
LOS by Move:	B	B	B	B	B	B	F	F	F	C	C	C
ApproachDel:		11.7			11.6			71.5			19.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			11.6			71.5			19.7	
LOS by Appr:		B			B			F			C	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	11.8	11.8	11.8	1.9	1.9	1.9

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour - With Improvements

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	30	20	28	20	14	73	40	361	10	40	524	12
Added Vol:	0	0	0	0	0	0	0	23	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	28	20	14	73	40	384	10	40	593	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	32	21	30	22	15	83	42	404	11	45	673	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	21	30	22	15	83	42	404	11	45	673	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	21	30	22	15	83	42	404	11	45	673	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.84	0.84	0.84	0.91	0.91	0.91	0.96	0.96	0.96
Lanes:	0.39	0.25	0.36	0.18	0.13	0.69	0.09	0.89	0.02	0.06	0.92	0.02
Final Sat.:	599	393	558	297	203	1095	158	1532	42	111	1668	35
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.08	0.08	0.08	0.26	0.26	0.26	0.40	0.40	0.40
Crit Moves:					****						****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.39	0.39	0.39	0.55	0.55	0.55	0.36	0.36	0.36	0.55	0.55	0.55
Delay/Veh:	24.8	24.8	24.8	27.2	27.2	27.2	3.2	3.2	3.2	4.2	4.2	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	24.8	24.8	27.2	27.2	27.2	3.2	3.2	3.2	4.2	4.2	4.2
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	3	3	3	3	3	3	7	7	7

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour - With Improvements

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.8
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	8
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	25	45	36	15	43	54	70	479	27	28	304	8
Added Vol:	0	0	0	0	0	0	0	77	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	45	36	15	43	54	70	556	27	28	350	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:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	27	49	40	16	48	61	75	603	29	31	389	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	49	40	16	48	61	75	603	29	31	389	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:	27	49	40	16	48	61	75	603	29	31	389	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.89	0.89	0.89	0.91	0.91	0.91	0.94	0.94	0.94
Lanes:	0.24	0.42	0.34	0.13	0.38	0.49	0.11	0.85	0.04	0.07	0.91	0.02
Final Sat.:	386	692	564	222	651	825	185	1480	72	129	1609	38
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.07	0.07	0.07	0.41	0.41	0.41	0.24	0.24	0.24
Crit Moves:					****			****				
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.54	0.54	0.54	0.55	0.55	0.55	0.55	0.55	0.55	0.33	0.33	0.33
Delay/Veh:	26.9	26.9	26.9	27.4	27.4	27.4	4.1	4.1	4.1	2.9	2.9	2.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	26.9	26.9	27.4	27.4	27.4	4.1	4.1	4.1	2.9	2.9	2.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	7	7	7	3	3	3

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.101
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	56.9
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	38	45	16	3	33	85	100	261	45	24	456	20
Added Vol:	0	0	0	0	0	0	0	23	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	45	16	3	33	85	100	284	45	24	525	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:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	76	89	31	5	51	131	120	341	54	27	582	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	89	31	5	51	131	120	341	54	27	582	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:	76	89	31	5	51	131	120	341	54	27	582	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.45	0.16	0.03	0.27	0.70	0.23	0.67	0.10	0.04	0.93	0.03
Final Sat.:	178	207	72	12	130	334	131	371	58	24	528	20
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.39	0.39	0.39	0.92	0.92	0.92	1.10	1.10	1.10
Crit Moves:		****		****				****		****		
Delay/Veh:	15.7	15.7	15.7	14.5	14.5	14.5	44.7	44.7	44.7	92.2	92.2	92.2
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:	15.7	15.7	15.7	14.5	14.5	14.5	44.7	44.7	44.7	92.2	92.2	92.2
LOS by Move:	C	C	C	B	B	B	E	E	E	F	F	F
ApproachDel:		15.7			14.5			44.7			92.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.7			14.5			44.7			92.2	
LOS by Appr:		C			B			E			F	
AllWayAvgQ:	0.7	0.7	0.7	0.6	0.6	0.6	5.5	5.5	5.5	13.2	13.2	13.2

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.8
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	10	16	7	7	14	32	30	456	21	6	280	1
Added Vol:	0	0	0	0	0	0	0	77	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	16	7	7	14	32	30	533	21	6	326	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	14	21	10	8	15	35	33	578	23	7	340	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	21	10	8	15	35	33	578	23	7	340	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	21	10	8	15	35	33	578	23	7	340	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.05	0.91	0.04	0.02	0.97	0.01
Final Sat.:	168	252	118	78	144	343	40	709	28	13	701	2
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.10	0.10	0.10	0.81	0.81	0.81	0.49	0.49	0.49
Crit Moves:		****				****	****			****		
Delay/Veh:	9.6	9.6	9.6	9.4	9.4	9.4	23.9	23.9	23.9	12.2	12.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.6	9.6	9.4	9.4	9.4	23.9	23.9	23.9	12.2	12.2	12.2
LOS by Move:	A	A	A	A	A	A	C	C	C	B	B	B
ApproachDel:		9.6			9.4			23.9			12.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.6			9.4			23.9			12.2	
LOS by Appr:		A			A			C			B	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	3.5	3.5	3.5	0.9	0.9	0.9

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour - With Improvements

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.5
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	38	45	16	3	33	85	100	261	45	24	456	20
Added Vol:	0	0	0	0	0	0	0	23	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	45	16	3	33	85	100	284	45	24	525	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:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	76	89	31	5	51	131	120	341	54	27	582	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	89	31	5	51	131	120	341	54	27	582	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:	76	89	31	5	51	131	120	341	54	27	582	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.90	0.90	0.90	0.76	0.76	0.76	0.97	0.97	0.97
Lanes:	0.39	0.45	0.16	0.03	0.27	0.70	0.23	0.67	0.10	0.04	0.93	0.03
Final Sat.:	580	674	235	44	467	1195	338	961	151	77	1698	64
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.11	0.11	0.11	0.35	0.35	0.35	0.34	0.34	0.34
Crit Moves:		****						****				
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.56	0.56	0.56	0.47	0.47	0.47	0.56	0.56	0.56	0.54	0.54	0.54
Delay/Veh:	22.3	22.3	22.3	20.6	20.6	20.6	7.1	7.1	7.1	6.7	6.7	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	22.3	22.3	20.6	20.6	20.6	7.1	7.1	7.1	6.7	6.7	6.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	4	4	4	6	6	6	7	7	7

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour - With Improvements

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	10	16	7	7	14	32	30	456	21	6	280	1
Added Vol:	0	0	0	0	0	0	0	77	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	16	7	7	14	32	30	533	21	6	326	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	14	21	10	8	15	35	33	578	23	7	340	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	21	10	8	15	35	33	578	23	7	340	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	21	10	8	15	35	33	578	23	7	340	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.87	0.87	0.87	0.97	0.97	0.97	0.99	0.99	0.99
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.05	0.91	0.04	0.02	0.97	0.01
Final Sat.:	510	765	357	228	424	1010	95	1681	66	35	1844	6
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.04	0.04	0.04	0.34	0.34	0.34	0.18	0.18	0.18
Crit Moves:					****			****				
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.75	0.75	0.75	0.75	0.75	0.75
Volume/Cap:	0.24	0.24	0.24	0.30	0.30	0.30	0.46	0.46	0.46	0.25	0.25	0.25
Delay/Veh:	24.7	24.7	24.7	25.1	25.1	25.1	3.1	3.1	3.1	2.4	2.4	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	24.7	24.7	25.1	25.1	25.1	3.1	3.1	3.1	2.4	2.4	2.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	5	5	5	2	2	2

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour

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

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.4
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	54	8	12	34	66	74	209	13	16	371	13
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	21	56	8	12	35	69	77	217	14	17	386	14
Added Vol:	0	0	0	0	0	0	0	23	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	56	8	12	35	69	77	240	14	17	455	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:	0.79	0.79	0.79	0.76	0.76	0.76	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	26	71	11	16	47	91	97	302	17	19	523	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	71	11	16	47	91	97	302	17	19	523	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:	26	71	11	16	47	91	97	302	17	19	523	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.66	0.10	0.26	0.74	1.00	0.23	0.73	0.04	0.03	0.94	0.03
Final Sat.:	117	315	47	119	337	510	146	457	26	23	622	18
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.14	0.14	0.18	0.66	0.66	0.66	0.84	0.84	0.84
Crit Moves:		****				****	****				****	
Delay/Veh:	11.5	11.5	11.5	11.0	11.0	10.3	18.0	18.0	18.0	28.8	28.8	28.8
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:	11.5	11.5	11.5	11.0	11.0	10.3	18.0	18.0	18.0	28.8	28.8	28.8
LOS by Move:	B	B	B	B	B	B	C	C	C	D	D	D
ApproachDel:		11.5			10.6			18.0			28.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			10.6			18.0			28.8	
LOS by Appr:		B			B			C			D	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.2	1.7	1.7	1.7	3.8	3.8	3.8

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour

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

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.2
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	66	13	15	33	47	70	348	29	8	211	8
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	17	69	14	16	34	49	73	362	30	8	219	8
Added Vol:	0	0	0	0	0	0	0	77	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	69	14	16	34	49	73	439	30	8	265	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.82	0.82	0.82	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	18	72	14	19	42	60	78	471	32	9	295	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	72	14	19	42	60	78	471	32	9	295	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:	18	72	14	19	42	60	78	471	32	9	295	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:	0.17	0.69	0.14	0.31	0.69	1.00	0.13	0.81	0.06	0.03	0.94	0.03
Final Sat.:	87	358	70	148	326	535	95	573	39	19	609	19
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.13	0.13	0.11	0.82	0.82	0.82	0.48	0.48	0.48
Crit Moves:		****		****					****		****	
Delay/Veh:	10.8	10.8	10.8	10.6	10.6	9.5	26.0	26.0	26.0	12.9	12.9	12.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	10.6	10.6	9.5	26.0	26.0	26.0	12.9	12.9	12.9
LOS by Move:	B	B	B	B	B	A	D	D	D	B	B	B
ApproachDel:		10.8			10.1			26.0			12.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			10.1			26.0			12.9	
LOS by Appr:		B			B			D			B	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	3.5	3.5	3.5	0.8	0.8	0.8

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour - With Improvements

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

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.9
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0	1 0	0 1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	54	8	12	34	66	74	209	13	16	371	13
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	21	56	8	12	35	69	77	217	14	17	386	14
Added Vol:	0	0	0	0	0	0	0	23	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	56	8	12	35	69	77	240	14	17	455	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:	0.79	0.79	0.79	0.76	0.76	0.76	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	26	71	11	16	47	91	97	302	17	19	523	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	71	11	16	47	91	97	302	17	19	523	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:	26	71	11	16	47	91	97	302	17	19	523	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.91	0.91	0.85	0.80	0.80	0.80	0.98	0.98	0.98
Lanes:	0.24	0.66	0.10	0.26	0.74	1.00	0.23	0.73	0.04	0.03	0.94	0.03
Final Sat.:	417	1125	167	450	1275	1615	355	1107	62	64	1746	52
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.04	0.04	0.06	0.27	0.27	0.27	0.30	0.30	0.30
Crit Moves:		****									****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.72	0.72	0.72	0.72	0.72	0.72
Volume/Cap:	0.42	0.42	0.42	0.24	0.24	0.37	0.38	0.38	0.38	0.42	0.42	0.42
Delay/Veh:	24.2	24.2	24.2	22.9	22.9	23.8	3.6	3.6	3.6	3.7	3.7	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	24.2	24.2	22.9	22.9	23.8	3.6	3.6	3.6	3.7	3.7	3.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	1	1	2	3	3	3	4	4	4

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour - With Improvements

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

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 10 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 4.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	66	13	15	33	47	70	348	29	8	211	8
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	17	69	14	16	34	49	73	362	30	8	219	8
Added Vol:	0	0	0	0	0	0	0	77	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	69	14	16	34	49	73	439	30	8	265	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.82	0.82	0.82	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	18	72	14	19	42	60	78	471	32	9	295	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	72	14	19	42	60	78	471	32	9	295	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:	18	72	14	19	42	60	78	471	32	9	295	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.99	0.99	0.85	0.99	0.99	0.99	1.00	1.00	1.00
Lanes:	0.17	0.69	0.14	0.31	0.69	1.00	0.13	0.81	0.06	0.03	0.94	0.03
Final Sat.:	312	1286	253	585	1287	1615	251	1516	104	56	1779	56
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.03	0.03	0.04	0.31	0.31	0.31	0.17	0.17	0.17
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.10	0.10	0.06	0.06	0.06	0.55	0.55	0.55	0.29	0.29	0.29
Volume/Cap:	0.57	0.54	0.54	0.54	0.50	0.57	0.57	0.57	0.57	0.57	0.57	0.57
Delay/Veh:	8.5	7.4	7.4	9.9	7.8	11.8	2.3	2.3	2.3	4.4	4.4	4.4
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:	8.5	7.4	7.4	9.9	7.8	11.8	2.3	2.3	2.3	4.4	4.4	4.4
LOS by Move:	A	A	A	A	A	B	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	2	2	2	2	2	2

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour

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

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.3
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	27	119	6	20	82	107	46	140	15	16	282	17
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	28	124	6	21	85	111	48	146	16	17	293	18
Added Vol:	58	9	0	0	3	0	0	4	20	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	133	6	21	88	111	48	150	36	17	304	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.65	0.65	0.65	0.76	0.76	0.76	0.89	0.89	0.89
PHF Volume:	111	171	8	32	135	170	63	197	47	19	344	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	171	8	32	135	170	63	197	47	19	344	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:	111	171	8	32	135	170	63	197	47	19	344	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.59	0.03	0.09	0.40	0.51	0.21	0.64	0.15	0.05	0.90	0.05
Final Sat.:	181	278	13	48	204	257	100	313	75	25	464	27
Capacity Analysis Module:												
Vol/Sat:	0.61	0.61	0.61	0.66	0.66	0.66	0.63	0.63	0.63	0.74	0.74	0.74
Crit Moves:	****					****		****			****	
Delay/Veh:	18.5	18.5	18.5	19.3	19.3	19.3	18.6	18.6	18.6	23.8	23.8	23.8
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:	18.5	18.5	18.5	19.3	19.3	19.3	18.6	18.6	18.6	23.8	23.8	23.8
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
ApproachDel:		18.5			19.3			18.6			23.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.5			19.3			18.6			23.8	
LOS by Appr:		C			C			C			C	
AllWayAvgQ:	1.1	1.1	1.1	1.4	1.4	1.4	1.2	1.2	1.2	2.0	2.0	2.0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour

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

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.3
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	140	15	7	124	43	69	277	24	6	160	16
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	11	146	16	7	129	45	72	288	25	6	166	17
Added Vol:	38	6	0	0	10	0	0	12	65	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	152	16	7	139	45	72	300	90	6	173	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
PHF Volume:	54	167	17	8	152	49	82	344	103	7	191	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	167	17	8	152	49	82	344	103	7	191	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:	54	167	17	8	152	49	82	344	103	7	191	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.70	0.07	0.04	0.73	0.23	0.16	0.65	0.19	0.03	0.89	0.08
Final Sat.:	117	359	37	20	373	120	98	410	123	17	470	45
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.41	0.41	0.41	0.84	0.84	0.84	0.41	0.41	0.41
Crit Moves:			****		****			****			****	
Delay/Veh:	14.0	14.0	14.0	13.0	13.0	13.0	29.1	29.1	29.1	12.7	12.7	12.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	14.0	14.0	13.0	13.0	13.0	29.1	29.1	29.1	12.7	12.7	12.7
LOS by Move:	B	B	B	B	B	B	D	D	D	B	B	B
ApproachDel:		14.0			13.0			29.1			12.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			13.0			29.1			12.7	
LOS by Appr:		B			B			D			B	
AllWayAvgQ:	0.7	0.7	0.7	0.5	0.5	0.5	3.6	3.6	3.6	0.5	0.5	0.5

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour - With Improvements

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

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	0 0	1!	0	0	0 0	1!	0	0	0 0	1!	0	0	0 0	1!	0	0
Volume Module:																
Base Vol:	27	119	6		20	82	107		46	140	15		16	282	17	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	28	124	6		21	85	111		48	146	16		17	293	18	
Added Vol:	58	9	0		0	3	0		0	4	20		0	11	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	86	133	6		21	88	111		48	150	36		17	304	18	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.78	0.78	0.78		0.65	0.65	0.65		0.76	0.76	0.76		0.89	0.89	0.89	
PHF Volume:	111	171	8		32	135	170		63	197	47		19	344	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	111	171	8		32	135	170		63	197	47		19	344	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:	111	171	8		32	135	170		63	197	47		19	344	20	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.77	0.77	0.77		0.89	0.89	0.89		0.85	0.85	0.85		0.97	0.97	0.97	
Lanes:	0.38	0.59	0.03		0.09	0.40	0.51		0.21	0.64	0.15		0.05	0.90	0.05	
Final Sat.:	562	867	41		160	677	854		331	1036	247		91	1660	96	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.20	0.20		0.20	0.20	0.20		0.19	0.19	0.19		0.21	0.21	0.21	
Crit Moves:						****								****		
Green/Cycle:	0.42	0.42	0.42		0.42	0.42	0.42		0.44	0.44	0.44		0.44	0.44	0.44	
Volume/Cap:	0.46	0.46	0.46		0.47	0.47	0.47		0.43	0.43	0.43		0.47	0.47	0.47	
Delay/Veh:	12.9	12.9	12.9		12.9	12.9	12.9		12.0	12.0	12.0		12.2	12.2	12.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	12.9	12.9	12.9		12.9	12.9	12.9		12.0	12.0	12.0		12.2	12.2	12.2	
LOS by Move:	B	B	B		B	B	B		B	B	B		B	B	B	
HCM2kAvgQ:	4	4	4		5	5	5		4	4	4		5	5	5	

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour - With Improvements

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

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	140	15	7	124	43	69	277	24	6	160	16
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	11	146	16	7	129	45	72	288	25	6	166	17
Added Vol:	38	6	0	0	10	0	0	12	65	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	152	16	7	139	45	72	300	90	6	173	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
PHF Volume:	54	167	17	8	152	49	82	344	103	7	191	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	167	17	8	152	49	82	344	103	7	191	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:	54	167	17	8	152	49	82	344	103	7	191	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.96	0.96	0.96	0.90	0.90	0.90	0.98	0.98	0.98
Lanes:	0.23	0.70	0.07	0.04	0.73	0.23	0.16	0.65	0.19	0.03	0.89	0.08
Final Sat.:	388	1190	122	69	1321	425	265	1109	332	59	1638	157
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.11	0.11	0.11	0.31	0.31	0.31	0.12	0.12	0.12
Crit Moves:		****						****				
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.52	0.52	0.52	0.43	0.43	0.43	0.52	0.52	0.52	0.19	0.19	0.19
Delay/Veh:	19.7	19.7	19.7	18.7	18.7	18.7	7.5	7.5	7.5	5.6	5.6	5.6
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:	19.7	19.7	19.7	18.7	18.7	18.7	7.5	7.5	7.5	5.6	5.6	5.6
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	4	4	4	6	6	6	2	2	2

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour

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

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.378
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	8	100	2	5	64	25	18	55	3	0	68	8
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	8	104	2	5	67	26	19	57	3	0	71	8
Added Vol:	17	67	0	0	23	0	0	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	171	2	5	90	26	19	57	9	0	71	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:	0.71	0.71	0.71	0.71	0.71	0.71	0.68	0.68	0.68	0.79	0.79	0.79
PHF Volume:	36	242	3	7	126	37	28	84	13	0	89	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	242	3	7	126	37	28	84	13	0	89	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:	36	242	3	7	126	37	28	84	13	0	89	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.86	0.01	0.04	0.74	0.22	0.22	0.67	0.11	0.00	0.89	0.11
Final Sat.:	95	639	8	32	543	158	145	444	71	0	587	69
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.23	0.23	0.23	0.19	0.19	0.19	xxxx	0.15	0.15
Crit Moves:	****					****		****			****	
Delay/Veh:	10.4	10.4	10.4	9.0	9.0	9.0	9.1	9.1	9.1	0.0	8.9	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:	10.4	10.4	10.4	9.0	9.0	9.0	9.1	9.1	9.1	0.0	8.9	8.9
LOS by Move:	B	B	B	A	A	A	A	A	A	*	A	A
ApproachDel:		10.4			9.0			9.1			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.4			9.0			9.1			8.9	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.3	0.3	0.2	0.2	0.2	0.1	0.1	0.1

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour

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

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.481
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.0
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	4	91	0	8	80	29	60	89	4	0	40	5
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	4	95	0	8	83	30	62	93	4	0	42	5
Added Vol:	11	44	0	0	75	0	0	0	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	139	0	8	158	30	62	93	23	0	42	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.45	0.45	0.45	0.81	0.81	0.81	0.93	0.93	0.93	0.80	0.80	0.80
PHF Volume:	34	308	0	10	196	37	67	99	25	0	52	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	308	0	10	196	37	67	99	25	0	52	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	308	0	10	196	37	67	99	25	0	52	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.90	0.00	0.04	0.81	0.15	0.35	0.52	0.13	0.00	0.89	0.11
Final Sat.:	70	640	0	30	562	107	218	323	81	0	513	64
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	xxxx	0.35	0.35	0.35	0.31	0.31	0.31	xxxx	0.10	0.10
Crit Moves:		****				****	****					****
Delay/Veh:	12.1	12.1	0.0	10.4	10.4	10.4	10.5	10.5	10.5	0.0	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	12.1	0.0	10.4	10.4	10.4	10.5	10.5	10.5	0.0	9.1	9.1
LOS by Move:	B	B	*	B	B	B	B	B	B	*	A	A
ApproachDel:		12.1			10.4			10.5			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.1			10.4			10.5			9.1	
LOS by Appr:		B			B			B			A	
AllWayAvgQ:	0.8	0.8	0.8	0.5	0.5	0.5	0.4	0.4	0.4	0.1	0.1	0.1

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour - With Improvements

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

Intersection #17 Singleton Road (NS) at JP Ranch Drive (EW)

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[10.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	93	0	0	60	0	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	97	0	0	62	0	0	0	0	0	0	0
Added Vol:	6	35	5	5	12	12	35	0	18	14	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	132	5	5	74	12	35	0	18	14	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	139	5	5	78	13	37	0	19	15	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	139	5	5	78	13	37	0	19	15	0	15
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	91	xxxx	xxxxx	144	xxxx	xxxxx	256	252	85	259	255	141
Potent Cap.:	1517	xxxx	xxxxx	1451	xxxx	xxxxx	701	655	980	699	652	912
Move Cap.:	1517	xxxx	xxxxx	1451	xxxx	xxxxx	685	650	980	681	647	912
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.05	0.00	0.02	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	763	xxxxx	xxxx	780	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	9.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			10.1			9.8		
ApproachLOS:	*			*			B			A		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour - With Improvements

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

Intersection #17 Singleton Road (NS) at JP Ranch Drive (EW)

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[10.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	86	0	0	75	0	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	89	0	0	78	0	0	0	0	0	0	0
Added Vol:	20	23	15	15	39	40	23	0	12	9	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	112	15	15	117	40	23	0	12	9	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	118	16	16	123	42	24	0	13	9	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	118	16	16	123	42	24	0	13	9	0	9
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	165	xxxx	xxxxx	134	xxxx	xxxxx	349	352	144	350	365	126
Potent Cap.:	1425	xxxx	xxxxx	1463	xxxx	xxxxx	610	576	908	608	566	929
Move Cap.:	1425	xxxx	xxxxx	1463	xxxx	xxxxx	591	561	908	588	552	929
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.04	0.00	0.01	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	672	xxxxx	xxxx	720	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	xxxxx	10.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.7			10.1		
ApproachLOS:	*			*			B			B		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Morning Peak Hour - With Improvements

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

Intersection #18 Singleton Road (NS) at Lariat Road (EW)

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[10.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	93	0	0	60	0	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	97	0	0	62	0	0	0	0	0	0	0
Added Vol:	12	11	4	2	31	10	30	0	35	11	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	108	4	2	93	10	30	0	35	11	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	113	4	2	98	11	32	0	37	12	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	113	4	2	98	11	32	0	37	12	0	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	109	xxxx	xxxxx	118	xxxx	xxxxx	251	251	104	267	254	115
Potent Cap.:	1494	xxxx	xxxxx	1483	xxxx	xxxxx	706	656	957	690	653	942
Move Cap.:	1494	xxxx	xxxxx	1483	xxxx	xxxxx	697	649	957	658	647	942
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.05	0.00	0.04	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	816	xxxxx	xxxx	727	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx	xxxxx	10.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			9.8			10.1		
ApproachLOS:	*			*			A			B		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017)
Evening Peak Hour - With Improvements

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

Intersection #18 Singleton Road (NS) at Lariat Road (EW)

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[10.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	86	0	0	75	0	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	89	0	0	78	0	0	0	0	0	0	0
Added Vol:	40	35	12	6	21	33	20	0	23	7	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	124	12	6	99	33	20	0	23	7	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	131	13	6	104	35	21	0	24	7	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	42	131	13	6	104	35	21	0	24	7	0	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	139	xxxx	xxxxx	144	xxxx	xxxxx	358	362	122	368	373	137
Potent Cap.:	1457	xxxx	xxxxx	1451	xxxx	xxxxx	601	569	935	592	561	917
Move Cap.:	1457	xxxx	xxxxx	1451	xxxx	xxxxx	583	549	935	562	542	917
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.04	0.00	0.03	0.01	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	730	xxxxx	xxxx	654	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	xxxxx	10.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.3			10.6		
ApproachLOS:	*			*			B			B		

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

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Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour

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

****

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

****

Average Delay (sec/veh): 186.6 Worst Case Level Of Service: F[627.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	206	2	23	0	135	10	374	95	0
Added Vol:	0	0	0	23	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	229	2	23	0	135	10	374	95	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	305	3	31	0	205	16	481	122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	305	3	31	0	205	16	481	122	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1297	1305	122	xxxx	xxxx	xxxxx	221	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	180	162	935	xxxx	xxxx	xxxxx	1361	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	131	104	935	xxxx	xxxx	xxxxx	1361	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.33	0.03	0.03	xxxx	xxxx	xxxx	0.35	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	1.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	131	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	26.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	688.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			627.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

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

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour

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

****

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

****

Average Delay (sec/veh): 341.6 Worst Case Level Of Service: F[506.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 1 0 0 1			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	622	1	34	0	49	9	217	48	0
Added Vol:	0	0	0	77	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	699	1	34	0	49	9	217	48	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	783	1	38	0	66	13	266	59	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	783	1	38	0	66	13	266	59	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	663	670	59	xxxx	xxxx	xxxxx	79	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	429	381	1013	xxxx	xxxx	xxxxx	1532	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	372	315	1013	xxxx	xxxx	xxxxx	1532	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.10	0.00	0.04	xxxx	xxxx	xxxx	0.17	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	xxxxx	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	xxxx	xxxxx	372	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	56.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	531.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			506.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour - With Improvements

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.0
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	206	2	23	0	135	10	374	95	0
Added Vol:	0	0	0	23	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	229	2	23	0	135	10	374	95	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	305	3	31	0	205	16	481	122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	305	3	31	0	205	16	481	122	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	305	3	31	0	205	16	481	122	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	0.87	0.87	0.85	1.00	0.99	0.99	0.63	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.93	0.07	1.00	1.00	0.00
Final Sat.:	0	0	0	1629	15	1615	0	1747	134	1188	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.02	0.00	0.12	0.12	0.41	0.06	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.59	0.59	0.59	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.68	0.68	0.07	0.00	0.20	0.20	0.68	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	23.8	23.8	16.2	0.0	5.7	5.7	11.2	5.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.8	23.8	16.2	0.0	5.7	5.7	11.2	5.4	0.0
LOS by Move:	A	A	A	C	C	B	A	A	A	B	A	A
HCM2kAvgQ:	0	0	0	7	7	0	0	2	2	8	1	0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour - With Improvements

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	622	1	34	0	49	9	217	48	0
Added Vol:	0	0	0	77	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	699	1	34	0	49	9	217	48	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	783	1	38	0	66	13	266	59	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	783	1	38	0	66	13	266	59	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	783	1	38	0	66	13	266	59	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	0.86	0.86	0.85	1.00	0.98	0.98	0.72	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.84	0.16	1.00	1.00	0.00
Final Sat.:	0	0	0	1626	2	1615	0	1560	299	1359	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.48	0.48	0.02	0.00	0.04	0.04	0.20	0.03	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.62	0.62	0.62	0.00	0.25	0.25	0.25	0.25	0.00
Volume/Cap:	0.00	0.00	0.00	0.78	0.78	0.04	0.00	0.17	0.17	0.78	0.12	0.00
Delay/Veh:	0.0	0.0	0.0	12.6	12.6	4.5	0.0	17.8	17.8	32.1	17.5	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	12.6	12.6	4.5	0.0	17.8	17.8	32.1	17.5	0.0
LOS by Move:	A	A	A	B	B	A	A	B	B	C	B	A
HCM2kAvgQ:	0	0	0	13	13	0	0	1	1	7	1	0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.648
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	168.9
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	128	208	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	73	7	200	0	394	52	133	216	0
Added Vol:	0	0	0	20	0	32	0	129	94	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	93	7	232	0	523	146	133	259	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	146	11	365	0	756	211	171	332	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	146	11	365	0	756	211	171	332	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	146	11	365	0	756	211	171	332	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.93	0.07	1.00	0.00	0.78	0.22	0.34	0.66	0.00
Final Sat.:	0	0	0	430	34	544	0	459	128	189	368	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.34	0.34	0.67	xxxx	1.65	1.65	0.90	0.90	xxxx
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	14.3	14.3	21.3	0.0	316	315.5	42.7	42.7	0.0
Delay Adj:	1.00	1.00	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	14.3	14.3	21.3	0.0	316	315.5	42.7	42.7	0.0
LOS by Move:	*	*	*	B	B	C	*	F	F	E	E	*
ApproachDel:	xxxxxx			19.2			315.5			42.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			19.2			315.5			42.7		
LOS by Appr:	*			C			F			E		
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.5	1.8	49.9	49.9	49.9	5.1	5.1	5.1

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.951
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	38.7
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	259	77	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	357	4	43	0	54	34	269	80	0
Added Vol:	0	0	0	68	0	105	0	85	62	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	425	4	148	0	139	96	269	225	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	451	4	157	0	164	113	296	248	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	451	4	157	0	164	113	296	248	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	451	4	157	0	164	113	296	248	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.59	0.41	0.54	0.46	0.00
Final Sat.:	0	0	0	491	5	591	0	323	224	312	260	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.92	0.92	0.27	xxxx	0.51	0.51	0.95	0.95	xxxx
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	48.4	48.4	10.9	0.0	15.5	15.5	50.5	50.5	0.0
Delay Adj:	1.00	1.00	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	48.4	48.4	10.9	0.0	15.5	15.5	50.5	50.5	0.0
LOS by Move:	*	*	*	E	E	B	*	C	C	F	F	*
ApproachDel:	xxxxxx			38.8			15.5			50.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			38.8			15.5			50.5		
LOS by Appr:	*			E			C			F		
AllWayAvgQ:	0.0	0.0	0.0	5.3	5.3	0.4	0.9	0.9	0.9	6.6	6.6	6.6

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour - With Improvements

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

****

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.866	
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.1	
Optimal Cycle: OPTIMIZED		Level Of Service:	B	

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	0	1 0	0 0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	128	208	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	73	7	200	0	394	52	133	216	0
Added Vol:	0	0	0	20	0	32	0	129	94	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	93	7	232	0	523	146	133	259	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	146	11	365	0	756	211	171	332	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	146	11	365	0	756	211	171	332	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	146	11	365	0	756	211	171	332	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	0.96	0.96	0.85	1.00	0.97	0.97	0.68	0.68	1.00
Lanes:	0.00	0.00	0.00	0.93	0.07	1.00	0.00	0.78	0.22	0.34	0.66	0.00
Final Sat.:	0	0	0	1688	132	1615	0	1442	403	437	851	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.23	0.00	0.52	0.52	0.39	0.39	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.61	0.61	0.61	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.33	0.33	0.87	0.00	0.87	0.87	0.65	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	18.3	18.3	38.1	0.0	17.1	17.1	9.5	9.5	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	18.3	18.3	38.1	0.0	17.1	17.1	9.5	9.5	0.0
LOS by Move:	A	A	A	B	B	D	A	B	B	A	A	A
HCM2kAvgQ:	0	0	0	3	3	10	0	18	18	7	7	0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	0	1 0	0 0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	259	77	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	357	4	43	0	54	34	269	80	0
Added Vol:	0	0	0	68	0	105	0	85	62	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	425	4	148	0	139	96	269	225	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	451	4	157	0	164	113	296	248	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	451	4	157	0	164	113	296	248	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	451	4	157	0	164	113	296	248	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	0.89	0.89	0.85	1.00	0.95	0.95	0.72	0.72	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.59	0.41	0.54	0.46	0.00
Final Sat.:	0	0	0	1673	16	1615	0	1061	735	741	619	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.10	0.00	0.15	0.15	0.40	0.40	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.52	0.52	0.52	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.77	0.77	0.28	0.00	0.30	0.30	0.77	0.77	0.00
Delay/Veh:	0.0	0.0	0.0	23.7	23.7	14.4	0.0	8.4	8.4	16.9	16.9	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	23.7	23.7	14.4	0.0	8.4	8.4	16.9	16.9	0.0
LOS by Move:	A	A	A	C	C	B	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	10	10	2	0	3	3	10	10	0

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 7.4 Worst Case Level Of Service: A[7.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 0	1 0	0	0 1 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	4	1	76	7	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	0	0	0	0	4	1	79	7	0
Added Vol:	0	0	0	0	0	0	0	0	0	129	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	4	1	208	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.42	0.42	0.57	0.57	1.00
PHF Volume:	0	0	0	0	0	0	0	10	2	362	13	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	10	2	362	13	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	12	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.9	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour

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

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Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

****

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: A[7.6]

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Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	0	0	0		0	0	1	0	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	0	0	0				0	0	0				0	9	0				86	3	0			
Growth Adj:	1.04	1.04	1.04				1.04	1.04	1.04				1.04	1.04	1.04				1.04	1.04	1.04			
Initial Bse:	0	0	0				0	0	0				0	9	0				89	3	0			
Added Vol:	0	0	0				0	0	0				0	0	0				85	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				0	0	0				0	9	0				174	3	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	0.45	0.45				0.70	0.70	1.00			
PHF Volume:	0	0	0				0	0	0				0	21	0				249	4	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	0				0	0	0				0	21	0				249	4	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				21	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				1608	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				1608	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				0.15	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.5	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				7.6	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	*				*	*	*				A	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.5	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				7.6	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				A	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	*						*						*						*					

****

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[16.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 0 0	0 0		1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	7	0	245	0	0	0	38	300	0	0	452	600
Added Vol:	0	0	0	0	0	0	0	23	0	0	0	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	245	0	0	0	38	323	0	0	452	669
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	1.00	1.00	1.00	0.81	0.81	1.00	1.00	0.74	0.74
PHF Volume:	9	0	319	0	0	0	47	397	0	0	613	907
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	0	319	0	0	0	47	397	0	0	613	907
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1558	2011	397	xxxx	xxxx	xxxxx	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	125	60	657	xxxx	xxxx	xxxxx	445	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	115	53	657	xxxx	xxxx	xxxxx	445	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	0.00	0.49	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.7	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	15.5	xxxxx	xxxx	xxxxx	14.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	115	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	39.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	E	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[21.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 0 0	0 0		1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	4	2	192	0	0	0	17	633	0	0	279	296
Added Vol:	0	0	0	0	0	0	0	77	0	0	0	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	192	0	0	0	17	710	0	0	279	342
User Adj:	1.00	1.00	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	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92
PHF Volume:	4	2	206	0	0	0	17	727	0	0	304	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	2	206	0	0	0	17	727	0	0	304	374
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1252	1439	727	xxxx	xxxx	xxxxx	678	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	192	134	427	xxxx	xxxx	xxxxx	923	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	189	132	427	xxxx	xxxx	xxxxx	923	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	0.02	0.48	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.5	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	21.0	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	165	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	27.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	21.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour - With Improvements

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec):	65	Critical Vol./Cap.(X):	0.866
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.4
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0	0 1	0	0 0	0 0	1	0 1	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	7	0	245	0	0	0	38	300	0	0	452	600
Added Vol:	0	0	0	0	0	0	0	23	0	0	0	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	245	0	0	0	38	323	0	0	452	669
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	1.00	1.00	1.00	0.81	0.81	1.00	1.00	0.74	0.74
PHF Volume:	9	0	319	0	0	0	47	397	0	0	613	907
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	319	0	0	0	47	397	0	0	613	907
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	0	319	0	0	0	47	397	0	0	613	907
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	1.00	1.00	1.00	0.35	1.00	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1634	0	1615	0	0	0	663	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.20	0.00	0.00	0.00	0.07	0.21	0.00	0.00	0.32	0.56
Crit Moves:			****									****
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.65	0.65	0.00	0.00	0.65	0.65
Volume/Cap:	0.03	0.00	0.87	0.00	0.00	0.00	0.11	0.32	0.00	0.00	0.50	0.87
Delay/Veh:	19.5	0.0	42.9	0.0	0.0	0.0	4.4	5.2	0.0	0.0	6.2	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	0.0	42.9	0.0	0.0	0.0	4.4	5.2	0.0	0.0	6.2	16.9
LOS by Move:	B	A	D	A	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	9	0	0	0	0	4	0	0	7	18

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour - With Improvements

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	4	2	192	0	0	0	17	633	0	0	279	296
Added Vol:	0	0	0	0	0	0	0	77	0	0	0	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	192	0	0	0	17	710	0	0	279	342
User Adj:	1.00	1.00	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	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92
PHF Volume:	4	2	206	0	0	0	17	727	0	0	304	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	206	0	0	0	17	727	0	0	304	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:	4	2	206	0	0	0	17	727	0	0	304	374
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	1.00	1.00	1.00	0.57	1.00	1.00	1.00	1.00	0.85
Lanes:	0.67	0.33	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1263	631	1615	0	0	0	1075	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.13	0.00	0.00	0.00	0.02	0.38	0.00	0.00	0.16	0.23
Crit Moves:			****					****				
Green/Cycle:	0.22	0.22	0.22	0.00	0.00	0.00	0.65	0.65	0.00	0.00	0.65	0.65
Volume/Cap:	0.02	0.02	0.59	0.00	0.00	0.00	0.02	0.59	0.00	0.00	0.25	0.36
Delay/Veh:	18.5	18.5	23.7	0.0	0.0	0.0	3.7	6.7	0.0	0.0	4.5	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:	18.5	18.5	23.7	0.0	0.0	0.0	3.7	6.7	0.0	0.0	4.5	5.0
LOS by Move:	B	B	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	4	0	0	0	0	8	0	0	2	3

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour

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

****

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

****

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[14.4]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	0	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0				0	0	0				136	315	0				0	338	254			
Growth Adj:	1.04	1.04	1.04				1.04	1.04	1.04				1.04	1.04	1.04				1.04	1.04	1.04			
Initial Bse:	0	0	0				0	0	0				141	328	0				0	352	264			
Added Vol:	0	0	0				0	0	0				94	55	0				0	43	80			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				0	0	0				235	383	0				0	395	344			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				0.72	0.72	1.00				1.00	0.75	0.75			
PHF Volume:	0	0	0				0	0	0				328	533	0				0	527	460			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	0				0	0	0				328	533	0				0	527	460			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				988	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				708	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				708	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				0.46	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				2.5	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				14.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	*				B	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				2.5	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				14.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				B	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	*						*						*						*					

****

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

****

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 0	0 0		0 1 0	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	18	359	0	0	354	175
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	0	0	0	19	373	0	0	368	182
Added Vol:	0	0	0	0	0	0	62	91	0	0	145	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	81	464	0	0	513	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	0.87	0.87	1.00	1.00	0.99	0.99
PHF Volume:	0	0	0	0	0	0	92	532	0	0	520	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	92	532	0	0	520	238
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	758	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	862	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	862	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour

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

****

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

****

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: B[14.5]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	0	0		0	0	0	0	0		0	1	0	0	0		0	0	0	0	1	
Volume Module:																								
Base Vol:	0	297	0				0	0	0				1	50	0				0	0	0			92
Growth Adj:	1.04	1.04	1.04				1.04	1.04	1.04				1.04	1.04	1.04				1.04	1.04	1.04			1.04
Initial Bse:	0	309	0				0	0	0				1	52	0				0	0	0			96
Added Vol:	0	32	0				0	0	0				0	38	0				0	0	0			131
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			0
Initial Fut:	0	341	0				0	0	0				1	90	0				0	0	0			227
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			1.00
PHF Adj:	1.00	0.80	0.80				1.00	1.00	1.00				0.80	0.80	1.00				1.00	1.00	1.00			0.89
PHF Volume:	0	427	0				0	0	0				1	113	0				0	0	0			256
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			0
FinalVolume:	0	427	0				0	0	0				1	113	0				0	0	0			256
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							7.1	6.5	xxxxx	xxxxx	xxxx							6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	xxxxx	xxxxx	xxxx							3.3
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							555	427	xxxxx	xxxx	xxxx							427
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							446	523	xxxxx	xxxx	xxxx							632
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							265	523	xxxxx	xxxx	xxxx							632
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx							0.00	0.22	xxxx	xxxx	xxxx							0.41
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx							2.0
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx							14.5
LOS by Move:	*	*	*	*	*	*							*	*	*	*	*							B
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							517	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							13.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*							B	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx									13.9			14.5								
ApproachLOS:	*			*									B			B								

****

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

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour

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

****

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

****

Average Delay (sec/veh): 11.2 Worst Case Level Of Service: D[25.3]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Volume Module:																				
Base Vol:	0	324	2			0	0	0			0	134	0			0	0	0		107
Growth Adj:	1.04	1.04	1.04			1.04	1.04	1.04			1.04	1.04	1.04			1.04	1.04	1.04		1.04
Initial Bse:	0	337	2			0	0	0			0	139	0			0	0	0		111
Added Vol:	0	105	0			0	0	0			0	125	0			0	0	0		87
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		0
Initial Fut:	0	442	2			0	0	0			0	264	0			0	0	0		198
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		1.00
PHF Adj:	1.00	0.91	0.91			1.00	1.00	1.00			0.84	0.84	1.00			1.00	1.00	1.00		0.84
PHF Volume:	0	485	2			0	0	0			0	315	0			0	0	0		237
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		0
FinalVolume:	0	485	2			0	0	0			0	315	0			0	0	0		237
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	6.5	xxxxx			xxxxx	xxxx	6.2		
FollowUpTim:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	4.0	xxxxx			xxxxx	xxxx	3.3		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	487	xxxxx			xxxx	xxxx	486		
Potent Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	484	xxxxx			xxxx	xxxx	586		
Move Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	484	xxxxx			xxxx	xxxx	586		
Volume/Cap:	xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	0.65	xxxx			xxxx	xxxx	0.41		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	4.6	xxxxx			xxxx	xxxx	2.0		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	25.3	xxxxx			xxxxx	xxxx	15.3		
LOS by Move:	*	*	*			*	*	*			*	D	*			*	*	C		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	xxxxxx					xxxxxx					25.3					15.3				
ApproachLOS:	*					*					D					C				

****

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour - With Improvements

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

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	0	0 0	0 1	0	0 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	297	0	0	0	0	1	50	0	0	0	92
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	309	0	0	0	0	1	52	0	0	0	96
Added Vol:	0	32	0	0	0	0	0	38	0	0	0	131
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	341	0	0	0	0	1	90	0	0	0	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.80	0.80	1.00	1.00	1.00	0.80	0.80	1.00	1.00	1.00	0.89
PHF Volume:	0	427	0	0	0	0	1	113	0	0	0	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	427	0	0	0	0	1	113	0	0	0	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	427	0	0	0	0	1	113	0	0	0	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	1.00	0.00	0.00	0.00	0.00	0.01	0.99	0.00	0.00	0.00	1.00
Final Sat.:	0	1900	0	0	0	0	22	1876	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.00	0.16
Crit Moves:		****										****
Green/Cycle:	0.00	0.51	0.00	0.00	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.36
Volume/Cap:	0.00	0.44	0.00	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.44
Delay/Veh:	0.0	9.5	0.0	0.0	0.0	0.0	13.4	13.4	0.0	0.0	0.0	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	0.0	0.0	0.0	0.0	13.4	13.4	0.0	0.0	0.0	15.3
LOS by Move:	A	A	A	A	A	A	B	B	A	A	A	B
HCM2kAvgQ:	0	5	0	0	0	0	2	2	0	0	0	4

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour - With Improvements

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

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.9
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	0 0	0	0 0	1 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	324	2	0	0	0	0	134	0	0	0	107
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	337	2	0	0	0	0	139	0	0	0	111
Added Vol:	0	105	0	0	0	0	0	125	0	0	0	87
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	442	2	0	0	0	0	264	0	0	0	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.91	0.91	1.00	1.00	1.00	0.84	0.84	1.00	1.00	1.00	0.84
PHF Volume:	0	485	2	0	0	0	0	315	0	0	0	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	485	2	0	0	0	0	315	0	0	0	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	485	2	0	0	0	0	315	0	0	0	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	0.99	0.01	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	1889	9	0	0	0	0	1900	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.14
Crit Moves:		****						****				
Green/Cycle:	0.00	0.53	0.53	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.34
Volume/Cap:	0.00	0.49	0.49	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.00	0.42
Delay/Veh:	0.0	9.4	9.4	0.0	0.0	0.0	0.0	16.2	0.0	0.0	0.0	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	9.4	9.4	0.0	0.0	0.0	0.0	16.2	0.0	0.0	0.0	15.8
LOS by Move:	A	A	A	A	A	A	A	B	A	A	A	B
HCM2kAvgQ:	0	6	6	0	0	0	0	5	0	0	0	4

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: A[9.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	102	0	0	0	0	6	0	0	79	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	106	0	0	0	0	6	0	0	82	0
Added Vol:	0	0	44	0	0	0	0	0	0	0	129	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	150	0	0	0	0	6	0	0	211	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	1.00	0.56	1.00	1.00	1.00	1.00	0.75	1.00	1.00	0.48	1.00
PHF Volume:	0	0	267	0	0	0	0	8	0	0	445	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	267	0	0	0	0	8	0	0	445	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1079	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1079	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: B[10.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	0	0	0 0 1	0	0
Volume Module:												
Base Vol:	2	0	108	0	0	0	0	8	0	0	88	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	2	0	112	0	0	0	0	8	0	0	92	0
Added Vol:	0	0	145	0	0	0	0	0	0	0	85	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	257	0	0	0	0	8	0	0	177	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	1.00	0.67	1.00	1.00	1.00	1.00	0.40	1.00	1.00	0.65	1.00
PHF Volume:	3	0	386	0	0	0	0	21	0	0	272	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	386	0	0	0	0	21	0	0	272	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	292	292	21	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	703	622	1063	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	703	622	1063	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.36	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1058	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		10.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	92	160	49	29	69	153	108	327	52	22	777	86
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	96	166	51	30	72	159	112	340	54	23	808	89
Added Vol:	0	16	0	0	5	0	0	23	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	182	51	30	77	159	112	363	54	23	877	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.86	0.86	0.86	0.81	0.81	0.81	0.73	0.73	0.73
PHF Volume:	133	254	71	35	89	185	139	450	67	31	1197	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	254	71	35	89	185	139	450	67	31	1197	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	254	71	35	89	185	139	450	67	31	1197	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.92	0.92	0.52	1.00	0.85	0.18	1.00	0.85	0.45	0.94	0.94
Lanes:	1.00	1.56	0.44	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.81	0.19
Final Sat.:	1319	2729	762	988	1900	1615	346	1900	1615	859	3230	329
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.04	0.05	0.11	0.40	0.24	0.04	0.04	0.37	0.37
Crit Moves:						****	****					
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.53	0.49	0.49	0.19	0.24	0.60	0.60	0.35	0.06	0.05	0.55	0.55
Delay/Veh:	23.9	22.2	22.2	20.8	20.9	25.3	9.5	4.3	3.3	3.3	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:	23.9	22.2	22.2	20.8	20.9	25.3	9.5	4.3	3.3	3.3	5.3	5.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	1	2	4	3	4	0	0	7	7

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0 1	1	0	1	0 1	0	1	1	0 1	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	96	111	89		61	104	88		102	550	120		61	395	43	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	100	115	93		63	108	92		106	572	125		63	411	45	
Added Vol:	0	11	0		0	18	0		0	77	0		0	46	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	100	126	93		63	126	92		106	649	125		63	457	45	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.87	0.87	0.87		0.95	0.95	0.95		0.90	0.90	0.90	
PHF Volume:	107	135	99		73	146	106		112	682	131		70	505	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	107	135	99		73	146	106		112	682	131		70	505	49	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	107	135	99		73	146	106		112	682	131		70	505	49	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.62	0.89	0.89		0.61	1.00	0.85		0.45	1.00	0.85		0.31	0.94	0.94	
Lanes:	1.00	1.15	0.85		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.82	0.18	
Final Sat.:	1169	1953	1430		1151	1900	1615		859	1900	1615		585	3245	318	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.07	0.07		0.06	0.08	0.07		0.13	0.36	0.08		0.12	0.16	0.16	
Crit Moves:	****									****						
Green/Cycle:	0.18	0.18	0.18		0.18	0.18	0.18		0.69	0.69	0.69		0.69	0.69	0.69	
Volume/Cap:	0.52	0.39	0.39		0.36	0.44	0.37		0.19	0.52	0.12		0.17	0.23	0.23	
Delay/Veh:	24.8	22.3	22.3		22.9	23.0	22.7		3.4	4.8	3.2		3.5	3.4	3.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	24.8	22.3	22.3		22.9	23.0	22.7		3.4	4.8	3.2		3.5	3.4	3.4	
LOS by Move:	C	C	C		C	C	C		A	A	A		A	A	A	
HCM2kAvgQ:	3	2	2		2	3	2		1	7	1		1	2	2	

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	1 0	1	1 1	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	69	245	93	16	25	295	133	176	9	16	212	25
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	72	255	97	17	26	307	138	183	9	17	220	26
Added Vol:	111	45	7	0	16	8	23	12	20	3	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	300	104	17	42	315	161	195	29	20	224	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:	0.86	0.86	0.86	0.89	0.89	0.89	0.76	0.76	0.76	0.68	0.68	0.68
PHF Volume:	214	350	121	19	47	352	211	255	38	29	333	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	350	121	19	47	352	211	255	38	29	333	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:	214	350	121	19	47	352	211	255	38	29	333	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.92	0.92	0.92	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.25	1.52	0.23	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2195	2654	399	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.10	0.08	0.01	0.02	0.22	0.10	0.10	0.10	0.02	0.18	0.02
Crit Moves:	****				****			****			****	
Green/Cycle:	0.19	0.15	0.15	0.15	0.12	0.27	0.15	0.15	0.15	0.28	0.28	0.28
Volume/Cap:	0.63	0.64	0.49	0.07	0.21	0.81	0.63	0.63	0.63	0.06	0.63	0.09
Delay/Veh:	26.3	26.4	24.9	21.9	24.5	31.5	25.5	25.5	25.5	16.0	21.5	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:	26.3	26.4	24.9	21.9	24.5	31.5	25.5	25.5	25.5	16.0	21.5	16.1
LOS by Move:	C	C	C	C	C	C	C	C	C	B	C	B
HCM2kAvgQ:	5	4	3	0	1	9	4	4	4	0	6	1

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.0
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0 2	0 1		1 0 1	0 1		1 1 0	1 0		1 0 1	0 1	
Volume Module:												
Base Vol:	42	274	120	23	75	385	204	139	29	31	103	31
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	44	285	125	24	78	400	212	145	30	32	107	32
Added Vol:	158	30	5	0	50	26	15	8	68	8	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	315	130	24	128	426	227	153	98	40	120	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
PHF Volume:	227	355	146	26	139	462	254	171	110	44	130	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	355	146	26	139	462	254	171	110	44	130	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:	227	355	146	26	139	462	254	171	110	44	130	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.90	0.90	0.90	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.42	0.96	0.62	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2437	1637	1053	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.09	0.01	0.07	0.29	0.10	0.10	0.10	0.02	0.07	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.19	0.23	0.23	0.23	0.26	0.42	0.16	0.16	0.16	0.12	0.12	0.12
Volume/Cap:	0.65	0.43	0.40	0.06	0.28	0.68	0.66	0.66	0.66	0.21	0.59	0.19
Delay/Veh:	26.4	20.1	20.3	18.2	17.9	16.8	25.6	25.6	25.6	24.5	29.2	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	20.1	20.3	18.2	17.9	16.8	25.6	25.6	25.6	24.5	29.2	24.4
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	3	3	0	2	8	5	5	5	1	3	1

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.4
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	29	2	27	18	12	7	97	0	3	71	38
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	30	2	28	19	12	7	101	0	3	74	40
Added Vol:	0	22	0	35	4	0	0	44	0	0	129	109
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	52	2	63	23	12	7	145	0	3	203	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:	0.71	0.71	0.71	0.75	0.75	0.75	0.46	0.46	0.46	0.81	0.81	0.81
PHF Volume:	0	74	3	84	30	17	16	316	0	4	249	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	74	3	84	30	17	16	316	0	4	249	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	74	3	84	30	17	16	316	0	4	249	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	0.96	0.04	0.64	0.23	0.13	0.05	0.95	0.00	0.01	0.57	0.42
Final Sat.:	0	515	21	356	128	70	33	657	0	7	428	314
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.14	0.14	0.24	0.24	0.24	0.48	0.48	xxxx	0.58	0.58	0.58
Crit Moves:		****			****			****				****
Delay/Veh:	0.0	9.7	9.7	10.4	10.4	10.4	12.3	12.3	0.0	13.6	13.6	13.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.7	9.7	10.4	10.4	10.4	12.3	12.3	0.0	13.6	13.6	13.6
LOS by Move:	*	A	A	B	B	B	B	B	*	B	B	B
ApproachDel:		9.7			10.4			12.3			13.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			10.4			12.3			13.6	
LOS by Appr:		A			B			B			B	
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.8	0.8	0.8	1.2	1.2	1.2

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.2
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 1	0	0	0	0 1!	0	0	0	1	0	0 0	0	0 1!	0	0
Volume Module:																
Base Vol:	0	34	0		44	48	17		15	95	0		3	84	35	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	35	0		46	50	18		16	99	0		3	87	36	
Added Vol:	0	15	0		115	10	0		0	145	0		0	85	72	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	50	0		161	60	18		16	244	0		3	172	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:	0.77	0.77	0.77		0.83	0.83	0.83		0.60	0.60	0.60		0.65	0.65	0.65	
PHF Volume:	0	65	0		195	73	21		26	406	0		5	264	166	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	65	0		195	73	21		26	406	0		5	264	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	65	0		195	73	21		26	406	0		5	264	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	1.00	0.00		0.68	0.25	0.07		0.06	0.94	0.00		0.01	0.61	0.38	
Final Sat.:	0	422	0		356	133	39		37	573	0		7	384	241	
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.15	xxxx		0.55	0.55	0.55		0.71	0.71	xxxx		0.69	0.69	0.69	
Crit Moves:		****				****				****				****		
Delay/Veh:	0.0	10.9	0.0		15.7	15.7	15.7		20.4	20.4	0.0		18.8	18.8	18.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	10.9	0.0		15.7	15.7	15.7		20.4	20.4	0.0		18.8	18.8	18.8	
LOS by Move:	*	B	*		C	C	C		C	C	*		C	C	C	
ApproachDel:		10.9				15.7				20.4				18.8		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		10.9				15.7				20.4				18.8		
LOS by Appr:		B				C				C				C		
AllWayAvgQ:	0.1	0.1	0.1		0.9	0.9	0.9		2.0	2.0	2.0		1.8	1.8	1.8	

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour - With Improvements

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

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.387
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	29	2	27	18	12	7	97	0	3	71	38
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	30	2	28	19	12	7	101	0	3	74	40
Added Vol:	0	22	0	35	4	0	0	44	0	0	129	109
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	52	2	63	23	12	7	145	0	3	203	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:	0.71	0.71	0.71	0.75	0.75	0.75	0.46	0.46	0.46	0.81	0.81	0.81
PHF Volume:	0	74	3	84	30	17	16	316	0	4	249	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	74	3	84	30	17	16	316	0	4	249	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	74	3	84	30	17	16	316	0	4	249	183
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	0.75	0.75	0.98	0.98	1.00	0.94	0.94	0.94
Lanes:	0.00	0.96	0.04	0.64	0.23	0.13	0.05	0.95	0.00	0.01	0.57	0.42
Final Sat.:	0	1818	72	919	331	182	89	1769	0	16	1023	749
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	0.09	0.09	0.09	0.18	0.18	0.00	0.24	0.24	0.24
Crit Moves:					****						****	
Green/Cycle:	0.00	0.24	0.24	0.24	0.24	0.24	0.63	0.63	0.00	0.63	0.63	0.63
Volume/Cap:	0.00	0.17	0.17	0.39	0.39	0.39	0.28	0.28	0.00	0.39	0.39	0.39
Delay/Veh:	0.0	18.4	18.4	20.0	20.0	20.0	5.1	5.1	0.0	5.6	5.6	5.6
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	18.4	18.4	20.0	20.0	20.0	5.1	5.1	0.0	5.6	5.6	5.6
LOS by Move:	A	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	1	1	2	2	2	3	3	0	4	4	4

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour - With Improvements

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

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	34	0	44	48	17	15	95	0	3	84	35
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	35	0	46	50	18	16	99	0	3	87	36
Added Vol:	0	15	0	115	10	0	0	145	0	0	85	72
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	0	161	60	18	16	244	0	3	172	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:	0.77	0.77	0.77	0.83	0.83	0.83	0.60	0.60	0.60	0.65	0.65	0.65
PHF Volume:	0	65	0	195	73	21	26	406	0	5	264	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	65	0	195	73	21	26	406	0	5	264	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	65	0	195	73	21	26	406	0	5	264	166
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	0.74	0.74	0.97	0.97	1.00	0.94	0.94	0.94
Lanes:	0.00	1.00	0.00	0.68	0.25	0.07	0.06	0.94	0.00	0.01	0.61	0.38
Final Sat.:	0	1900	0	950	354	105	110	1723	0	20	1089	685
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.20	0.20	0.20	0.24	0.24	0.00	0.24	0.24	0.24
Crit Moves:					****						****	
Green/Cycle:	0.00	0.40	0.00	0.40	0.40	0.40	0.47	0.47	0.00	0.47	0.47	0.47
Volume/Cap:	0.00	0.09	0.00	0.52	0.52	0.52	0.50	0.50	0.00	0.52	0.52	0.52
Delay/Veh:	0.0	11.3	0.0	14.6	14.6	14.6	11.5	11.5	0.0	11.7	11.7	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.3	0.0	14.6	14.6	14.6	11.5	11.5	0.0	11.7	11.7	11.7
LOS by Move:	A	B	A	B	B	B	B	B	A	B	B	B
HCM2kAvgQ:	0	1	0	5	5	5	6	6	0	6	6	6

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	92	66	12	60	265	96	297	6	54	583	26
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	19	96	69	12	62	276	100	309	6	56	606	27
Added Vol:	0	18	0	0	6	0	0	23	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	114	69	12	68	276	100	332	6	56	675	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	0.67	0.67	0.75	0.75	0.75	0.83	0.83	0.83	0.82	0.82	0.82
PHF Volume:	28	169	102	17	92	369	120	399	8	69	827	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	169	102	17	92	369	120	399	8	69	827	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:	28	169	102	17	92	369	120	399	8	69	827	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.94	0.94	0.41	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.62	0.38	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1321	1118	675	770	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.02	0.05	0.23	0.07	0.21	0.00	0.04	0.44	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.51	0.42	0.42	0.64	0.51	0.51
Volume/Cap:	0.08	0.56	0.56	0.08	0.18	0.85	0.50	0.49	0.01	0.11	0.85	0.04
Delay/Veh:	23.4	28.4	28.4	23.5	24.1	44.8	16.9	18.3	14.1	7.1	25.7	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:	23.4	28.4	28.4	23.5	24.1	44.8	16.9	18.3	14.1	7.1	25.7	10.5
LOS by Move:	C	C	C	C	C	D	B	B	B	A	C	B
HCM2kAvgQ:	1	7	7	0	2	12	3	8	0	1	22	0

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	85	65	40	74	153	163	533	17	62	298	50
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	19	88	68	42	77	159	170	554	18	64	310	52
Added Vol:	0	12	0	0	21	0	0	77	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	100	68	42	98	159	170	631	18	64	356	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	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92
PHF Volume:	21	111	75	45	105	171	181	673	19	70	386	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	111	75	45	105	171	181	673	19	70	386	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:	21	111	75	45	105	171	181	673	19	70	386	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.94	0.94	0.51	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.60	0.40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1303	1067	719	977	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.05	0.06	0.11	0.10	0.35	0.01	0.04	0.20	0.03
Crit Moves:						****		****		****		
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.71	0.53	0.53	0.52	0.41	0.41
Volume/Cap:	0.10	0.66	0.66	0.29	0.35	0.67	0.24	0.67	0.02	0.16	0.50	0.09
Delay/Veh:	21.9	29.4	29.4	23.4	23.3	30.8	3.9	12.3	6.8	7.5	13.7	10.9
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:	21.9	29.4	29.4	23.4	23.3	30.8	3.9	12.3	6.8	7.5	13.7	10.9
LOS by Move:	C	C	C	C	C	C	A	B	A	A	B	B
HCM2kAvgQ:	0	5	5	1	2	4	1	10	0	1	6	1

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 1.060
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 46.8
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	30	20	28	20	14	73	40	361	10	40	524	12
Added Vol:	0	0	0	0	0	0	0	23	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	28	20	14	73	40	384	10	40	593	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	32	21	30	22	15	83	42	404	11	45	673	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	21	30	22	15	83	42	404	11	45	673	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	21	30	22	15	83	42	404	11	45	673	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.25	0.36	0.18	0.13	0.69	0.09	0.89	0.02	0.06	0.92	0.02
Final Sat.:	191	125	178	98	67	361	59	573	16	42	634	13
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.23	0.23	0.23	0.70	0.70	0.70	1.06	1.06	1.06
Crit Moves:		****			****			****			****	
Delay/Veh:	11.1	11.1	11.1	11.2	11.2	11.2	20.2	20.2	20.2	73.4	73.4	73.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.1	11.1	11.2	11.2	11.2	20.2	20.2	20.2	73.4	73.4	73.4
LOS by Move:	B	B	B	B	B	B	C	C	C	F	F	F
ApproachDel:		11.1			11.2			20.2			73.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			11.2			20.2			73.4	
LOS by Appr:		B			B			C			F	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	2.1	2.1	2.1	12.5	12.5	12.5

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.051
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	44.9
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	8
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	25	45	36	15	43	54	70	479	27	28	304	8
Added Vol:	0	0	0	0	0	0	0	77	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	45	36	15	43	54	70	556	27	28	350	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:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	27	49	40	16	48	61	75	603	29	31	389	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	49	40	16	48	61	75	603	29	31	389	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:	27	49	40	16	48	61	75	603	29	31	389	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:	0.24	0.42	0.34	0.13	0.38	0.49	0.11	0.85	0.04	0.07	0.91	0.02
Final Sat.:	117	210	171	67	195	248	72	573	28	46	568	14
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.24	0.24	0.24	1.05	1.05	1.05	0.69	0.69	0.69
Crit Moves:		****		****				****			****	
Delay/Veh:	11.7	11.7	11.7	11.6	11.6	11.6	71.5	71.5	71.5	19.7	19.7	19.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.7	11.7	11.6	11.6	11.6	71.5	71.5	71.5	19.7	19.7	19.7
LOS by Move:	B	B	B	B	B	B	F	F	F	C	C	C
ApproachDel:		11.7			11.6			71.5			19.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			11.6			71.5			19.7	
LOS by Appr:		B			B			F			C	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	11.8	11.8	11.8	1.9	1.9	1.9

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour - With Improvements

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	30	20	28	20	14	73	40	361	10	40	524	12
Added Vol:	0	0	0	0	0	0	0	23	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	28	20	14	73	40	384	10	40	593	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	32	21	30	22	15	83	42	404	11	45	673	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	21	30	22	15	83	42	404	11	45	673	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	21	30	22	15	83	42	404	11	45	673	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.84	0.84	0.84	0.91	0.91	0.91	0.96	0.96	0.96
Lanes:	0.39	0.25	0.36	0.18	0.13	0.69	0.09	0.89	0.02	0.06	0.92	0.02
Final Sat.:	599	393	558	297	203	1095	158	1532	42	111	1668	35
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.08	0.08	0.08	0.26	0.26	0.26	0.40	0.40	0.40
Crit Moves:					****						****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.39	0.39	0.39	0.55	0.55	0.55	0.36	0.36	0.36	0.55	0.55	0.55
Delay/Veh:	24.8	24.8	24.8	27.2	27.2	27.2	3.2	3.2	3.2	4.2	4.2	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	24.8	24.8	27.2	27.2	27.2	3.2	3.2	3.2	4.2	4.2	4.2
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	3	3	3	3	3	3	7	7	7

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour - With Improvements

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

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	8
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	25	45	36	15	43	54	70	479	27	28	304	8
Added Vol:	0	0	0	0	0	0	0	77	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	45	36	15	43	54	70	556	27	28	350	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:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	27	49	40	16	48	61	75	603	29	31	389	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	49	40	16	48	61	75	603	29	31	389	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:	27	49	40	16	48	61	75	603	29	31	389	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.89	0.89	0.89	0.91	0.91	0.91	0.94	0.94	0.94
Lanes:	0.24	0.42	0.34	0.13	0.38	0.49	0.11	0.85	0.04	0.07	0.91	0.02
Final Sat.:	386	692	564	222	651	825	185	1480	72	129	1609	38
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.07	0.07	0.07	0.41	0.41	0.41	0.24	0.24	0.24
Crit Moves:					****			****				
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.54	0.54	0.54	0.55	0.55	0.55	0.55	0.55	0.55	0.33	0.33	0.33
Delay/Veh:	26.9	26.9	26.9	27.4	27.4	27.4	4.1	4.1	4.1	2.9	2.9	2.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	26.9	26.9	27.4	27.4	27.4	4.1	4.1	4.1	2.9	2.9	2.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	7	7	7	3	3	3

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.101
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	56.9
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	38	45	16	3	33	85	100	261	45	24	456	20
Added Vol:	0	0	0	0	0	0	0	23	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	45	16	3	33	85	100	284	45	24	525	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:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	76	89	31	5	51	131	120	341	54	27	582	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	89	31	5	51	131	120	341	54	27	582	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:	76	89	31	5	51	131	120	341	54	27	582	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.45	0.16	0.03	0.27	0.70	0.23	0.67	0.10	0.04	0.93	0.03
Final Sat.:	178	207	72	12	130	334	131	371	58	24	528	20
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.39	0.39	0.39	0.92	0.92	0.92	1.10	1.10	1.10
Crit Moves:		****		****				****		****		
Delay/Veh:	15.7	15.7	15.7	14.5	14.5	14.5	44.7	44.7	44.7	92.2	92.2	92.2
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:	15.7	15.7	15.7	14.5	14.5	14.5	44.7	44.7	44.7	92.2	92.2	92.2
LOS by Move:	C	C	C	B	B	B	E	E	E	F	F	F
ApproachDel:		15.7			14.5			44.7			92.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.7			14.5			44.7			92.2	
LOS by Appr:		C			B			E			F	
AllWayAvgQ:	0.7	0.7	0.7	0.6	0.6	0.6	5.5	5.5	5.5	13.2	13.2	13.2

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.8
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	10	16	7	7	14	32	30	456	21	6	280	1
Added Vol:	0	0	0	0	0	0	0	77	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	16	7	7	14	32	30	533	21	6	326	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	14	21	10	8	15	35	33	578	23	7	340	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	21	10	8	15	35	33	578	23	7	340	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	21	10	8	15	35	33	578	23	7	340	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.05	0.91	0.04	0.02	0.97	0.01
Final Sat.:	168	252	118	78	144	343	40	709	28	13	701	2
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.10	0.10	0.10	0.81	0.81	0.81	0.49	0.49	0.49
Crit Moves:		****				****	****			****		
Delay/Veh:	9.6	9.6	9.6	9.4	9.4	9.4	23.9	23.9	23.9	12.2	12.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.6	9.6	9.4	9.4	9.4	23.9	23.9	23.9	12.2	12.2	12.2
LOS by Move:	A	A	A	A	A	A	C	C	C	B	B	B
ApproachDel:		9.6			9.4			23.9			12.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.6			9.4			23.9			12.2	
LOS by Appr:		A			A			C			B	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	3.5	3.5	3.5	0.9	0.9	0.9

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour - With Improvements

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	38	45	16	3	33	85	100	261	45	24	456	20
Added Vol:	0	0	0	0	0	0	0	23	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	45	16	3	33	85	100	284	45	24	525	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:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	76	89	31	5	51	131	120	341	54	27	582	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	89	31	5	51	131	120	341	54	27	582	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:	76	89	31	5	51	131	120	341	54	27	582	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.90	0.90	0.90	0.76	0.76	0.76	0.97	0.97	0.97
Lanes:	0.39	0.45	0.16	0.03	0.27	0.70	0.23	0.67	0.10	0.04	0.93	0.03
Final Sat.:	580	674	235	44	467	1195	338	961	151	77	1698	64
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.11	0.11	0.11	0.35	0.35	0.35	0.34	0.34	0.34
Crit Moves:		****						****				
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.56	0.56	0.56	0.47	0.47	0.47	0.56	0.56	0.56	0.54	0.54	0.54
Delay/Veh:	22.3	22.3	22.3	20.6	20.6	20.6	7.1	7.1	7.1	6.7	6.7	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	22.3	22.3	20.6	20.6	20.6	7.1	7.1	7.1	6.7	6.7	6.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	4	4	4	6	6	6	7	7	7

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour - With Improvements

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

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.0
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	10	16	7	7	14	32	30	456	21	6	280	1
Added Vol:	0	0	0	0	0	0	0	77	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	16	7	7	14	32	30	533	21	6	326	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	14	21	10	8	15	35	33	578	23	7	340	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	21	10	8	15	35	33	578	23	7	340	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	21	10	8	15	35	33	578	23	7	340	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.87	0.87	0.87	0.97	0.97	0.97	0.99	0.99	0.99
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.05	0.91	0.04	0.02	0.97	0.01
Final Sat.:	510	765	357	228	424	1010	95	1681	66	35	1844	6
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.04	0.04	0.04	0.34	0.34	0.34	0.18	0.18	0.18
Crit Moves:					****			****				
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.75	0.75	0.75	0.75	0.75	0.75
Volume/Cap:	0.24	0.24	0.24	0.30	0.30	0.30	0.46	0.46	0.46	0.25	0.25	0.25
Delay/Veh:	24.7	24.7	24.7	25.1	25.1	25.1	3.1	3.1	3.1	2.4	2.4	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	24.7	24.7	25.1	25.1	25.1	3.1	3.1	3.1	2.4	2.4	2.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	5	5	5	2	2	2

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.4
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	54	8	12	34	66	74	209	13	16	371	13
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	21	56	8	12	35	69	77	217	14	17	386	14
Added Vol:	0	0	0	0	0	0	0	23	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	56	8	12	35	69	77	240	14	17	455	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:	0.79	0.79	0.79	0.76	0.76	0.76	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	26	71	11	16	47	91	97	302	17	19	523	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	71	11	16	47	91	97	302	17	19	523	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:	26	71	11	16	47	91	97	302	17	19	523	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.66	0.10	0.26	0.74	1.00	0.23	0.73	0.04	0.03	0.94	0.03
Final Sat.:	117	315	47	119	337	510	146	457	26	23	622	18
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.14	0.14	0.18	0.66	0.66	0.66	0.84	0.84	0.84
Crit Moves:		****				****	****				****	
Delay/Veh:	11.5	11.5	11.5	11.0	11.0	10.3	18.0	18.0	18.0	28.8	28.8	28.8
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:	11.5	11.5	11.5	11.0	11.0	10.3	18.0	18.0	18.0	28.8	28.8	28.8
LOS by Move:	B	B	B	B	B	B	C	C	C	D	D	D
ApproachDel:	11.5			10.6			18.0			28.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.5			10.6			18.0			28.8		
LOS by Appr:	B			B			C			D		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.2	1.7	1.7	1.7	3.8	3.8	3.8

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	66	13	15	33	47	70	348	29	8	211	8
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	17	69	14	16	34	49	73	362	30	8	219	8
Added Vol:	0	0	0	0	0	0	0	77	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	69	14	16	34	49	73	439	30	8	265	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.82	0.82	0.82	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	18	72	14	19	42	60	78	471	32	9	295	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	72	14	19	42	60	78	471	32	9	295	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:	18	72	14	19	42	60	78	471	32	9	295	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:	0.17	0.69	0.14	0.31	0.69	1.00	0.13	0.81	0.06	0.03	0.94	0.03
Final Sat.:	87	358	70	148	326	535	95	573	39	19	609	19
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.13	0.13	0.11	0.82	0.82	0.82	0.48	0.48	0.48
Crit Moves:		****		****					****		****	
Delay/Veh:	10.8	10.8	10.8	10.6	10.6	9.5	26.0	26.0	26.0	12.9	12.9	12.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	10.6	10.6	9.5	26.0	26.0	26.0	12.9	12.9	12.9
LOS by Move:	B	B	B	B	B	A	D	D	D	B	B	B
ApproachDel:		10.8			10.1			26.0			12.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			10.1			26.0			12.9	
LOS by Appr:		B			B			D			B	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	3.5	3.5	3.5	0.8	0.8	0.8

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour - With Improvements

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

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0	1 0	0 1	0 0	1! 0	0	0	0	1! 0 0
Volume Module:												
Base Vol:	20	54	8	12	34	66	74	209	13	16	371	13
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	21	56	8	12	35	69	77	217	14	17	386	14
Added Vol:	0	0	0	0	0	0	0	23	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	56	8	12	35	69	77	240	14	17	455	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:	0.79	0.79	0.79	0.76	0.76	0.76	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	26	71	11	16	47	91	97	302	17	19	523	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	71	11	16	47	91	97	302	17	19	523	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:	26	71	11	16	47	91	97	302	17	19	523	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.91	0.91	0.85	0.80	0.80	0.80	0.98	0.98	0.98
Lanes:	0.24	0.66	0.10	0.26	0.74	1.00	0.23	0.73	0.04	0.03	0.94	0.03
Final Sat.:	417	1125	167	450	1275	1615	355	1107	62	64	1746	52
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.04	0.04	0.06	0.27	0.27	0.27	0.30	0.30	0.30
Crit Moves:		****									****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.72	0.72	0.72	0.72	0.72	0.72
Volume/Cap:	0.42	0.42	0.42	0.24	0.24	0.37	0.38	0.38	0.38	0.42	0.42	0.42
Delay/Veh:	24.2	24.2	24.2	22.9	22.9	23.8	3.6	3.6	3.6	3.7	3.7	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	24.2	24.2	22.9	22.9	23.8	3.6	3.6	3.6	3.7	3.7	3.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	1	1	2	3	3	3	4	4	4

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour - With Improvements

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

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 10 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 4.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	66	13	15	33	47	70	348	29	8	211	8
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	17	69	14	16	34	49	73	362	30	8	219	8
Added Vol:	0	0	0	0	0	0	0	77	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	69	14	16	34	49	73	439	30	8	265	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.82	0.82	0.82	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	18	72	14	19	42	60	78	471	32	9	295	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	72	14	19	42	60	78	471	32	9	295	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:	18	72	14	19	42	60	78	471	32	9	295	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.99	0.99	0.85	0.99	0.99	0.99	1.00	1.00	1.00
Lanes:	0.17	0.69	0.14	0.31	0.69	1.00	0.13	0.81	0.06	0.03	0.94	0.03
Final Sat.:	312	1286	253	585	1287	1615	251	1516	104	56	1779	56
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.03	0.03	0.04	0.31	0.31	0.31	0.17	0.17	0.17
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.10	0.10	0.06	0.06	0.06	0.55	0.55	0.55	0.29	0.29	0.29
Volume/Cap:	0.57	0.54	0.54	0.54	0.50	0.57	0.57	0.57	0.57	0.57	0.57	0.57
Delay/Veh:	8.5	7.4	7.4	9.9	7.8	11.8	2.3	2.3	2.3	4.4	4.4	4.4
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:	8.5	7.4	7.4	9.9	7.8	11.8	2.3	2.3	2.3	4.4	4.4	4.4
LOS by Move:	A	A	A	A	A	B	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	2	2	2	2	2	2

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.3
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	27	119	6	20	82	107	46	140	15	16	282	17
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	28	124	6	21	85	111	48	146	16	17	293	18
Added Vol:	58	20	0	0	7	0	0	4	20	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	144	6	21	92	111	48	150	36	17	304	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.65	0.65	0.65	0.76	0.76	0.76	0.89	0.89	0.89
PHF Volume:	111	185	8	32	141	170	63	197	47	19	344	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	185	8	32	141	170	63	197	47	19	344	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:	111	185	8	32	141	170	63	197	47	19	344	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.61	0.03	0.09	0.41	0.50	0.21	0.64	0.15	0.05	0.90	0.05
Final Sat.:	171	286	12	47	207	249	98	307	73	25	455	26
Capacity Analysis Module:												
Vol/Sat:	0.65	0.65	0.65	0.68	0.68	0.68	0.64	0.64	0.64	0.76	0.76	0.76
Crit Moves:		****		****				****				****
Delay/Veh:	19.8	19.8	19.8	20.4	20.4	20.4	19.3	19.3	19.3	25.0	25.0	25.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.8	19.8	19.8	20.4	20.4	20.4	19.3	19.3	19.3	25.0	25.0	25.0
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
ApproachDel:		19.8			20.4			19.3			25.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		19.8			20.4			19.3			25.0	
LOS by Appr:		C			C			C			C	
AllWayAvgQ:	1.3	1.3	1.3	1.5	1.5	1.5	1.2	1.2	1.2	2.1	2.1	2.1

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	11		140		15		7		124		43		69		277		24		6		160		16	
Growth Adj:	1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04	
Initial Bse:	11		146		16		7		129		45		72		288		25		6		166		17	
Added Vol:	38		13		0		0		22		0		0		12		65		0		7		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	49		159		16		7		151		45		72		300		90		6		173		17	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.91		0.91		0.91		0.92		0.92		0.92		0.87		0.87		0.87		0.91		0.91		0.91	
PHF Volume:	54		174		17		8		165		49		82		344		103		7		191		18	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	54		174		17		8		165		49		82		344		103		7		191		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:	54		174		17		8		165		49		82		344		103		7		191		18	
Saturation Flow Module:																								
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.22		0.71		0.07		0.04		0.74		0.22		0.16		0.65		0.19		0.03		0.89		0.08	
Final Sat.:	113		361		36		18		379		112		97		404		121		17		460		44	
Capacity Analysis Module:																								
Vol/Sat:	0.48		0.48		0.48		0.43		0.43		0.43		0.85		0.85		0.85		0.41		0.41		0.41	
Crit Moves:	****								****						****						****			
Delay/Veh:	14.5		14.5		14.5		13.5		13.5		13.5		30.8		30.8		30.8		13.0		13.0		13.0	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	14.5		14.5		14.5		13.5		13.5		13.5		30.8		30.8		30.8		13.0		13.0		13.0	
LOS by Move:	B		B		B		B		B		B		D		D		D		B		B		B	
ApproachDel:	14.5						13.5						30.8						13.0					
Delay Adj:	1.00						1.00						1.00						1.00					
ApprAdjDel:	14.5						13.5						30.8						13.0					
LOS by Appr:	B						B						D						B					
AllWayAvgQ:	0.7		0.7		0.7		0.6		0.6		0.6		3.8		3.8		3.8		0.5		0.5		0.5	

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour - With Improvements

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

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	27	119	6	20	82	107	46	140	15	16	282	17
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	28	124	6	21	85	111	48	146	16	17	293	18
Added Vol:	58	20	0	0	7	0	0	4	20	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	144	6	21	92	111	48	150	36	17	304	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.65	0.65	0.65	0.76	0.76	0.76	0.89	0.89	0.89
PHF Volume:	111	185	8	32	141	170	63	197	47	19	344	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	185	8	32	141	170	63	197	47	19	344	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:	111	185	8	32	141	170	63	197	47	19	344	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.89	0.89	0.89	0.85	0.85	0.85	0.97	0.97	0.97
Lanes:	0.36	0.61	0.03	0.09	0.41	0.50	0.21	0.64	0.15	0.05	0.90	0.05
Final Sat.:	540	902	39	157	696	839	332	1038	247	91	1660	96
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.20	0.20	0.20	0.19	0.19	0.19	0.21	0.21	0.21
Crit Moves:		****									****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.48	0.48	0.48	0.47	0.47	0.47	0.44	0.44	0.44	0.48	0.48	0.48
Delay/Veh:	12.8	12.8	12.8	12.6	12.6	12.6	12.2	12.2	12.2	12.5	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:	12.8	12.8	12.8	12.6	12.6	12.6	12.2	12.2	12.2	12.5	12.5	12.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	5	5	5	5	5	5	4	4	4	5	5	5

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour - With Improvements

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

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	140	15	7	124	43	69	277	24	6	160	16
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	11	146	16	7	129	45	72	288	25	6	166	17
Added Vol:	38	13	0	0	22	0	0	12	65	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	159	16	7	151	45	72	300	90	6	173	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
PHF Volume:	54	174	17	8	165	49	82	344	103	7	191	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	174	17	8	165	49	82	344	103	7	191	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:	54	174	17	8	165	49	82	344	103	7	191	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.96	0.96	0.96	0.90	0.90	0.90	0.98	0.98	0.98
Lanes:	0.22	0.71	0.07	0.04	0.74	0.22	0.16	0.65	0.19	0.03	0.89	0.08
Final Sat.:	376	1207	119	65	1353	401	265	1109	332	59	1638	157
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.12	0.12	0.12	0.31	0.31	0.31	0.12	0.12	0.12
Crit Moves:		****						****				
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.52	0.52	0.52	0.44	0.44	0.44	0.52	0.52	0.52	0.20	0.20	0.20
Delay/Veh:	19.5	19.5	19.5	18.5	18.5	18.5	7.8	7.8	7.8	5.8	5.8	5.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	19.5	19.5	18.5	18.5	18.5	7.8	7.8	7.8	5.8	5.8	5.8
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	5	5	5	4	4	4	6	6	6	2	2	2

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.399
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.7
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	0 1	0
Volume Module:												
Base Vol:	8	100	2	5	64	25	18	55	3	0	68	8
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	8	104	2	5	67	26	19	57	3	0	71	8
Added Vol:	17	78	0	0	26	0	0	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	182	2	5	93	26	19	57	9	0	71	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:	0.71	0.71	0.71	0.71	0.71	0.71	0.68	0.68	0.68	0.79	0.79	0.79
PHF Volume:	36	257	3	7	131	37	28	84	13	0	89	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	257	3	7	131	37	28	84	13	0	89	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:	36	257	3	7	131	37	28	84	13	0	89	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.87	0.01	0.04	0.75	0.21	0.22	0.67	0.11	0.00	0.89	0.11
Final Sat.:	90	644	7	31	545	153	143	438	70	0	580	68
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.24	0.24	0.24	0.19	0.19	0.19	xxxx	0.15	0.15
Crit Moves:		****			****			****			****	
Delay/Veh:	10.6	10.6	10.6	9.1	9.1	9.1	9.2	9.2	9.2	0.0	8.9	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:	10.6	10.6	10.6	9.1	9.1	9.1	9.2	9.2	9.2	0.0	8.9	8.9
LOS by Move:	B	B	B	A	A	A	A	A	A	*	A	A
ApproachDel:		10.6			9.1			9.2			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			9.1			9.2			8.9	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.6	0.6	0.6	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	4	91	0		8	80	29		60	89	4		0	40	5	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	4	95	0		8	83	30		62	93	4		0	42	5	
Added Vol:	11	51	0		0	87	0		0	0	19		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	15	146	0		8	170	30		62	93	23		0	42	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.45	0.45	0.45		0.81	0.81	0.81		0.93	0.93	0.93		0.80	0.80	0.80	
PHF Volume:	34	324	0		10	211	37		67	99	25		0	52	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	324	0		10	211	37		67	99	25		0	52	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	34	324	0		10	211	37		67	99	25		0	52	6	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.09	0.91	0.00		0.04	0.82	0.14		0.35	0.52	0.13		0.00	0.89	0.11	
Final Sat.:	67	640	0		28	566	100		214	318	79		0	502	63	
Capacity Analysis Module:																
Vol/Sat:	0.51	0.51	xxxx		0.37	0.37	0.37		0.31	0.31	0.31		xxxx	0.10	0.10	
Crit Moves:		****			****				****					****		
Delay/Veh:	12.6	12.6	0.0		10.7	10.7	10.7		10.6	10.6	10.6		0.0	9.2	9.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	12.6	12.6	0.0		10.7	10.7	10.7		10.6	10.6	10.6		0.0	9.2	9.2	
LOS by Move:	B	B	*		B	B	B		B	B	B		*	A	A	
ApproachDel:		12.6				10.7				10.6				9.2		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		12.6				10.7				10.6				9.2		
LOS by Appr:		B				B				B				A		
AllWayAvgQ:	0.9	0.9	0.9		0.5	0.5	0.5		0.4	0.4	0.4		0.1	0.1	0.1	

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour - With Improvements

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

****

Intersection #17 Singleton Road (NS) at JP Ranch Drive (EW)

****

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[10.2]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	93	0				0	60	0				0	0	0				0	0	0			
Growth Adj:	1.04	1.04	1.04				1.04	1.04	1.04				1.04	1.04	1.04				1.04	1.04	1.04			
Initial Bse:	0	97	0				0	62	0				0	0	0				0	0	0			
Added Vol:	6	46	5				5	16	12				35	0	18				14	0	14			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	6	143	5				5	78	12				35	0	18				14	0	14			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	6	150	5				5	83	13				37	0	19				15	0	15			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	6	150	5				5	83	13				37	0	19				15	0	15			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5	6.2				7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0	3.3				3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	95	xxxx	xxxxx				155	xxxx	xxxxx				272	267	89				274	271	153			
Potent Cap.:	1511	xxxx	xxxxx				1437	xxxx	xxxxx				684	642	975				682	639	899			
Move Cap.:	1511	xxxx	xxxxx				1437	xxxx	xxxxx				669	637	975				665	634	899			
Volume/Cap:	0.00	xxxx	xxxx				0.00	xxxx	xxxx				0.06	0.00	0.02				0.02	0.00	0.02			
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	7.4	xxxx	xxxxx				7.5	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	749	xxxxx				xxxx	764	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.2	xxxxx				xxxxx	0.1	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	10.2	xxxxx				xxxxx	9.9	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	B	*				*	A	*			
ApproachDel:	xxxxxx						xxxxxx						10.2						9.9					
ApproachLOS:	*						*						B						A					

****

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

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour - With Improvements

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

Intersection #17 Singleton Road (NS) at JP Ranch Drive (EW)

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[10.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	86	0	0	75	0	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	89	0	0	78	0	0	0	0	0	0	0
Added Vol:	20	30	15	15	52	40	23	0	12	9	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	119	15	15	130	40	23	0	12	9	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	126	16	16	137	42	24	0	13	9	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	126	16	16	137	42	24	0	13	9	0	9
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	179	xxxx	xxxxx	142	xxxx	xxxxx	370	373	158	372	386	134
Potent Cap.:	1409	xxxx	xxxxx	1454	xxxx	xxxxx	590	561	893	589	551	921
Move Cap.:	1409	xxxx	xxxxx	1454	xxxx	xxxxx	573	546	893	569	537	921
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.04	0.00	0.01	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	653	xxxxx	xxxx	703	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.8	xxxxx	xxxxx	10.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.8			10.3		
ApproachLOS:	*			*			B			B		

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Morning Peak Hour - With Improvements

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

Intersection #18 Singleton Road (NS) at Lariat Road (EW)

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[10.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	93	0	0	60	0	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	97	0	0	62	0	0	0	0	0	0	0
Added Vol:	12	22	4	2	35	10	30	0	35	11	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	119	4	2	97	10	30	0	35	11	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	125	4	2	103	11	32	0	37	12	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	125	4	2	103	11	32	0	37	12	0	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	113	xxxx	xxxxx	129	xxxx	xxxxx	267	266	108	283	270	127
Potent Cap.:	1489	xxxx	xxxxx	1469	xxxx	xxxxx	690	643	952	674	640	929
Move Cap.:	1489	xxxx	xxxxx	1469	xxxx	xxxxx	681	636	952	643	634	929
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.05	0.00	0.04	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	804	xxxxx	xxxx	711	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	10.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			9.9			10.2		
ApproachLOS:	*			*			A			B		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Projects
Evening Peak Hour - With Improvements

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

Intersection #18 Singleton Road (NS) at Lariat Road (EW)

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[10.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	86	0	0	75	0	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	89	0	0	78	0	0	0	0	0	0	0
Added Vol:	40	42	12	6	33	33	20	0	23	7	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	131	12	6	111	33	20	0	23	7	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	138	13	6	117	35	21	0	24	7	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	42	138	13	6	117	35	21	0	24	7	0	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	152	xxxx	xxxxx	151	xxxx	xxxxx	378	382	134	388	393	145
Potent Cap.:	1442	xxxx	xxxxx	1442	xxxx	xxxxx	583	554	920	575	546	908
Move Cap.:	1442	xxxx	xxxxx	1442	xxxx	xxxxx	566	535	920	545	528	908
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.04	0.00	0.03	0.01	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	712	xxxxx	xxxx	638	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	10.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.4			10.8		
ApproachLOS:	*			*			B			B		

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

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Existing Plus Ambient Growth Plus Project [Year 2018] Plus Cumulative Projects

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 210.0 Worst Case Level Of Service: F[693.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0 0		0 1 0	0 1		0 0 0	1 0		1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	208	2	23	0	137	11	378	96	0
Added Vol:	0	0	0	31	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	239	2	23	0	137	11	378	96	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	319	3	31	0	207	16	486	123	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	319	3	31	0	207	16	486	123	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1309	1317	123	xxxx	xxxx	xxxxx	223	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	177	159	934	xxxx	xxxx	xxxxx	1358	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	128	102	934	xxxx	xxxx	xxxxx	1358	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.49	0.03	0.03	xxxx	xxxx	xxxx	0.36	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	1.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	128	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	28.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	759.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			693.4			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 380.1 Worst Case Level Of Service: F[558.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 1 0 0 1			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	628	1	35	0	49	9	219	48	0
Added Vol:	0	0	0	103	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	731	1	35	0	49	9	219	48	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	818	1	39	0	67	13	269	59	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	818	1	39	0	67	13	269	59	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	670	676	59	xxxx	xxxx	xxxxx	80	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	426	378	1012	xxxx	xxxx	xxxxx	1531	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	368	311	1012	xxxx	xxxx	xxxxx	1531	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.22	0.00	0.04	xxxx	xxxx	xxxx	0.18	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	xxxxx	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.:	xxxx	xxxx	xxxxx	368	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	61.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	584.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			558.1			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour - With Improvements

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0	0 0	1 0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	208	2	23	0	137	11	378	96	0
Added Vol:	0	0	0	31	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	239	2	23	0	137	11	378	96	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	319	3	31	0	207	16	486	123	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	319	3	31	0	207	16	486	123	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	319	3	31	0	207	16	486	123	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	0.86	0.86	0.85	1.00	0.99	0.99	0.63	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.93	0.07	1.00	1.00	0.00
Final Sat.:	0	0	0	1627	14	1615	0	1747	134	1189	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.02	0.00	0.12	0.12	0.41	0.06	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.28	0.28	0.28	0.00	0.59	0.59	0.59	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.70	0.70	0.07	0.00	0.20	0.20	0.70	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	24.0	24.0	15.9	0.0	5.9	5.9	11.8	5.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.0	24.0	15.9	0.0	5.9	5.9	11.8	5.5	0.0
LOS by Move:	A	A	A	C	C	B	A	A	A	B	A	A
HCM2kAvgQ:	0	0	0	7	7	0	0	2	2	8	1	0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour - With Improvements

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

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	628	1	35	0	49	9	219	48	0
Added Vol:	0	0	0	103	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	731	1	35	0	49	9	219	48	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	818	1	39	0	67	13	269	59	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	818	1	39	0	67	13	269	59	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	818	1	39	0	67	13	269	59	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	0.86	0.86	0.85	1.00	0.98	0.98	0.72	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.84	0.16	1.00	1.00	0.00
Final Sat.:	0	0	0	1626	2	1615	0	1560	299	1360	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.50	0.50	0.02	0.00	0.04	0.04	0.20	0.03	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.62	0.62	0.62	0.00	0.24	0.24	0.24	0.24	0.00
Volume/Cap:	0.00	0.00	0.00	0.81	0.81	0.04	0.00	0.18	0.18	0.81	0.13	0.00
Delay/Veh:	0.0	0.0	0.0	13.5	13.5	4.4	0.0	18.1	18.1	35.1	17.8	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	13.5	13.5	4.4	0.0	18.1	18.1	35.1	17.8	0.0
LOS by Move:	A	A	A	B	B	A	A	B	B	D	B	A
HCM2kAvgQ:	0	0	0	14	14	0	0	1	1	7	1	0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.664
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	172.7
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	128	208	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	74	7	202	0	398	53	134	218	0
Added Vol:	0	0	0	20	0	32	0	129	94	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	94	7	234	0	527	147	134	261	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	147	12	368	0	761	212	172	335	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	147	12	368	0	761	212	172	335	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	147	12	368	0	761	212	172	335	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.93	0.07	1.00	0.00	0.78	0.22	0.34	0.66	0.00
Final Sat.:	0	0	0	429	34	543	0	458	127	189	368	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.34	0.34	0.68	xxxx	1.66	1.66	0.91	0.91	xxxx
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	14.3	14.3	21.6	0.0	323	322.8	44.3	44.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.3	14.3	21.6	0.0	323	322.8	44.3	44.3	0.0
LOS by Move:	*	*	*	B	B	C	*	F	F	E	E	*
ApproachDel:	xxxxxx				19.4			322.8			44.3	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				19.4			322.8			44.3	
LOS by Appr:	*				C			F			E	
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.5	1.9	50.9	50.9	50.9	5.4	5.4	5.4

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.959
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.1
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	259	77	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	360	4	43	0	55	35	272	81	0
Added Vol:	0	0	0	68	0	105	0	85	62	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	428	4	148	0	140	97	272	226	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	455	4	157	0	164	114	299	248	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	455	4	157	0	164	114	299	248	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	455	4	157	0	164	114	299	248	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.59	0.41	0.55	0.45	0.00
Final Sat.:	0	0	0	490	5	590	0	322	223	312	259	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.93	0.93	0.27	xxxx	0.51	0.51	0.96	0.96	xxxx
Crit Moves:					****			****		****		
Delay/Veh:	0.0	0.0	0.0	50.2	50.2	10.9	0.0	15.6	15.6	52.5	52.5	0.0
Delay Adj:	1.00	1.00	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	50.2	50.2	10.9	0.0	15.6	15.6	52.5	52.5	0.0
LOS by Move:	*	*	*	F	F	B	*	C	C	F	F	*
ApproachDel:	xxxxxx				40.2			15.6			52.5	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				40.2			15.6			52.5	
LOS by Appr:	*				E			C			F	
AllWayAvgQ:	0.0	0.0	0.0	5.5	5.5	0.4	0.9	0.9	0.9	6.9	6.9	6.9

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.6
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	128	208	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	74	7	202	0	398	53	134	218	0
Added Vol:	0	0	0	20	0	32	0	129	94	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	94	7	234	0	527	147	134	261	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	147	12	368	0	761	212	172	335	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	147	12	368	0	761	212	172	335	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	147	12	368	0	761	212	172	335	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	0.96	0.96	0.85	1.00	0.97	0.97	0.68	0.68	1.00
Lanes:	0.00	0.00	0.00	0.93	0.07	1.00	0.00	0.78	0.22	0.34	0.66	0.00
Final Sat.:	0	0	0	1688	133	1615	0	1444	401	437	850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.23	0.00	0.53	0.53	0.39	0.39	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.61	0.61	0.61	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.33	0.33	0.87	0.00	0.87	0.87	0.65	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	18.3	18.3	38.8	0.0	17.6	17.6	9.7	9.7	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	18.3	18.3	38.8	0.0	17.6	17.6	9.7	9.7	0.0
LOS by Move:	A	A	A	B	B	D	A	B	B	A	A	A
HCM2kAvgQ:	0	0	0	3	3	10	0	19	19	7	7	0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour - With Improvements

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

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	0	1 0	0 0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	259	77	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	360	4	43	0	55	35	272	81	0
Added Vol:	0	0	0	68	0	105	0	85	62	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	428	4	148	0	140	97	272	226	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	455	4	157	0	164	114	299	248	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	455	4	157	0	164	114	299	248	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	455	4	157	0	164	114	299	248	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	0.89	0.89	0.85	1.00	0.95	0.95	0.72	0.72	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.59	0.41	0.55	0.45	0.00
Final Sat.:	0	0	0	1673	16	1615	0	1061	735	743	617	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.10	0.00	0.15	0.15	0.40	0.40	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.52	0.52	0.52	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.78	0.78	0.28	0.00	0.30	0.30	0.78	0.78	0.00
Delay/Veh:	0.0	0.0	0.0	24.0	24.0	14.3	0.0	8.4	8.4	17.2	17.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.0	24.0	14.3	0.0	8.4	8.4	17.2	17.2	0.0
LOS by Move:	A	A	A	C	C	B	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	10	10	2	0	3	3	10	10	0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: A[8.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	4	1	76	7	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	0	0	0	0	4	1	80	7	0
Added Vol:	0	0	0	0	0	0	0	0	0	152	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	4	1	232	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.42	0.42	0.57	0.57	1.00
PHF Volume:	0	0	0	0	0	0	0	10	3	403	13	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	10	3	403	13	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.25	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: A[7.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	0 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	9	0	86	3	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	0	0	0	0	9	0	90	3	0
Added Vol:	0	0	0	0	0	0	0	0	0	100	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	9	0	190	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45	0.70	0.70	1.00
PHF Volume:	0	0	0	0	0	0	0	21	0	272	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	21	0	272	5	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	21	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[16.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.05 1.05	1.05		1.05 1.05	1.05	1.05	1.05 1.05	1.05	1.05	1.05 1.05	1.05	1.05
Initial Bse:	7	0	248	0	0	0	39	302	0	0	457	606
Added Vol:	0	0	0	0	0	0	0	31	0	0	0	92
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	248	0	0	0	39	333	0	0	457	698
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	0.77 0.77	0.77		1.00 1.00	1.00	1.00	0.81 0.81	1.00	1.00	1.00 0.74	0.74	
PHF Volume:	10	0	322	0	0	0	48	410	0	0	619	946
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	322	0	0	0	48	410	0	0	619	946
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx xxxx		xxxxx	4.1	xxxx	xxxxx	xxxxx xxxx		xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx xxxx		xxxxx	2.2	xxxx	xxxxx	xxxxx xxxx		xxxxx
Capacity Module:												
Cnflict Vol:	1597	2070	410	xxxx	xxxx	xxxxx	1564	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	118	55	646	xxxx	xxxx	xxxxx	428	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	108	49	646	xxxx	xxxx	xxxxx	428	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.09 0.00		0.50	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.8	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	16.0	xxxxx	xxxx	xxxxx	14.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	108	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	41.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	E	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[22.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 0 0	0 0		1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	4	2	194	0	0	0	17	639	0	0	281	299
Added Vol:	0	0	0	0	0	0	0	103	0	0	0	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	194	0	0	0	17	742	0	0	281	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92
PHF Volume:	4	2	208	0	0	0	17	760	0	0	307	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	2	208	0	0	0	17	760	0	0	307	393
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1298	1495	760	xxxx	xxxx	xxxxx	700	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	180	124	409	xxxx	xxxx	xxxxx	906	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	178	122	409	xxxx	xxxx	xxxxx	906	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	0.02	0.51	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.8	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	22.5	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	154	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	29.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	22.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour - With Improvements

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	7	0	248	0	0	0	39	302	0	0	457	606
Added Vol:	0	0	0	0	0	0	0	31	0	0	0	92
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	248	0	0	0	39	333	0	0	457	698
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	1.00	1.00	1.00	0.81	0.81	1.00	1.00	0.74	0.74
PHF Volume:	10	0	322	0	0	0	48	410	0	0	619	946
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	322	0	0	0	48	410	0	0	619	946
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	322	0	0	0	48	410	0	0	619	946
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	1.00	1.00	1.00	0.35	1.00	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1636	0	1615	0	0	0	661	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.20	0.00	0.00	0.00	0.07	0.22	0.00	0.00	0.33	0.59
Crit Moves:			****									****
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.66	0.66	0.00	0.00	0.66	0.66
Volume/Cap:	0.03	0.00	0.89	0.00	0.00	0.00	0.11	0.33	0.00	0.00	0.49	0.89
Delay/Veh:	21.2	0.0	48.3	0.0	0.0	0.0	4.5	5.3	0.0	0.0	6.3	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	0.0	48.3	0.0	0.0	0.0	4.5	5.3	0.0	0.0	6.3	18.9
LOS by Move:	C	A	D	A	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	10	0	0	0	0	4	0	0	7	21

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour - With Improvements

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

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0 0	1	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	4	2	194	0	0	0	17	639	0	0	281	299
Added Vol:	0	0	0	0	0	0	0	103	0	0	0	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	194	0	0	0	17	742	0	0	281	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92
PHF Volume:	4	2	208	0	0	0	17	760	0	0	307	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	208	0	0	0	17	760	0	0	307	393
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2	208	0	0	0	17	760	0	0	307	393
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	1.00	1.00	1.00	0.56	1.00	1.00	1.00	1.00	0.85
Lanes:	0.67	0.33	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1263	631	1615	0	0	0	1072	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.13	0.00	0.00	0.00	0.02	0.40	0.00	0.00	0.16	0.24
Crit Moves:			****					****				
Green/Cycle:	0.21	0.21	0.21	0.00	0.00	0.00	0.66	0.66	0.00	0.00	0.66	0.66
Volume/Cap:	0.02	0.02	0.61	0.00	0.00	0.00	0.02	0.61	0.00	0.00	0.25	0.37
Delay/Veh:	18.8	18.8	24.7	0.0	0.0	0.0	3.6	6.8	0.0	0.0	4.3	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	18.8	24.7	0.0	0.0	0.0	3.6	6.8	0.0	0.0	4.3	4.9
LOS by Move:	B	B	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	5	0	0	0	0	9	0	0	2	4

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[14.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 1 0	0 0	0	0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	136	315	0	0	338	254
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	0	0	0	143	331	0	0	355	267
Added Vol:	0	0	0	0	0	0	94	55	0	0	43	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	237	386	0	0	398	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.72	1.00	1.00	0.75	0.75
PHF Volume:	0	0	0	0	0	0	330	537	0	0	532	464
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	330	537	0	0	532	464
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	995	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	703	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	703	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.47	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	18	359	0	0	354	175
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	0	0	0	19	377	0	0	372	184
Added Vol:	0	0	0	0	0	0	62	91	0	0	145	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	81	468	0	0	517	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	1.00	1.00	0.99	0.99
PHF Volume:	0	0	0	0	0	0	93	536	0	0	524	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	93	536	0	0	524	240
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	763	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	858	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	858	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: B[14.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 0		0 0 0	0 0		0 1	0 0 0		0 0	0 0 1	
Volume Module:												
Base Vol:	0	297	0	0	0	0	1	50	0	0	0	92
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	312	0	0	0	0	1	53	0	0	0	97
Added Vol:	0	32	0	0	0	0	0	39	0	0	0	134
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	344	0	0	0	0	1	92	0	0	0	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.80	0.80	1.00	1.00	1.00	0.80	0.80	1.00	1.00	1.00	0.89
PHF Volume:	0	430	0	0	0	0	1	115	0	0	0	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	430	0	0	0	0	1	115	0	0	0	261
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	561	430	xxxxx	xxxx	xxxx	430
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	442	521	xxxxx	xxxx	xxxx	629
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	259	521	xxxxx	xxxx	xxxx	629
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.22	xxxx	xxxx	xxxx	0.41
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	2.0
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.7
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	515	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.0			14.7		
ApproachLOS:	*			*			B			B		

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Average Delay (sec/veh): 11.6 Worst Case Level Of Service: D[26.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	0 0	0 0	0	0 0	1 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	324	2	0	0	0	0	134	0	0	0	107
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	340	2	0	0	0	0	141	0	0	0	112
Added Vol:	0	105	0	0	0	0	0	129	0	0	0	89
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	445	2	0	0	0	0	270	0	0	0	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.91	0.91	1.00	1.00	1.00	0.84	0.84	1.00	1.00	1.00	0.84
PHF Volume:	0	488	2	0	0	0	0	322	0	0	0	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	488	2	0	0	0	0	322	0	0	0	241
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	490	xxxxx	xxxx	xxxx	489
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	482	xxxxx	xxxx	xxxx	583
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	482	xxxxx	xxxx	xxxx	583
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.67	xxxx	xxxx	xxxx	0.41
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	4.9	xxxxx	xxxx	xxxx	2.0
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.3	xxxxx	xxxxx	xxxx	15.5
LOS by Move:	*	*	*	*	*	*	*	D	*	*	*	C
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			26.3			15.5		
ApproachLOS:	*			*			D			C		

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour - With Improvements

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

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	0	0 0	0	1	0 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	297	0	0	0	0	1	50	0	0	0	92
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	312	0	0	0	0	1	53	0	0	0	97
Added Vol:	0	32	0	0	0	0	0	39	0	0	0	134
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	344	0	0	0	0	1	92	0	0	0	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.80	0.80	1.00	1.00	1.00	0.80	0.80	1.00	1.00	1.00	0.89
PHF Volume:	0	430	0	0	0	0	1	115	0	0	0	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	0	0	0	0	1	115	0	0	0	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	0	0	0	0	1	115	0	0	0	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	1.00	0.00	0.00	0.00	0.00	0.01	0.99	0.00	0.00	0.00	1.00
Final Sat.:	0	1900	0	0	0	0	22	1877	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.00	0.16
Crit Moves:		****										****
Green/Cycle:	0.00	0.51	0.00	0.00	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.36
Volume/Cap:	0.00	0.44	0.00	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.44
Delay/Veh:	0.0	9.6	0.0	0.0	0.0	0.0	13.3	13.3	0.0	0.0	0.0	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.6	0.0	0.0	0.0	0.0	13.3	13.3	0.0	0.0	0.0	15.3
LOS by Move:	A	A	A	A	A	A	B	B	A	A	A	B
HCM2kAvgQ:	0	5	0	0	0	0	2	2	0	0	0	4

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour - With Improvements

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

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	0 0	0	0 0	1 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	324	2	0	0	0	0	134	0	0	0	107
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	340	2	0	0	0	0	141	0	0	0	112
Added Vol:	0	105	0	0	0	0	0	129	0	0	0	89
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	445	2	0	0	0	0	270	0	0	0	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.91	0.91	1.00	1.00	1.00	0.84	0.84	1.00	1.00	1.00	0.84
PHF Volume:	0	488	2	0	0	0	0	322	0	0	0	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	488	2	0	0	0	0	322	0	0	0	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	488	2	0	0	0	0	322	0	0	0	241
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	0.99	0.01	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	1889	9	0	0	0	0	1900	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.15
Crit Moves:		****						****				
Green/Cycle:	0.00	0.52	0.52	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.34
Volume/Cap:	0.00	0.49	0.49	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.00	0.43
Delay/Veh:	0.0	9.6	9.6	0.0	0.0	0.0	0.0	16.2	0.0	0.0	0.0	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.6	9.6	0.0	0.0	0.0	0.0	16.2	0.0	0.0	0.0	15.7
LOS by Move:	A	A	A	A	A	A	A	B	A	A	A	B
HCM2kAvgQ:	0	6	6	0	0	0	0	5	0	0	0	4

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: A[9.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	102	0	0	0	0	6	0	0	79	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	107	0	0	0	0	6	0	0	83	0
Added Vol:	0	0	52	0	0	0	0	0	0	0	152	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	159	0	0	0	0	6	0	0	235	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	1.00	0.56	1.00	1.00	1.00	1.00	0.75	1.00	1.00	0.48	1.00
PHF Volume:	0	0	283	0	0	0	0	8	0	0	495	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	283	0	0	0	0	8	0	0	495	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1079	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1079	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: B[10.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	0	0	0 0 1	0	0
Volume Module:												
Base Vol:	2	0	108	0	0	0	0	8	0	0	88	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	2	0	113	0	0	0	0	8	0	0	92	0
Added Vol:	0	0	171	0	0	0	0	0	0	0	100	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	284	0	0	0	0	8	0	0	192	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	1.00	0.67	1.00	1.00	1.00	1.00	0.40	1.00	1.00	0.65	1.00
PHF Volume:	3	0	426	0	0	0	0	21	0	0	296	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	426	0	0	0	0	21	0	0	296	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	317	317	21	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	680	602	1062	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	680	602	1062	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.40	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1058	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		10.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	92	160	49	29	69	153	108	327	52	22	777	86
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	97	168	51	30	72	161	113	343	55	23	816	90
Added Vol:	0	19	0	0	6	0	0	31	0	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	187	51	30	78	161	113	374	55	23	908	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.86	0.86	0.86	0.81	0.81	0.81	0.73	0.73	0.73
PHF Volume:	135	261	72	35	91	187	141	464	68	32	1239	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	261	72	35	91	187	141	464	68	32	1239	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	261	72	35	91	187	141	464	68	32	1239	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.92	0.92	0.51	1.00	0.85	0.17	1.00	0.85	0.45	0.94	0.94
Lanes:	1.00	1.57	0.43	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.82	0.18
Final Sat.:	1317	2740	754	963	1900	1615	331	1900	1615	846	3241	322
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.04	0.05	0.12	0.43	0.24	0.04	0.04	0.38	0.38
Crit Moves:						****	****					
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.68	0.68	0.68	0.68	0.68	0.68
Volume/Cap:	0.55	0.51	0.51	0.20	0.26	0.62	0.62	0.36	0.06	0.05	0.56	0.56
Delay/Veh:	24.9	22.7	22.7	21.2	21.3	26.6	10.7	4.2	3.2	3.2	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:	24.9	22.7	22.7	21.2	21.3	26.6	10.7	4.2	3.2	3.2	5.2	5.2
LOS by Move:	C	C	C	C	C	C	B	A	A	A	A	A
HCM2kAvgQ:	3	4	4	1	2	4	3	4	0	0	7	7

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	96	111	89	61	104	88	102	550	120	61	395	43
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	101	117	93	64	109	92	107	578	126	64	415	45
Added Vol:	0	13	0	0	21	0	0	103	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	130	93	64	130	92	107	681	126	64	476	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.87	0.87	0.87	0.95	0.95	0.95	0.90	0.90	0.90
PHF Volume:	108	138	100	74	150	107	113	716	132	71	526	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	138	100	74	150	107	113	716	132	71	526	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	138	100	74	150	107	113	716	132	71	526	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.60	0.89	0.89	0.60	1.00	0.85	0.44	1.00	0.85	0.29	0.94	0.94
Lanes:	1.00	1.16	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.83	0.17
Final Sat.:	1144	1965	1417	1148	1900	1615	844	1900	1615	551	3254	309
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.06	0.08	0.07	0.13	0.38	0.08	0.13	0.16	0.16
Crit Moves:	****							****				
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.69	0.69	0.69	0.69	0.69	0.69
Volume/Cap:	0.54	0.41	0.41	0.37	0.46	0.38	0.19	0.54	0.12	0.19	0.23	0.23
Delay/Veh:	25.7	22.5	22.5	23.1	23.3	22.8	3.4	5.0	3.1	3.5	3.4	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	22.5	22.5	23.1	23.3	22.8	3.4	5.0	3.1	3.5	3.4	3.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	2	3	2	1	7	1	1	2	2

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Ovl						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	2	0	1		1	0	1	0	1		1	1	0	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	69		245		93		16		25		295		133		176		9		16		212		25	
Growth Adj:	1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05	
Initial Bse:	72		257		98		17		26		310		140		185		9		17		223		26	
Added Vol:	111		47		7		0		17		8		23		12		20		3		4		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	183		304		105		17		43		318		163		197		29		20		227		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:	0.86		0.86		0.86		0.89		0.89		0.89		0.76		0.76		0.76		0.68		0.68		0.68	
PHF Volume:	214		355		122		19		48		355		213		258		39		29		336		39	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	214		355		122		19		48		355		213		258		39		29		336		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:	214		355		122		19		48		355		213		258		39		29		336		39	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.95		0.85		0.95		1.00		0.85		0.92		0.92		0.92		0.95		1.00		0.85	
Lanes:	1.00		2.00		1.00		1.00		1.00		1.00		1.25		1.52		0.23		1.00		1.00		1.00	
Final Sat.:	1805		3610		1615		1805		1900		1615		2195		2656		397		1805		1900		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.12		0.10		0.08		0.01		0.03		0.22		0.10		0.10		0.10		0.02		0.18		0.02	
Crit Moves:	****								****						****						****			
Green/Cycle:	0.19		0.15		0.15		0.15		0.12		0.27		0.15		0.15		0.15		0.28		0.28		0.28	
Volume/Cap:	0.64		0.65		0.50		0.07		0.22		0.82		0.64		0.64		0.64		0.06		0.64		0.09	
Delay/Veh:	26.5		26.7		25.0		21.9		24.5		32.1		25.6		25.6		25.6		16.0		21.6		16.1	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	26.5		26.7		25.0		21.9		24.5		32.1		25.6		25.6		25.6		16.0		21.6		16.1	
LOS by Move:	C		C		C		C		C		C		C		C		C		B		C		B	
HCM2kAvgQ:	5		5		3		0		1		9		4		4		4		0		7		1	

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.1
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	1 0	1	1 1	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	42	274	120	23	75	385	204	139	29	31	103	31
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	44	288	126	24	79	404	214	146	30	33	108	33
Added Vol:	158	32	5	0	53	26	15	8	68	8	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	320	131	24	132	430	229	154	98	41	121	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:	0.89	0.89	0.89	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
PHF Volume:	228	360	148	26	143	467	256	172	110	44	131	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	360	148	26	143	467	256	172	110	44	131	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:	228	360	148	26	143	467	256	172	110	44	131	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.90	0.90	0.90	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.43	0.96	0.61	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2440	1639	1048	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.09	0.01	0.08	0.29	0.11	0.11	0.11	0.02	0.07	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.19	0.23	0.23	0.23	0.26	0.42	0.16	0.16	0.16	0.12	0.12	0.12
Volume/Cap:	0.65	0.44	0.40	0.06	0.28	0.68	0.66	0.66	0.66	0.21	0.59	0.19
Delay/Veh:	26.7	20.2	20.3	18.2	17.9	16.9	25.7	25.7	25.7	24.5	29.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	20.2	20.3	18.2	17.9	16.9	25.7	25.7	25.7	24.5	29.4	24.4
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	3	3	0	2	8	5	5	5	1	3	1

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.5
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	29	2	27	18	12	7	97	0	3	71	38
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	30	2	28	19	13	7	102	0	3	75	40
Added Vol:	0	22	0	36	4	0	0	52	0	0	152	112
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	52	2	64	23	13	7	154	0	3	227	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.75	0.75	0.75	0.46	0.46	0.46	0.81	0.81	0.81
PHF Volume:	0	74	3	86	31	17	16	336	0	4	279	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	74	3	86	31	17	16	336	0	4	279	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:	0	74	3	86	31	17	16	336	0	4	279	187
Saturation Flow Module:												
Adjustment:	1.00	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	0.96	0.04	0.64	0.23	0.13	0.05	0.95	0.00	0.01	0.59	0.40
Final Sat.:	0	497	20	347	124	68	31	650	0	6	439	294
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.15	0.15	0.25	0.25	0.25	0.52	0.52	xxxx	0.63	0.63	0.63
Crit Moves:		****		****				****		****		
Delay/Veh:	0.0	9.9	9.9	10.7	10.7	10.7	13.1	13.1	0.0	15.2	15.2	15.2
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	9.9	9.9	10.7	10.7	10.7	13.1	13.1	0.0	15.2	15.2	15.2
LOS by Move:	*	A	A	B	B	B	B	B	*	C	C	C
ApproachDel:		9.9			10.7			13.1			15.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			10.7			13.1			15.2	
LOS by Appr:		A			B			B			C	
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.3	0.3	0.9	0.9	0.9	1.5	1.5	1.5

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.1
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	34	0	44	48	17	15	95	0	3	84	35
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	36	0	46	50	18	16	100	0	3	88	37
Added Vol:	0	15	0	118	10	0	0	171	0	0	100	74
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	51	0	164	60	18	16	271	0	3	188	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.83	0.83	0.83	0.60	0.60	0.60	0.65	0.65	0.65
PHF Volume:	0	66	0	199	73	22	26	451	0	5	288	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	66	0	199	73	22	26	451	0	5	288	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	66	0	199	73	22	26	451	0	5	288	170
Saturation Flow Module:												
Adjustment:	1.00	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	1.00	0.00	0.68	0.25	0.07	0.05	0.95	0.00	0.01	0.62	0.37
Final Sat.:	0	421	0	345	127	37	33	567	0	6	384	226
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.16	xxxx	0.58	0.58	0.58	0.80	0.80	xxxx	0.75	0.75	0.75
Crit Moves:		****			****			****			****	
Delay/Veh:	0.0	11.3	0.0	16.9	16.9	16.9	26.4	26.4	0.0	22.5	22.5	22.5
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	11.3	0.0	16.9	16.9	16.9	26.4	26.4	0.0	22.5	22.5	22.5
LOS by Move:	*	B	*	C	C	C	D	D	*	C	C	C
ApproachDel:		11.3			16.9			26.4			22.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.3			16.9			26.4			22.5	
LOS by Appr:		B			C			D			C	
AllWayAvgQ:	0.1	0.1	0.1	1.0	1.0	1.0	2.9	2.9	2.9	2.4	2.4	2.4

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour - With Improvements

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

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	29	2	27	18	12	7	97	0	3	71	38
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	30	2	28	19	13	7	102	0	3	75	40
Added Vol:	0	22	0	36	4	0	0	52	0	0	152	112
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	52	2	64	23	13	7	154	0	3	227	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.75	0.75	0.75	0.46	0.46	0.46	0.81	0.81	0.81
PHF Volume:	0	74	3	86	31	17	16	336	0	4	279	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	74	3	86	31	17	16	336	0	4	279	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:	0	74	3	86	31	17	16	336	0	4	279	187
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	0.75	0.75	0.98	0.98	1.00	0.94	0.94	0.94
Lanes:	0.00	0.96	0.04	0.64	0.23	0.13	0.05	0.95	0.00	0.01	0.59	0.40
Final Sat.:	0	1818	73	921	328	180	85	1772	0	15	1065	714
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	0.09	0.09	0.09	0.19	0.19	0.00	0.26	0.26	0.26
Crit Moves:					****						****	
Green/Cycle:	0.00	0.23	0.23	0.23	0.23	0.23	0.65	0.65	0.00	0.65	0.65	0.65
Volume/Cap:	0.00	0.18	0.18	0.40	0.40	0.40	0.29	0.29	0.00	0.40	0.40	0.40
Delay/Veh:	0.0	20.3	20.3	22.0	22.0	22.0	5.1	5.1	0.0	5.7	5.7	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.3	20.3	22.0	22.0	22.0	5.1	5.1	0.0	5.7	5.7	5.7
LOS by Move:	A	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	1	1	3	3	3	3	3	0	5	5	5

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour - With Improvements

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

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.5
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1	0 0	0 0	1!	0 0	0	1	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	34	0	44	48	17	15	95	0	3	84	35
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	36	0	46	50	18	16	100	0	3	88	37
Added Vol:	0	15	0	118	10	0	0	171	0	0	100	74
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	51	0	164	60	18	16	271	0	3	188	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.83	0.83	0.83	0.60	0.60	0.60	0.65	0.65	0.65
PHF Volume:	0	66	0	199	73	22	26	451	0	5	288	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	66	0	199	73	22	26	451	0	5	288	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	66	0	199	73	22	26	451	0	5	288	170
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	0.74	0.74	0.97	0.97	1.00	0.95	0.95	0.95
Lanes:	0.00	1.00	0.00	0.68	0.25	0.07	0.05	0.95	0.00	0.01	0.62	0.37
Final Sat.:	0	1900	0	952	350	103	101	1735	0	19	1120	659
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.21	0.21	0.21	0.26	0.26	0.00	0.26	0.26	0.26
Crit Moves:					****			****				
Green/Cycle:	0.00	0.39	0.00	0.39	0.39	0.39	0.48	0.48	0.00	0.48	0.48	0.48
Volume/Cap:	0.00	0.09	0.00	0.54	0.54	0.54	0.54	0.54	0.00	0.54	0.54	0.54
Delay/Veh:	0.0	11.8	0.0	15.4	15.4	15.4	11.6	11.6	0.0	11.6	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:	0.0	11.8	0.0	15.4	15.4	15.4	11.6	11.6	0.0	11.6	11.6	11.6
LOS by Move:	A	B	A	B	B	B	B	B	A	B	B	B
HCM2kAvgQ:	0	1	0	5	5	5	7	7	0	7	7	7

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour

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

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.880
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	92	66	12	60	265	96	297	6	54	583	26
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	19	97	69	13	63	278	101	312	6	57	612	27
Added Vol:	0	18	0	0	6	0	0	31	0	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	115	69	13	69	278	101	343	6	57	704	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	0.67	0.67	0.75	0.75	0.75	0.83	0.83	0.83	0.82	0.82	0.82
PHF Volume:	28	170	103	17	92	373	121	413	8	69	862	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	170	103	17	92	373	121	413	8	69	862	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:	28	170	103	17	92	373	121	413	8	69	862	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.94	0.94	0.39	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.62	0.38	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1321	1117	675	749	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.02	0.05	0.23	0.07	0.22	0.00	0.04	0.45	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.52	0.44	0.44	0.64	0.52	0.52
Volume/Cap:	0.08	0.57	0.57	0.08	0.18	0.87	0.54	0.49	0.01	0.12	0.87	0.04
Delay/Veh:	24.9	30.3	30.3	25.0	25.6	48.4	19.2	18.3	14.1	7.3	27.0	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	30.3	30.3	25.0	25.6	48.4	19.2	18.3	14.1	7.3	27.0	10.5
LOS by Move:	C	C	C	C	C	D	B	B	B	A	C	B
HCM2kAvgQ:	1	7	7	0	2	13	3	8	0	1	24	0

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

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour

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

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	1	0	0	1 0	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	18	85	65		40	74	153		163	533	17		62	298	50	
Growth Adj:	1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05	
Initial Bse:	19	89	68		42	78	161		171	560	18		65	313	53	
Added Vol:	0	12	0		0	21	0		0	103	0		0	61	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	19	101	68		42	99	161		171	663	18		65	374	53	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.93	0.93	0.93		0.94	0.94	0.94		0.92	0.92	0.92	
PHF Volume:	21	112	75		45	106	173		182	706	19		71	405	57	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	21	112	75		45	106	173		182	706	19		71	405	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:	21	112	75		45	106	173		182	706	19		71	405	57	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.69	0.94	0.94		0.50	1.00	0.85		0.95	1.00	0.85		0.95	1.00	0.85	
Lanes:	1.00	0.60	0.40		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1302	1067	719		954	1900	1615		1805	1900	1615		1805	1900	1615	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.10	0.10		0.05	0.06	0.11		0.10	0.37	0.01		0.04	0.21	0.04	
Crit Moves:							****			****			****			
Green/Cycle:	0.15	0.15	0.15		0.15	0.15	0.15		0.71	0.53	0.53		0.53	0.42	0.42	
Volume/Cap:	0.10	0.68	0.68		0.31	0.37	0.70		0.25	0.70	0.02		0.16	0.51	0.08	
Delay/Veh:	22.1	31.1	31.1		23.8	23.6	32.8		4.0	12.8	6.7		7.4	13.5	10.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.1	31.1	31.1		23.8	23.6	32.8		4.0	12.8	6.7		7.4	13.5	10.6	
LOS by Move:	C	C	C		C	C	C		A	B	A		A	B	B	
HCM2kAvgQ:	0	5	5		1	2	5		1	11	0		1	6	1	

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.115
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	56.9
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	30	20	28	20	14	74	40	364	11	40	529	13
Added Vol:	0	0	0	0	0	0	0	31	0	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	28	20	14	74	40	395	11	40	621	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	32	21	30	23	16	84	42	416	11	45	704	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	21	30	23	16	84	42	416	11	45	704	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	21	30	23	16	84	42	416	11	45	704	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.25	0.36	0.18	0.13	0.69	0.09	0.89	0.02	0.06	0.92	0.02
Final Sat.:	190	124	176	97	67	359	58	574	15	41	632	13
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.23	0.23	0.23	0.73	0.73	0.73	1.11	1.11	1.11
Crit Moves:		****			****		****			****		
Delay/Veh:	11.1	11.1	11.1	11.3	11.3	11.3	21.3	21.3	21.3	91.1	91.1	91.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.1	11.1	11.3	11.3	11.3	21.3	21.3	21.3	91.1	91.1	91.1
LOS by Move:	B	B	B	B	B	B	C	C	C	F	F	F
ApproachDel:		11.1			11.3			21.3			91.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			11.3			21.3			91.1	
LOS by Appr:		B			B			C			F	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	2.3	2.3	2.3	15.8	15.8	15.8

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.112
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	56.0
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	8
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	25	45	37	15	43	55	70	484	27	28	307	8
Added Vol:	0	0	0	0	0	0	0	103	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	45	37	15	43	55	70	587	27	28	368	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:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	28	50	40	16	48	61	76	636	30	32	409	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	50	40	16	48	61	76	636	30	32	409	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:	28	50	40	16	48	61	76	636	30	32	409	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:	0.24	0.42	0.34	0.13	0.38	0.49	0.10	0.86	0.04	0.07	0.91	0.02
Final Sat.:	116	208	169	66	193	245	69	572	27	44	569	13
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.25	0.25	0.25	1.11	1.11	1.11	0.72	0.72	0.72
Crit Moves:		****		****				****			****	
Delay/Veh:	11.8	11.8	11.8	11.7	11.7	11.7	91.5	91.5	91.5	21.4	21.4	21.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	11.8	11.8	11.7	11.7	11.7	91.5	91.5	91.5	21.4	21.4	21.4
LOS by Move:	B	B	B	B	B	B	F	F	F	C	C	C
ApproachDel:		11.8			11.7			91.5			21.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.8			11.7			91.5			21.4	
LOS by Appr:		B			B			F			C	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	15.4	15.4	15.4	2.2	2.2	2.2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	30	20	28	20	14	74	40	364	11	40	529	13
Added Vol:	0	0	0	0	0	0	0	31	0	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	28	20	14	74	40	395	11	40	621	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	32	21	30	23	16	84	42	416	11	45	704	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	21	30	23	16	84	42	416	11	45	704	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	21	30	23	16	84	42	416	11	45	704	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.84	0.84	0.84	0.91	0.91	0.91	0.96	0.96	0.96
Lanes:	0.39	0.25	0.36	0.19	0.13	0.68	0.09	0.89	0.02	0.06	0.92	0.02
Final Sat.:	592	388	552	298	204	1098	154	1531	41	108	1675	34
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.08	0.08	0.08	0.27	0.27	0.27	0.42	0.42	0.42
Crit Moves:					****						****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.41	0.41	0.41	0.57	0.57	0.57	0.37	0.37	0.37	0.57	0.57	0.57
Delay/Veh:	25.2	25.2	25.2	28.2	28.2	28.2	3.1	3.1	3.1	4.3	4.3	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.2	25.2	28.2	28.2	28.2	3.1	3.1	3.1	4.3	4.3	4.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	3	3	3	3	3	3	7	7	7

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	8
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	25	45	37	15	43	55	70	484	27	28	307	8
Added Vol:	0	0	0	0	0	0	0	103	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	45	37	15	43	55	70	587	27	28	368	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:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	28	50	40	16	48	61	76	636	30	32	409	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	50	40	16	48	61	76	636	30	32	409	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:	28	50	40	16	48	61	76	636	30	32	409	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.89	0.89	0.89	0.92	0.92	0.92	0.93	0.93	0.93
Lanes:	0.24	0.42	0.34	0.13	0.38	0.49	0.10	0.86	0.04	0.07	0.91	0.02
Final Sat.:	383	686	559	222	651	826	179	1493	69	124	1614	37
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.07	0.07	0.07	0.43	0.43	0.43	0.25	0.25	0.25
Crit Moves:					****			****				
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.56	0.56	0.56	0.58	0.58	0.58	0.58	0.58	0.58	0.34	0.34	0.34
Delay/Veh:	28.1	28.1	28.1	28.4	28.4	28.4	4.2	4.2	4.2	2.9	2.9	2.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	28.1	28.1	28.4	28.4	28.4	4.2	4.2	4.2	2.9	2.9	2.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	7	7	7	3	3	3

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.167
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	69.2
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	39	45	16	3	34	86	101	264	45	24	460	20
Added Vol:	0	0	0	0	0	0	0	31	0	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	45	16	3	34	86	101	295	45	24	552	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:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	77	89	31	5	52	132	121	354	54	27	612	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	89	31	5	52	132	121	354	54	27	612	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:	77	89	31	5	52	132	121	354	54	27	612	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.45	0.16	0.03	0.27	0.70	0.23	0.67	0.10	0.04	0.93	0.03
Final Sat.:	178	207	72	12	130	333	128	374	57	23	524	19
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.40	0.40	0.40	0.95	0.95	0.95	1.17	1.17	1.17
Crit Moves:			****		****			****		****		
Delay/Veh:	16.0	16.0	16.0	14.7	14.7	14.7	50.4	50.4	50.4	115.8	116	115.8
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:	16.0	16.0	16.0	14.7	14.7	14.7	50.4	50.4	50.4	115.8	116	115.8
LOS by Move:	C	C	C	B	B	B	F	F	F	F	F	F
ApproachDel:		16.0			14.7			50.4			115.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.0			14.7			50.4			115.8	
LOS by Appr:		C			B			F			F	
AllWayAvgQ:	0.7	0.7	0.7	0.6	0.6	0.6	6.4	6.4	6.4	16.7	16.7	16.7

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.9
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	11	16	7	7	14	33	30	460	21	6	282	1
Added Vol:	0	0	0	0	0	0	0	103	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	16	7	7	14	33	30	563	21	6	343	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	14	22	10	8	15	36	33	611	23	7	359	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	22	10	8	15	36	33	611	23	7	359	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	22	10	8	15	36	33	611	23	7	359	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.05	0.92	0.03	0.01	0.98	0.01
Final Sat.:	167	250	117	77	143	341	38	707	26	13	695	2
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.10	0.10	0.10	0.86	0.86	0.86	0.52	0.52	0.52
Crit Moves:	****					****		****			****	
Delay/Veh:	9.7	9.7	9.7	9.5	9.5	9.5	28.7	28.7	28.7	12.9	12.9	12.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	9.5	9.5	9.5	28.7	28.7	28.7	12.9	12.9	12.9
LOS by Move:	A	A	A	A	A	A	D	D	D	B	B	B
ApproachDel:		9.7			9.5			28.7			12.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			9.5			28.7			12.9	
LOS by Appr:		A			A			D			B	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	4.5	4.5	4.5	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	39	45	16	3	34	86	101	264	45	24	460	20
Added Vol:	0	0	0	0	0	0	0	31	0	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	45	16	3	34	86	101	295	45	24	552	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:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	77	89	31	5	52	132	121	354	54	27	612	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	89	31	5	52	132	121	354	54	27	612	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:	77	89	31	5	52	132	121	354	54	27	612	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.90	0.90	0.90	0.76	0.76	0.76	0.97	0.97	0.97
Lanes:	0.39	0.45	0.16	0.03	0.27	0.70	0.23	0.67	0.10	0.04	0.93	0.03
Final Sat.:	574	667	233	44	467	1195	330	964	148	75	1705	62
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.11	0.11	0.11	0.37	0.37	0.37	0.36	0.36	0.36
Crit Moves:		****						****				
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.58	0.58	0.58	0.48	0.48	0.48	0.58	0.58	0.58	0.57	0.57	0.57
Delay/Veh:	22.9	22.9	22.9	20.8	20.8	20.8	7.2	7.2	7.2	6.9	6.9	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	22.9	22.9	20.8	20.8	20.8	7.2	7.2	7.2	6.9	6.9	6.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	4	4	4	6	6	6	8	8	8

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	11	16	7	7	14	33	30	460	21	6	282	1
Added Vol:	0	0	0	0	0	0	0	103	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	16	7	7	14	33	30	563	21	6	343	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	14	22	10	8	15	36	33	611	23	7	359	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	22	10	8	15	36	33	611	23	7	359	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	22	10	8	15	36	33	611	23	7	359	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.87	0.87	0.87	0.97	0.97	0.97	0.99	0.99	0.99
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.05	0.92	0.03	0.01	0.98	0.01
Final Sat.:	510	765	357	228	423	1009	91	1687	63	34	1845	6
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.04	0.04	0.04	0.36	0.36	0.36	0.19	0.19	0.19
Crit Moves:					****			****				
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.75	0.75	0.75	0.75	0.75	0.75
Volume/Cap:	0.24	0.24	0.24	0.30	0.30	0.30	0.48	0.48	0.48	0.26	0.26	0.26
Delay/Veh:	24.8	24.8	24.8	25.2	25.2	25.2	3.2	3.2	3.2	2.4	2.4	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	24.8	24.8	25.2	25.2	25.2	3.2	3.2	3.2	2.4	2.4	2.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	5	5	5	2	2	2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	54	8	12	34	66	74	209	13	16	371	13
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	21	57	8	13	36	69	78	219	14	17	390	14
Added Vol:	0	0	0	0	0	0	0	31	0	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	57	8	13	36	69	78	250	14	17	482	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:	0.79	0.79	0.79	0.76	0.76	0.76	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	27	72	11	17	47	92	98	315	17	19	554	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	72	11	17	47	92	98	315	17	19	554	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:	27	72	11	17	47	92	98	315	17	19	554	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.66	0.10	0.26	0.74	1.00	0.23	0.73	0.04	0.03	0.94	0.03
Final Sat.:	116	313	46	118	336	507	141	455	25	22	620	18
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.14	0.14	0.18	0.69	0.69	0.69	0.89	0.89	0.89
Crit Moves:		****				****		****			****	
Delay/Veh:	11.7	11.7	11.7	11.2	11.2	10.6	19.5	19.5	19.5	35.7	35.7	35.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.7	11.7	11.2	11.2	10.6	19.5	19.5	19.5	35.7	35.7	35.7
LOS by Move:	B	B	B	B	B	B	C	C	C	E	E	E
ApproachDel:		11.7			10.8			19.5			35.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			10.8			19.5			35.7	
LOS by Appr:		B			B			C			E	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.2	1.9	1.9	1.9	5.0	5.0	5.0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.7
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0	1 0	0 1	0 0	1! 0	0	0	0 1!	0 0
Volume Module:												
Base Vol:	16	66	13	15	33	47	70	348	29	8	211	8
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	17	69	14	16	35	49	74	365	30	8	222	8
Added Vol:	0	0	0	0	0	0	0	103	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	69	14	16	35	49	74	468	30	8	283	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.82	0.82	0.82	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	18	73	14	19	42	60	79	503	33	9	314	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	73	14	19	42	60	79	503	33	9	314	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:	18	73	14	19	42	60	79	503	33	9	314	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:	0.17	0.69	0.14	0.31	0.69	1.00	0.13	0.82	0.05	0.03	0.94	0.03
Final Sat.:	86	355	70	147	324	531	90	575	37	18	603	18
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.13	0.13	0.11	0.88	0.88	0.88	0.52	0.52	0.52
Crit Moves:		****			****		****				****	
Delay/Veh:	11.0	11.0	11.0	10.8	10.8	9.7	32.0	32.0	32.0	13.8	13.8	13.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	10.8	10.8	9.7	32.0	32.0	32.0	13.8	13.8	13.8
LOS by Move:	B	B	B	B	B	A	D	D	D	B	B	B
ApproachDel:		11.0			10.3			32.0			13.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			10.3			32.0			13.8	
LOS by Appr:		B			B			D			B	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	4.7	4.7	4.7	0.9	0.9	0.9

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0	1 0	0 1	0 0	1! 0	0	0	0	1! 0 0
Volume Module:												
Base Vol:	20	54	8	12	34	66	74	209	13	16	371	13
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	21	57	8	13	36	69	78	219	14	17	390	14
Added Vol:	0	0	0	0	0	0	0	31	0	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	57	8	13	36	69	78	250	14	17	482	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:	0.79	0.79	0.79	0.76	0.76	0.76	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	27	72	11	17	47	92	98	315	17	19	554	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	72	11	17	47	92	98	315	17	19	554	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:	27	72	11	17	47	92	98	315	17	19	554	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.91	0.91	0.85	0.80	0.80	0.80	0.98	0.98	0.98
Lanes:	0.24	0.66	0.10	0.26	0.74	1.00	0.23	0.73	0.04	0.03	0.94	0.03
Final Sat.:	417	1125	167	452	1281	1615	344	1110	60	61	1751	50
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.04	0.04	0.06	0.28	0.28	0.28	0.32	0.32	0.32
Crit Moves:		****									****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.43	0.43	0.43	0.25	0.25	0.38	0.39	0.39	0.39	0.43	0.43	0.43
Delay/Veh:	26.4	26.4	26.4	25.0	25.0	26.1	3.6	3.6	3.6	3.7	3.7	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	26.4	26.4	25.0	25.0	26.1	3.6	3.6	3.6	3.7	3.7	3.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	1	1	2	4	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 10 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 4.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	0	1!	0	0		0	1	0	0	1		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	16		66		13		15		33		47		70		348		29		8		211		8	
Growth Adj:	1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05	
Initial Bse:	17		69		14		16		35		49		74		365		30		8		222		8	
Added Vol:	0		0		0		0		0		0		0		103		0		0		61		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	17		69		14		16		35		49		74		468		30		8		283		8	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.82		0.82		0.82		0.93		0.93		0.93		0.90		0.90		0.90	
PHF Volume:	18		73		14		19		42		60		79		503		33		9		314		9	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	18		73		14		19		42		60		79		503		33		9		314		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:	18		73		14		19		42		60		79		503		33		9		314		9	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.97		0.97		0.97		0.99		0.99		0.85		0.99		0.99		0.99		1.00		1.00		1.00	
Lanes:	0.17		0.69		0.14		0.31		0.69		1.00		0.13		0.82		0.05		0.03		0.94		0.03	
Final Sat.:	312		1286		253		585		1287		1615		241		1535		100		53		1784		53	
Capacity Analysis Module:																								
Vol/Sat:	0.06		0.06		0.06		0.03		0.03		0.04		0.33		0.33		0.33		0.18		0.18		0.18	
Crit Moves:	****										****		****								****			
Green/Cycle:	0.09		0.10		0.10		0.06		0.06		0.06		0.55		0.55		0.55		0.29		0.29		0.29	
Volume/Cap:	0.60		0.57		0.57		0.57		0.53		0.60		0.60		0.60		0.60		0.60		0.60		0.60	
Delay/Veh:	9.9		8.5		8.5		11.6		9.0		14.0		2.5		2.5		2.5		4.8		4.8		4.8	
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:	9.9		8.5		8.5		11.6		9.0		14.0		2.5		2.5		2.5		4.8		4.8		4.8	
LOS by Move:	A		A		A		B		A		B		A		A		A		A		A		A	
HCM2kAvgQ:	2		1		1		1		1		1		3		3		3		2		2		2	

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Volume Module:												
Base Vol:	27	119	6	20	82	107	46	140	15	16	282	17
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	28	125	6	21	86	112	48	147	16	17	296	18
Added Vol:	69	23	0	0	8	0	0	8	24	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	148	6	21	94	112	48	155	40	17	318	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.65	0.65	0.65	0.76	0.76	0.76	0.89	0.89	0.89
PHF Volume:	125	191	8	32	144	172	63	204	52	19	359	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	191	8	32	144	172	63	204	52	19	359	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:	125	191	8	32	144	172	63	204	52	19	359	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.59	0.02	0.09	0.41	0.50	0.20	0.64	0.16	0.05	0.90	0.05
Final Sat.:	176	267	11	44	198	237	91	293	75	23	442	25
Capacity Analysis Module:												
Vol/Sat:	0.71	0.71	0.71	0.73	0.73	0.73	0.70	0.70	0.70	0.81	0.81	0.81
Crit Moves:		****			****			****			****	
Delay/Veh:	23.4	23.4	23.4	23.1	23.1	23.1	22.1	22.1	22.1	30.4	30.4	30.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	23.4	23.4	23.1	23.1	23.1	22.1	22.1	22.1	30.4	30.4	30.4
LOS by Move:	C	C	C	C	C	C	C	C	C	D	D	D
ApproachDel:		23.4			23.1			22.1			30.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		23.4			23.1			22.1			30.4	
LOS by Appr:		C			C			C			D	
AllWayAvgQ:	1.6	1.6	1.6	1.7	1.7	1.7	1.5	1.5	1.5	2.8	2.8	2.8

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.922
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.8
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	140	15	7	124	43	69	277	24	6	160	16
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	12	147	16	7	130	45	72	291	25	6	168	17
Added Vol:	46	15	0	0	26	0	0	25	78	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	162	16	7	156	45	72	316	103	6	183	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
PHF Volume:	63	178	17	8	170	49	83	362	118	7	201	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	178	17	8	170	49	83	362	118	7	201	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:	63	178	17	8	170	49	83	362	118	7	201	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.69	0.07	0.03	0.75	0.22	0.15	0.64	0.21	0.03	0.89	0.08
Final Sat.:	123	347	34	18	376	109	90	392	128	16	456	42
Capacity Analysis Module:												
Vol/Sat:	0.51	0.51	0.51	0.45	0.45	0.45	0.92	0.92	0.92	0.44	0.44	0.44
Crit Moves:		****			****		****				****	
Delay/Veh:	15.8	15.8	15.8	14.5	14.5	14.5	41.9	41.9	41.9	14.0	14.0	14.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.8	15.8	15.8	14.5	14.5	14.5	41.9	41.9	41.9	14.0	14.0	14.0
LOS by Move:	C	C	C	B	B	B	E	E	E	B	B	B
ApproachDel:		15.8			14.5			41.9			14.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.8			14.5			41.9			14.0	
LOS by Appr:		C			B			E			B	
AllWayAvgQ:	0.9	0.9	0.9	0.7	0.7	0.7	5.6	5.6	5.6	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7	7	7				7	7	7				7	7	7				7	7	7			
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	27	119	6				20	82	107				46	140	15				16	282	17			
Growth Adj:	1.05	1.05	1.05				1.05	1.05	1.05				1.05	1.05	1.05				1.05	1.05	1.05			
Initial Bse:	28	125	6				21	86	112				48	147	16				17	296	18			
Added Vol:	69	23	0				0	8	0				0	8	24				0	22	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	97	148	6				21	94	112				48	155	40				17	318	18			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.78	0.78	0.78				0.65	0.65	0.65				0.76	0.76	0.76				0.89	0.89	0.89			
PHF Volume:	125	191	8				32	144	172				63	204	52				19	359	20			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	125	191	8				32	144	172				63	204	52				19	359	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:	125	191	8				32	144	172				63	204	52				19	359	20			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.76	0.76	0.76				0.89	0.89	0.89				0.86	0.86	0.86				0.97	0.97	0.97			
Lanes:	0.39	0.59	0.02				0.09	0.41	0.50				0.20	0.64	0.16				0.05	0.90	0.05			
Final Sat.:	558	848	36				156	699	834				323	1037	266				88	1666	93			
Capacity Analysis Module:																								
Vol/Sat:	0.22	0.22	0.22				0.21	0.21	0.21				0.20	0.20	0.20				0.22	0.22	0.22			
Crit Moves:		****																		****				
Green/Cycle:	0.44	0.44	0.44				0.44	0.44	0.44				0.42	0.42	0.42				0.42	0.42	0.42			
Volume/Cap:	0.51	0.51	0.51				0.47	0.47	0.47				0.46	0.46	0.46				0.51	0.51	0.51			
Delay/Veh:	12.7	12.7	12.7				12.2	12.2	12.2				12.9	12.9	12.9				13.2	13.2	13.2			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	12.7	12.7	12.7				12.2	12.2	12.2				12.9	12.9	12.9				13.2	13.2	13.2			
LOS by Move:	B	B	B				B	B	B				B	B	B				B	B	B			
HCM2kAvgQ:	5	5	5				5	5	5				5	5	5				6	6	6			

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	140	15	7	124	43	69	277	24	6	160	16
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	12	147	16	7	130	45	72	291	25	6	168	17
Added Vol:	46	15	0	0	26	0	0	25	78	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	162	16	7	156	45	72	316	103	6	183	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
PHF Volume:	63	178	17	8	170	49	83	362	118	7	201	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	178	17	8	170	49	83	362	118	7	201	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:	63	178	17	8	170	49	83	362	118	7	201	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.96	0.96	0.96	0.90	0.90	0.90	0.98	0.98	0.98
Lanes:	0.24	0.69	0.07	0.03	0.75	0.22	0.15	0.64	0.21	0.03	0.89	0.08
Final Sat.:	406	1143	111	64	1363	394	252	1096	358	57	1646	151
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.12	0.12	0.12	0.33	0.33	0.33	0.12	0.12	0.12
Crit Moves:		****						****				
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.56	0.56	0.56	0.45	0.45	0.45	0.56	0.56	0.56	0.21	0.21	0.21
Delay/Veh:	20.1	20.1	20.1	18.5	18.5	18.5	8.3	8.3	8.3	5.9	5.9	5.9
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:	20.1	20.1	20.1	18.5	18.5	18.5	8.3	8.3	8.3	5.9	5.9	5.9
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	5	5	5	4	4	4	7	7	7	2	2	2

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	0 1	0
Volume Module:												
Base Vol:	8	100	2	5	64	25	18	55	3	0	68	8
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	8	105	2	5	67	26	19	58	3	0	71	8
Added Vol:	23	92	0	0	31	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	197	2	5	98	26	19	58	11	0	71	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:	0.71	0.71	0.71	0.71	0.71	0.71	0.68	0.68	0.68	0.79	0.79	0.79
PHF Volume:	44	278	3	7	139	37	28	85	16	0	90	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	278	3	7	139	37	28	85	16	0	90	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:	44	278	3	7	139	37	28	85	16	0	90	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.85	0.01	0.04	0.76	0.20	0.21	0.66	0.13	0.00	0.89	0.11
Final Sat.:	100	628	7	29	542	145	137	419	81	0	564	66
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.26	0.26	0.26	0.20	0.20	0.20	xxxx	0.16	0.16
Crit Moves:		****				****		****				****
Delay/Veh:	11.2	11.2	11.2	9.3	9.3	9.3	9.4	9.4	9.4	0.0	9.1	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:	11.2	11.2	11.2	9.3	9.3	9.3	9.4	9.4	9.4	0.0	9.1	9.1
LOS by Move:	B	B	B	A	A	A	A	A	A	*	A	A
ApproachDel:		11.2			9.3			9.4			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.2			9.3			9.4			9.1	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.7	0.7	0.7	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.2
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	4	91	0	8	80	29	60	89	4	0	40	5
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	4	96	0	8	84	30	63	93	4	0	42	5
Added Vol:	15	61	0	0	104	0	0	0	26	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	157	0	8	188	30	63	93	30	0	42	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.45	0.45	0.45	0.81	0.81	0.81	0.93	0.93	0.93	0.80	0.80	0.80
PHF Volume:	43	348	0	10	233	38	68	100	32	0	52	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	348	0	10	233	38	68	100	32	0	52	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:	43	348	0	10	233	38	68	100	32	0	52	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:	0.11	0.89	0.00	0.04	0.83	0.13	0.34	0.50	0.16	0.00	0.89	0.11
Final Sat.:	76	620	0	25	563	91	201	298	96	0	479	60
Capacity Analysis Module:												
Vol/Sat:	0.56	0.56	xxxx	0.41	0.41	0.41	0.34	0.34	0.34	xxxx	0.11	0.11
Crit Moves:		****		****				****			****	
Delay/Veh:	13.9	13.9	0.0	11.3	11.3	11.3	11.0	11.0	11.0	0.0	9.4	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:	13.9	13.9	0.0	11.3	11.3	11.3	11.0	11.0	11.0	0.0	9.4	9.4
LOS by Move:	B	B	*	B	B	B	B	B	B	*	A	A
ApproachDel:		13.9			11.3			11.0			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.9			11.3			11.0			9.4	
LOS by Appr:		B			B			B			A	
AllWayAvgQ:	1.1	1.1	1.1	0.6	0.6	0.6	0.4	0.4	0.4	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Singleton Road (NS) at JP Ranch Drive (EW)

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: B[10.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	93	0	0	60	0	0	0	0	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	98	0	0	63	0	0	0	0	0	0	0
Added Vol:	6	52	10	10	18	12	35	0	18	28	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	150	10	10	81	12	35	0	18	28	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	158	11	11	85	13	37	0	19	29	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	158	11	11	85	13	37	0	19	29	0	29
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	98	xxxx	xxxxx	168	xxxx	xxxxx	303	293	92	298	294	163
Potent Cap.:	1508	xxxx	xxxxx	1422	xxxx	xxxxx	653	621	971	659	620	887
Move Cap.:	1508	xxxx	xxxxx	1422	xxxx	xxxxx	626	614	971	640	613	887
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.06	0.00	0.02	0.05	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	712	xxxxx	xxxx	744	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	xxxxx	10.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.5			10.3		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Singleton Road (NS) at JP Ranch Drive (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[11.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	86	0	0	75	0	0	0	0	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	90	0	0	79	0	0	0	0	0	0	0
Added Vol:	20	34	31	31	58	40	23	0	12	19	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	124	31	31	137	40	23	0	12	19	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	131	33	33	144	42	24	0	13	20	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	131	33	33	144	42	24	0	13	20	0	20
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	186	xxxx	xxxxx	163	xxxx	xxxxx	430	436	165	426	441	147
Potent Cap.:	1401	xxxx	xxxxx	1427	xxxx	xxxxx	539	517	885	542	514	905
Move Cap.:	1401	xxxx	xxxxx	1427	xxxx	xxxxx	512	497	885	519	494	905
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.05	0.00	0.01	0.04	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	598	xxxxx	xxxx	660	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx	xxxxx	10.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			11.4			10.8		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Singleton Road (NS) at Lariat Road (EW)

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: B[10.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	93	0	0	60	0	0	0	0	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	98	0	0	63	0	0	0	0	0	0	0
Added Vol:	12	27	8	4	49	10	30	0	35	22	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	125	8	4	112	10	30	0	35	22	0	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	131	8	4	118	11	32	0	37	23	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	131	8	4	118	11	32	0	37	23	0	12
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	128	xxxx	xxxxx	140	xxxx	xxxxx	298	296	123	311	298	135
Potent Cap.:	1470	xxxx	xxxxx	1456	xxxx	xxxxx	658	618	933	646	618	919
Move Cap.:	1470	xxxx	xxxxx	1456	xxxx	xxxxx	644	611	933	615	611	919
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.05	0.00	0.04	0.04	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	773	xxxxx	xxxx	691	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	10.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.1			10.5		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2018) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Singleton Road (NS) at Lariat Road (EW)

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[11.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	86	0				0	75	0				0	0	0				0	0	0			
Growth Adj:	1.05	1.05	1.05				1.05	1.05	1.05				1.05	1.05	1.05				1.05	1.05	1.05			
Initial Bse:	0	90	0				0	79	0				0	0	0				0	0	0			
Added Vol:	40	59	25				13	43	33				20	0	23				15	0	7			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	40	149	25				13	122	33				20	0	23				15	0	7			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	42	157	26				14	128	35				21	0	24				16	0	7			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	42	157	26				14	128	35				21	0	24				16	0	7			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5	6.2				7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0	3.3				3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	163	xxxx	xxxxx				183	xxxx	xxxxx				431	441	146				440	445	170			
Potent Cap.:	1428	xxxx	xxxxx				1404	xxxx	xxxxx				538	514	907				531	511	879			
Move Cap.:	1428	xxxx	xxxxx				1404	xxxx	xxxxx				517	493	907				501	491	879			
Volume/Cap:	0.03	xxxx	xxxx				0.01	xxxx	xxxx				0.04	0.00	0.03				0.03	0.00	0.01			
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	7.6	xxxx	xxxxx				7.6	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	672	xxxxx				xxxx	581	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.2	xxxxx				xxxxx	0.1	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	10.7	xxxxx				xxxxx	11.5	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	B	*				*	B	*			
ApproachDel:	xxxxxx						xxxxxx						10.7						11.5					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

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Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

****

Average Delay (sec/veh): 233.1 Worst Case Level Of Service: F[757.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 1	0 0 1		0 0	0 1	0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	210	2	23	0	138	11	382	96	0
Added Vol:	0	0	0	38	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	248	2	23	0	138	11	382	96	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	331	3	31	0	209	16	490	124	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	331	3	31	0	209	16	490	124	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1322	1330	124	xxxx	xxxx	xxxxx	225	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	174	156	932	xxxx	xxxx	xxxxx	1356	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	125	100	932	xxxx	xxxx	xxxxx	1356	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.64	0.03	0.03	xxxx	xxxx	xxxx	0.36	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	1.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	125	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	30.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	827.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			757.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 417.8 Worst Case Level Of Service: F[608.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	634	1	35	0	50	10	222	49	0
Added Vol:	0	0	0	127	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	761	1	35	0	50	10	222	49	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	852	1	39	0	68	13	271	60	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	852	1	39	0	68	13	271	60	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	676	683	60	xxxx	xxxx	xxxxx	81	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	422	374	1012	xxxx	xxxx	xxxxx	1530	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	364	308	1012	xxxx	xxxx	xxxxx	1530	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.34	0.00	0.04	xxxx	xxxx	xxxx	0.18	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	xxxxx	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.:	xxxx	xxxx	xxxxx	364	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	66.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	635.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			608.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	210	2	23	0	138	11	382	96	0
Added Vol:	0	0	0	38	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	248	2	23	0	138	11	382	96	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	331	3	31	0	209	16	490	124	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	331	3	31	0	209	16	490	124	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	331	3	31	0	209	16	490	124	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	0.86	0.86	0.85	1.00	0.99	0.99	0.63	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.93	0.07	1.00	1.00	0.00
Final Sat.:	0	0	0	1628	14	1615	0	1747	134	1189	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.02	0.00	0.12	0.12	0.41	0.07	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.58	0.58	0.58	0.58	0.00
Volume/Cap:	0.00	0.00	0.00	0.71	0.71	0.07	0.00	0.21	0.21	0.71	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	24.2	24.2	15.7	0.0	6.1	6.1	12.4	5.7	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	24.2	24.2	15.7	0.0	6.1	6.1	12.4	5.7	0.0
LOS by Move:	A	A	A	C	C	B	A	A	A	B	A	A
HCM2kAvgQ:	0	0	0	7	7	0	0	2	2	8	1	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	634	1	35	0	50	10	222	49	0
Added Vol:	0	0	0	127	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	761	1	35	0	50	10	222	49	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	852	1	39	0	68	13	271	60	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	852	1	39	0	68	13	271	60	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	852	1	39	0	68	13	271	60	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	0.86	0.86	0.85	1.00	0.98	0.98	0.72	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.84	0.16	1.00	1.00	0.00
Final Sat.:	0	0	0	1626	2	1615	0	1560	299	1362	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.52	0.52	0.02	0.00	0.04	0.04	0.20	0.03	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.63	0.63	0.63	0.00	0.24	0.24	0.24	0.24	0.00
Volume/Cap:	0.00	0.00	0.00	0.83	0.83	0.04	0.00	0.18	0.18	0.83	0.13	0.00
Delay/Veh:	0.0	0.0	0.0	14.7	14.7	4.3	0.0	18.4	18.4	38.4	18.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.7	14.7	4.3	0.0	18.4	18.4	38.4	18.1	0.0
LOS by Move:	A	A	A	B	B	A	A	B	B	D	B	A
HCM2kAvgQ:	0	0	0	15	15	0	0	1	1	8	1	0

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

****

Cycle (sec):	0	Critical Vol./Cap.(X):	1.681
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	176.6
Optimal Cycle:	0	Level Of Service:	F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	128	208	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	74	7	204	0	402	53	136	220	0
Added Vol:	0	0	0	20	0	32	0	129	94	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	94	7	236	0	531	147	136	263	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	149	12	371	0	767	212	174	338	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	149	12	371	0	767	212	174	338	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	149	12	371	0	767	212	174	338	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.93	0.07	1.00	0.00	0.78	0.22	0.34	0.66	0.00
Final Sat.:	0	0	0	429	34	542	0	456	126	189	367	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.35	0.35	0.68	xxxx	1.68	1.68	0.92	0.92	xxxx
Crit Moves:						****			****		****	
Delay/Veh:	0.0	0.0	0.0	14.4	14.4	22.0	0.0	330	330.0	45.9	45.9	0.0
Delay Adj:	1.00	1.00	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	22.0	0.0	330	330.0	45.9	45.9	0.0
LOS by Move:	*	*	*	B	B	C	*	F	F	E	E	*
ApproachDel:	xxxxxx			19.7			330.0			45.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			19.7			330.0			45.9		
LOS by Appr:	*			C			F			E		
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.5	1.9	51.9	51.9	51.9	5.6	5.6	5.6

****

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.968
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	41.6
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	259	77	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	364	4	43	0	55	35	275	82	0
Added Vol:	0	0	0	68	0	105	0	85	62	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	432	4	148	0	140	97	275	227	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	458	5	158	0	165	114	302	249	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	458	5	158	0	165	114	302	249	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	458	5	158	0	165	114	302	249	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.59	0.41	0.55	0.45	0.00
Final Sat.:	0	0	0	489	5	589	0	322	223	312	257	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.94	0.94	0.27	xxxx	0.51	0.51	0.97	0.97	xxxx
Crit Moves:					****			****			****	
Delay/Veh:	0.0	0.0	0.0	52.1	52.1	11.0	0.0	15.7	15.7	54.6	54.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	52.1	52.1	11.0	0.0	15.7	15.7	54.6	54.6	0.0
LOS by Move:	*	*	*	F	F	B	*	C	C	F	F	*
ApproachDel:	xxxxxx			41.6			15.7			54.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			41.6			15.7			54.6		
LOS by Appr:	*			E			C			F		
AllWayAvgQ:	0.0	0.0	0.0	5.8	5.8	0.4	1.0	1.0	1.0	7.2	7.2	7.2

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	128	208	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	74	7	204	0	402	53	136	220	0
Added Vol:	0	0	0	20	0	32	0	129	94	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	94	7	236	0	531	147	136	263	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	149	12	371	0	767	212	174	338	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	149	12	371	0	767	212	174	338	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	149	12	371	0	767	212	174	338	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	0.96	0.96	0.85	1.00	0.97	0.97	0.68	0.68	1.00
Lanes:	0.00	0.00	0.00	0.93	0.07	1.00	0.00	0.78	0.22	0.34	0.66	0.00
Final Sat.:	0	0	0	1687	133	1615	0	1445	400	437	849	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.23	0.00	0.53	0.53	0.40	0.40	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.60	0.60	0.60	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.34	0.34	0.88	0.00	0.88	0.88	0.66	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	18.3	18.3	39.7	0.0	18.1	18.1	9.9	9.9	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	18.3	18.3	39.7	0.0	18.1	18.1	9.9	9.9	0.0
LOS by Move:	A	A	A	B	B	D	A	B	B	A	A	A
HCM2kAvgQ:	0	0	0	3	3	10	0	19	19	7	7	0

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.6
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	0	1 0	0 0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	259	77	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	364	4	43	0	55	35	275	82	0
Added Vol:	0	0	0	68	0	105	0	85	62	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	432	4	148	0	140	97	275	227	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	458	5	158	0	165	114	302	249	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	458	5	158	0	165	114	302	249	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	458	5	158	0	165	114	302	249	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	0.89	0.89	0.85	1.00	0.95	0.95	0.72	0.72	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.59	0.41	0.55	0.45	0.00
Final Sat.:	0	0	0	1673	16	1615	0	1061	734	744	614	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.10	0.00	0.16	0.16	0.41	0.41	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.52	0.52	0.52	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.78	0.78	0.28	0.00	0.30	0.30	0.78	0.78	0.00
Delay/Veh:	0.0	0.0	0.0	24.3	24.3	14.4	0.0	8.5	8.5	17.5	17.5	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	24.3	24.3	14.4	0.0	8.5	8.5	17.5	17.5	0.0
LOS by Move:	A	A	A	C	C	B	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	10	10	2	0	3	3	11	11	0

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

****

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: A[8.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	4	1	76	7	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	4	1	81	7	0
Added Vol:	0	0	0	0	0	0	0	0	0	173	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	4	1	254	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.42	0.42	0.57	0.57	1.00
PHF Volume:	0	0	0	0	0	0	0	10	3	441	13	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	10	3	441	13	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

****

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: A[7.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 1	0 0	0	0 1 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	9	0	86	3	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	0	10	0	91	3	0
Added Vol:	0	0	0	0	0	0	0	0	0	114	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	10	0	205	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45	0.70	0.70	1.00
PHF Volume:	0	0	0	0	0	0	0	21	0	293	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	21	0	293	5	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	21	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

****

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[17.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	1	0 0 0	0	0	1 0 1	0	0	0 0 1	0	1
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	7	0	250	0	0	0	39	305	0	0	461	612
Added Vol:	0	0	0	0	0	0	0	38	0	0	0	113
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	250	0	0	0	39	343	0	0	461	725
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	1.00	1.00	1.00	0.81	0.81	1.00	1.00	0.74	0.74
PHF Volume:	10	0	325	0	0	0	48	422	0	0	625	982
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	325	0	0	0	48	422	0	0	625	982
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1634	2125	422	xxxx	xxxx	xxxxx	1607	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	112	51	636	xxxx	xxxx	xxxxx	412	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	102	45	636	xxxx	xxxx	xxxxx	412	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.09	0.00	0.51	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.9	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	16.4	xxxxx	xxxx	xxxxx	14.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	102	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	43.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	E	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

****

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: C[24.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.06 1.06	1.06	1.06	1.06	1.06	1.06	1.06 1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	2	196	0	0	0	17	646	0	0	284	302
Added Vol:	0	0	0	0	0	0	0	127	0	0	0	75
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	196	0	0	0	17	773	0	0	284	377
User Adj:	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:	0.94 0.94	0.94	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92	
PHF Volume:	5	2	210	0	0	0	17	791	0	0	310	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	2	210	0	0	0	17	791	0	0	310	412
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1341	1547	791	xxxx	xxxx	xxxxx	722	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	170	115	393	xxxx	xxxx	xxxxx	889	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	167	113	393	xxxx	xxxx	xxxxx	889	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	0.02	0.53	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	3.0	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	24.2	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	144	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	31.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	24.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0	0 1	0	0 0	0 0	1 0	1 0	0	0	0 1	0 1
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	7	0	250	0	0	0	39	305	0	0	461	612
Added Vol:	0	0	0	0	0	0	0	38	0	0	0	113
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	250	0	0	0	39	343	0	0	461	725
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	1.00	1.00	1.00	0.81	0.81	1.00	1.00	0.74	0.74
PHF Volume:	10	0	325	0	0	0	48	422	0	0	625	982
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	325	0	0	0	48	422	0	0	625	982
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	325	0	0	0	48	422	0	0	625	982
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	1.00	1.00	1.00	0.35	1.00	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1638	0	1615	0	0	0	659	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.20	0.00	0.00	0.00	0.07	0.22	0.00	0.00	0.33	0.61
Crit Moves:			****									****
Green/Cycle:	0.22	0.00	0.22	0.00	0.00	0.00	0.67	0.67	0.00	0.00	0.67	0.67
Volume/Cap:	0.03	0.00	0.91	0.00	0.00	0.00	0.11	0.33	0.00	0.00	0.49	0.91
Delay/Veh:	22.8	0.0	54.0	0.0	0.0	0.0	4.5	5.4	0.0	0.0	6.3	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	0.0	54.0	0.0	0.0	0.0	4.5	5.4	0.0	0.0	6.3	21.2
LOS by Move:	C	A	D	A	A	A	A	A	A	A	A	C
HCM2kAvgQ:	0	0	11	0	0	0	0	4	0	0	7	24

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0 0	1	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	2	196	0	0	0	17	646	0	0	284	302
Added Vol:	0	0	0	0	0	0	0	127	0	0	0	75
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	196	0	0	0	17	773	0	0	284	377
User Adj:	1.00	1.00	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	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92
PHF Volume:	5	2	210	0	0	0	17	791	0	0	310	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	210	0	0	0	17	791	0	0	310	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	2	210	0	0	0	17	791	0	0	310	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	1.00	1.00	1.00	0.56	1.00	1.00	1.00	1.00	0.85
Lanes:	0.67	0.33	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1263	631	1615	0	0	0	1070	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.13	0.00	0.00	0.00	0.02	0.42	0.00	0.00	0.16	0.25
Crit Moves:			****					****				
Green/Cycle:	0.21	0.21	0.21	0.00	0.00	0.00	0.66	0.66	0.00	0.00	0.66	0.66
Volume/Cap:	0.02	0.02	0.63	0.00	0.00	0.00	0.02	0.63	0.00	0.00	0.25	0.39
Delay/Veh:	19.0	19.0	25.6	0.0	0.0	0.0	3.5	7.0	0.0	0.0	4.2	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	19.0	25.6	0.0	0.0	0.0	3.5	7.0	0.0	0.0	4.2	4.9
LOS by Move:	B	B	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	5	0	0	0	0	9	0	0	2	4

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[14.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	136	315	0	0	338	254
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	144	334	0	0	358	269
Added Vol:	0	0	0	0	0	0	94	55	0	0	43	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	238	389	0	0	401	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.72	1.00	1.00	0.75	0.75
PHF Volume:	0	0	0	0	0	0	332	542	0	0	536	467
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	332	542	0	0	536	467
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1003	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	698	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	698	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.48	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

****

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 1 0	0 0	0	0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	18	359	0	0	354	175
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	0	0	0	19	381	0	0	375	186
Added Vol:	0	0	0	0	0	0	62	91	0	0	145	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	81	472	0	0	520	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	1.00	1.00	0.99	0.99
PHF Volume:	0	0	0	0	0	0	93	540	0	0	527	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	93	540	0	0	527	242
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	769	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	854	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	854	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

****

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B[14.9]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Volume Module:																				
Base Vol:	0	297	0			0	0	0			1	50	0			0	0	0		92
Growth Adj:	1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06		1.06
Initial Bse:	0	315	0			0	0	0			1	53	0			0	0	0		98
Added Vol:	0	32	0			0	0	0			0	40	0			0	0	0		137
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		0
Initial Fut:	0	347	0			0	0	0			1	93	0			0	0	0		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		1.00
PHF Adj:	1.00	0.80	0.80			1.00	1.00	1.00			0.80	0.80	1.00			1.00	1.00	1.00		0.89
PHF Volume:	0	434	0			0	0	0			1	117	0			0	0	0		265
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		0
FinalVolume:	0	434	0			0	0	0			1	117	0			0	0	0		265
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					7.1	6.5	xxxxx	xxxxx	xxxx					6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	4.0	xxxxx	xxxxx	xxxx					3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					567	434	xxxxx	xxxx	xxxx					434
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					438	518	xxxxx	xxxx	xxxx					626
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					252	518	xxxxx	xxxx	xxxx					626
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx					0.01	0.23	xxxx	xxxx	xxxx					0.42
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	2.1								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.9								
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	512	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			14.1			14.9										
ApproachLOS:	*			*			B			B										

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Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

****

Average Delay (sec/veh): 11.9 Worst Case Level Of Service: D[27.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 0 0 0 0			0 0 1 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	324	2	0	0	0	0	134	0	0	0	107
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	343	2	0	0	0	0	142	0	0	0	113
Added Vol:	0	105	0	0	0	0	0	132	0	0	0	91
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	448	2	0	0	0	0	274	0	0	0	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.91	0.91	1.00	1.00	1.00	0.84	0.84	1.00	1.00	1.00	0.84
PHF Volume:	0	492	2	0	0	0	0	327	0	0	0	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	492	2	0	0	0	0	327	0	0	0	245
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	494	xxxxx	xxxx	xxxx	493
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	479	xxxxx	xxxx	xxxx	580
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	479	xxxxx	xxxx	xxxx	580
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.68	xxxx	xxxx	xxxx	0.42
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	5.1	xxxxx	xxxx	xxxx	2.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.1	xxxxx	xxxxx	xxxx	15.6
LOS by Move:	*	*	*	*	*	*	*	D	*	*	*	C
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			27.1			15.6		
ApproachLOS:	*			*			D			C		

****

Note: Queue reported is the number of cars per lane.

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	0	0 0 0	0 1	0	0 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	297	0	0	0	0	1	50	0	0	0	92
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	315	0	0	0	0	1	53	0	0	0	98
Added Vol:	0	32	0	0	0	0	0	40	0	0	0	137
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	347	0	0	0	0	1	93	0	0	0	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	0.80	0.80	1.00	1.00	1.00	0.80	0.80	1.00	1.00	1.00	0.89
PHF Volume:	0	434	0	0	0	0	1	117	0	0	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	434	0	0	0	0	1	117	0	0	0	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	434	0	0	0	0	1	117	0	0	0	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	1.00	0.00	0.00	0.00	0.00	0.01	0.99	0.00	0.00	0.00	1.00
Final Sat.:	0	1900	0	0	0	0	21	1877	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.00	0.16
Crit Moves:		****										****
Green/Cycle:	0.00	0.51	0.00	0.00	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.36
Volume/Cap:	0.00	0.45	0.00	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.45
Delay/Veh:	0.0	9.7	0.0	0.0	0.0	0.0	13.3	13.3	0.0	0.0	0.0	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.7	0.0	0.0	0.0	0.0	13.3	13.3	0.0	0.0	0.0	15.3
LOS by Move:	A	A	A	A	A	A	B	B	A	A	A	B
HCM2kAvgQ:	0	5	0	0	0	0	2	2	0	0	0	4

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	0 0	0	0 0	1 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	324	2	0	0	0	0	134	0	0	0	107
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	343	2	0	0	0	0	142	0	0	0	113
Added Vol:	0	105	0	0	0	0	0	132	0	0	0	91
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	448	2	0	0	0	0	274	0	0	0	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.91	0.91	1.00	1.00	1.00	0.84	0.84	1.00	1.00	1.00	0.84
PHF Volume:	0	492	2	0	0	0	0	327	0	0	0	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	492	2	0	0	0	0	327	0	0	0	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	492	2	0	0	0	0	327	0	0	0	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	0.99	0.01	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	1889	9	0	0	0	0	1900	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.15
Crit Moves:		****						****				
Green/Cycle:	0.00	0.52	0.52	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.34
Volume/Cap:	0.00	0.50	0.50	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.43
Delay/Veh:	0.0	9.7	9.7	0.0	0.0	0.0	0.0	16.1	0.0	0.0	0.0	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.7	9.7	0.0	0.0	0.0	0.0	16.1	0.0	0.0	0.0	15.7
LOS by Move:	A	A	A	A	A	A	A	B	A	A	A	B
HCM2kAvgQ:	0	6	6	0	0	0	0	5	0	0	0	4

****

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

****

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: A[9.6]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	102	0	0	0	0	6	0	0	79	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	108	0	0	0	0	6	0	0	84	0
Added Vol:	0	0	59	0	0	0	0	0	0	0	173	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	167	0	0	0	0	6	0	0	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:	0.56	1.00	0.56	1.00	1.00	1.00	1.00	0.75	1.00	1.00	0.48	1.00
PHF Volume:	0	0	297	0	0	0	0	8	0	0	541	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	297	0	0	0	0	8	0	0	541	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1079	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1079	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.28	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

****

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: B[11.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	0	0	0 0 1	0	0
Volume Module:												
Base Vol:	2	0	108	0	0	0	0	8	0	0	88	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	2	0	114	0	0	0	0	8	0	0	93	0
Added Vol:	0	0	195	0	0	0	0	0	0	0	114	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	309	0	0	0	0	8	0	0	207	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	1.00	0.67	1.00	1.00	1.00	1.00	0.40	1.00	1.00	0.65	1.00
PHF Volume:	3	0	464	0	0	0	0	21	0	0	319	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	464	0	0	0	0	21	0	0	319	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	340	340	21	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	660	585	1062	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	660	585	1062	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.44	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT
Shared Cap.:	xxxx	1058	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		11.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	92	160	49	29	69	153	108	327	52	22	777	86
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	98	170	52	31	73	162	114	347	55	23	824	91
Added Vol:	0	22	0	0	7	0	0	38	0	0	113	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	192	52	31	80	162	114	385	55	23	937	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.86	0.86	0.86	0.81	0.81	0.81	0.73	0.73	0.73
PHF Volume:	136	267	72	36	93	189	142	477	68	32	1278	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	267	72	36	93	189	142	477	68	32	1278	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	267	72	36	93	189	142	477	68	32	1278	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.92	0.92	0.49	1.00	0.85	0.17	1.00	0.85	0.44	0.94	0.94
Lanes:	1.00	1.57	0.43	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.82	0.18
Final Sat.:	1313	2749	745	939	1900	1615	315	1900	1615	832	3247	316
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.04	0.05	0.12	0.45	0.25	0.04	0.04	0.39	0.39
Crit Moves:						****	****					
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.69	0.69	0.69	0.69	0.69	0.69
Volume/Cap:	0.58	0.54	0.54	0.21	0.27	0.65	0.65	0.36	0.06	0.06	0.57	0.57
Delay/Veh:	26.2	23.4	23.4	21.7	21.7	28.3	12.3	4.1	3.1	3.1	5.1	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	23.4	23.4	21.7	21.7	28.3	12.3	4.1	3.1	3.1	5.1	5.1
LOS by Move:	C	C	C	C	C	C	B	A	A	A	A	A
HCM2kAvgQ:	3	4	4	1	2	5	3	4	0	0	8	8

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	1	0	1		1	0	1	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	96		111		89		61		104		88		102		550		120		61		395		43	
Growth Adj:	1.06		1.06		1.06		1.06		1.06		1.06		1.06		1.06		1.06		1.06		1.06		1.06	
Initial Bse:	102		118		94		65		110		93		108		583		127		65		419		46	
Added Vol:	0		14		0		0		24		0		0		127		0		0		75		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	102		132		94		65		134		93		108		710		127		65		494		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:	0.94		0.94		0.94		0.87		0.87		0.87		0.95		0.95		0.95		0.90		0.90		0.90	
PHF Volume:	109		141		101		75		155		108		114		747		134		72		546		50	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	109		141		101		75		155		108		114		747		134		72		546		50	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	109		141		101		75		155		108		114		747		134		72		546		50	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.59		0.89		0.89		0.60		1.00		0.85		0.44		1.00		0.85		0.27		0.94		0.94	
Lanes:	1.00		1.17		0.83		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.83		0.17	
Final Sat.:	1117		1971		1412		1144		1900		1615		828		1900		1615		519		3262		301	
Capacity Analysis Module:																								
Vol/Sat:	0.10		0.07		0.07		0.07		0.08		0.07		0.14		0.39		0.08		0.14		0.17		0.17	
Crit Moves:	****														****									
Green/Cycle:	0.17		0.17		0.17		0.17		0.17		0.17		0.69		0.69		0.69		0.69		0.69		0.69	
Volume/Cap:	0.57		0.41		0.41		0.38		0.47		0.39		0.20		0.57		0.12		0.20		0.24		0.24	
Delay/Veh:	26.7		22.6		22.6		23.2		23.5		22.9		3.4		5.2		3.1		3.5		3.4		3.4	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	26.7		22.6		22.6		23.2		23.5		22.9		3.4		5.2		3.1		3.5		3.4		3.4	
LOS by Move:	C		C		C		C		C		C		A		A		A		A		A		A	
HCM2kAvgQ:	3		3		3		2		3		2		1		8		1		1		2		2	

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.2
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0 2	0 1		1 0 1	0 1		1 1 0	1 0		1 0 1	0 1	
Volume Module:												
Base Vol:	69	245	93	16	25	295	133	176	9	16	212	25
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	73	260	99	17	27	313	141	187	10	17	225	27
Added Vol:	111	50	7	0	17	8	23	12	20	3	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	310	106	17	44	321	164	199	30	20	229	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.89	0.89	0.89	0.76	0.76	0.76	0.68	0.68	0.68
PHF Volume:	215	362	123	19	49	359	215	260	39	30	339	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	362	123	19	49	359	215	260	39	30	339	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:	215	362	123	19	49	359	215	260	39	30	339	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.92	0.92	0.92	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.25	1.52	0.23	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2195	2658	395	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.10	0.08	0.01	0.03	0.22	0.10	0.10	0.10	0.02	0.18	0.02
Crit Moves:	****				****			****			****	
Green/Cycle:	0.19	0.15	0.15	0.15	0.12	0.27	0.15	0.15	0.15	0.28	0.28	0.28
Volume/Cap:	0.64	0.66	0.50	0.07	0.22	0.83	0.64	0.64	0.64	0.06	0.64	0.09
Delay/Veh:	26.7	27.1	25.1	21.9	24.5	32.8	25.7	25.7	25.7	15.9	21.7	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:	26.7	27.1	25.1	21.9	24.5	32.8	25.7	25.7	25.7	15.9	21.7	16.1
LOS by Move:	C	C	C	C	C	C	C	C	C	B	C	B
HCM2kAvgQ:	5	5	3	0	1	9	4	4	4	0	7	1

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	1 0	1	1 1	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	42	274	120	23	75	385	204	139	29	31	103	31
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	45	290	127	24	80	408	216	147	31	33	109	33
Added Vol:	158	33	5	0	56	26	15	8	68	8	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	323	132	24	136	434	231	155	99	41	122	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:	0.89	0.89	0.89	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
PHF Volume:	228	364	149	26	147	471	259	174	110	44	132	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	364	149	26	147	471	259	174	110	44	132	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:	228	364	149	26	147	471	259	174	110	44	132	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.90	0.90	0.90	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.43	0.96	0.61	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2445	1643	1044	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.09	0.01	0.08	0.29	0.11	0.11	0.11	0.02	0.07	0.02
Crit Moves:	****					****		****			****	
Green/Cycle:	0.19	0.23	0.23	0.23	0.27	0.42	0.16	0.16	0.16	0.12	0.12	0.12
Volume/Cap:	0.66	0.44	0.40	0.06	0.29	0.69	0.66	0.66	0.66	0.21	0.60	0.19
Delay/Veh:	27.0	20.2	20.4	18.2	17.9	16.9	25.8	25.8	25.8	24.5	29.6	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	20.2	20.4	18.2	17.9	16.9	25.8	25.8	25.8	24.5	29.6	24.4
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	4	3	0	2	8	5	5	5	1	3	1

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.7
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	29	2	27	18	12	7	97	0	3	71	38
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	31	2	29	19	13	7	103	0	3	75	40
Added Vol:	0	22	0	37	4	0	0	59	0	0	173	115
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	53	2	66	23	13	7	162	0	3	248	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:	0.71	0.71	0.71	0.75	0.75	0.75	0.46	0.46	0.46	0.81	0.81	0.81
PHF Volume:	0	75	3	87	31	17	16	353	0	4	305	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	75	3	87	31	17	16	353	0	4	305	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:	0	75	3	87	31	17	16	353	0	4	305	191
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.96	0.04	0.65	0.23	0.12	0.04	0.96	0.00	0.01	0.61	0.38
Final Sat.:	0	481	19	340	119	66	29	643	0	6	446	279
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.16	0.16	0.26	0.26	0.26	0.55	0.55	xxxx	0.68	0.68	0.68
Crit Moves:		****			****			****			****	
Delay/Veh:	0.0	10.1	10.1	10.9	10.9	10.9	13.9	13.9	0.0	17.0	17.0	17.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.1	10.1	10.9	10.9	10.9	13.9	13.9	0.0	17.0	17.0	17.0
LOS by Move:	*	B	B	B	B	B	B	B	*	C	C	C
ApproachDel:		10.1			10.9			13.9			17.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			10.9			13.9			17.0	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.3	0.3	1.1	1.1	1.1	1.9	1.9	1.9

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.878
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.1
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	34	0	44	48	17	15	95	0	3	84	35
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	36	0	47	51	18	16	101	0	3	89	37
Added Vol:	0	15	0	121	10	0	0	195	0	0	114	76
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	51	0	168	61	18	16	296	0	3	203	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.83	0.83	0.83	0.60	0.60	0.60	0.65	0.65	0.65
PHF Volume:	0	66	0	203	74	22	27	493	0	5	311	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	66	0	203	74	22	27	493	0	5	311	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	66	0	203	74	22	27	493	0	5	311	173
Saturation Flow Module:												
Adjustment:	1.00	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	1.00	0.00	0.68	0.25	0.07	0.05	0.95	0.00	0.01	0.64	0.35
Final Sat.:	0	419	0	337	123	36	30	562	0	6	382	213
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.16	xxxx	0.60	0.60	0.60	0.88	0.88	xxxx	0.81	0.81	0.81
Crit Moves:		****			****			****			****	
Delay/Veh:	0.0	11.7	0.0	18.3	18.3	18.3	35.9	35.9	0.0	27.8	27.8	27.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.7	0.0	18.3	18.3	18.3	35.9	35.9	0.0	27.8	27.8	27.8
LOS by Move:	*	B	*	C	C	C	E	E	*	D	D	D
ApproachDel:		11.7			18.3			35.9			27.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			18.3			35.9			27.8	
LOS by Appr:		B			C			E			D	
AllWayAvgQ:	0.1	0.1	0.1	1.2	1.2	1.2	4.4	4.4	4.4	3.2	3.2	3.2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	29	2	27	18	12	7	97	0	3	71	38
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	31	2	29	19	13	7	103	0	3	75	40
Added Vol:	0	22	0	37	4	0	0	59	0	0	173	115
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	53	2	66	23	13	7	162	0	3	248	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:	0.71	0.71	0.71	0.75	0.75	0.75	0.46	0.46	0.46	0.81	0.81	0.81
PHF Volume:	0	75	3	87	31	17	16	353	0	4	305	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	75	3	87	31	17	16	353	0	4	305	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:	0	75	3	87	31	17	16	353	0	4	305	191
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	0.75	0.75	0.98	0.98	1.00	0.95	0.95	0.95
Lanes:	0.00	0.96	0.04	0.65	0.23	0.12	0.04	0.96	0.00	0.01	0.61	0.38
Final Sat.:	0	1817	73	928	326	180	81	1775	0	14	1097	686
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	0.09	0.09	0.09	0.20	0.20	0.00	0.28	0.28	0.28
Crit Moves:					****						****	
Green/Cycle:	0.00	0.22	0.22	0.22	0.22	0.22	0.66	0.66	0.00	0.66	0.66	0.66
Volume/Cap:	0.00	0.18	0.18	0.42	0.42	0.42	0.30	0.30	0.00	0.42	0.42	0.42
Delay/Veh:	0.0	22.2	22.2	24.2	24.2	24.2	5.1	5.1	0.0	5.8	5.8	5.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	22.2	24.2	24.2	24.2	5.1	5.1	0.0	5.8	5.8	5.8
LOS by Move:	A	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	1	1	3	3	3	3	3	0	5	5	5

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	34	0	44	48	17	15	95	0	3	84	35
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	36	0	47	51	18	16	101	0	3	89	37
Added Vol:	0	15	0	121	10	0	0	195	0	0	114	76
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	51	0	168	61	18	16	296	0	3	203	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.83	0.83	0.83	0.60	0.60	0.60	0.65	0.65	0.65
PHF Volume:	0	66	0	203	74	22	27	493	0	5	311	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	66	0	203	74	22	27	493	0	5	311	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	66	0	203	74	22	27	493	0	5	311	173
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	0.74	0.74	0.97	0.97	1.00	0.95	0.95	0.95
Lanes:	0.00	1.00	0.00	0.68	0.25	0.07	0.05	0.95	0.00	0.01	0.64	0.35
Final Sat.:	0	1900	0	955	347	103	94	1744	0	18	1146	638
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.21	0.21	0.21	0.28	0.28	0.00	0.27	0.27	0.27
Crit Moves:					****			****				
Green/Cycle:	0.00	0.37	0.00	0.37	0.37	0.37	0.49	0.49	0.00	0.49	0.49	0.49
Volume/Cap:	0.00	0.09	0.00	0.57	0.57	0.57	0.57	0.57	0.00	0.55	0.55	0.55
Delay/Veh:	0.0	12.3	0.0	16.6	16.6	16.6	11.6	11.6	0.0	11.2	11.2	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.3	0.0	16.6	16.6	16.6	11.6	11.6	0.0	11.2	11.2	11.2
LOS by Move:	A	B	A	B	B	B	B	B	A	B	B	B
HCM2kAvgQ:	0	1	0	5	5	5	7	7	0	7	7	7

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 29.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Prot+Permit						Prot+Permit					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	0	1	0		1	0	1	0	1		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	18		92		66		12		60		265		96		297		6		54		583		26	
Growth Adj:	1.06		1.06		1.06		1.06		1.06		1.06		1.06		1.06		1.06		1.06		1.06		1.06	
Initial Bse:	19		98		70		13		64		281		102		315		6		57		618		28	
Added Vol:	0		18		0		0		6		0		0		38		0		0		113		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	19		116		70		13		70		281		102		353		6		57		731		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:	0.67		0.67		0.67		0.75		0.75		0.75		0.83		0.83		0.83		0.82		0.82		0.82	
PHF Volume:	28		172		104		17		93		377		122		425		8		70		895		34	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	28		172		104		17		93		377		122		425		8		70		895		34	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	28		172		104		17		93		377		122		425		8		70		895		34	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.69		0.94		0.94		0.38		1.00		0.85		0.95		1.00		0.85		0.95		1.00		0.85	
Lanes:	1.00		0.62		0.38		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:	1321		1116		676		730		1900		1615		1805		1900		1615		1805		1900		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.15		0.15		0.02		0.05		0.23		0.07		0.22		0.00		0.04		0.47		0.02	
Crit Moves:											****		****								****			
Green/Cycle:	0.26		0.26		0.26		0.26		0.26		0.26		0.53		0.45		0.45		0.65		0.53		0.53	
Volume/Cap:	0.08		0.59		0.59		0.09		0.19		0.89		0.54		0.50		0.01		0.12		0.89		0.04	
Delay/Veh:	25.2		31.0		31.0		25.4		26.0		52.6		19.8		18.0		13.7		7.2		29.2		10.3	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	25.2		31.0		31.0		25.4		26.0		52.6		19.8		18.0		13.7		7.2		29.2		10.3	
LOS by Move:	C		C		C		C		C		D		B		B		B		A		C		B	
HCM2kAvgQ:	1		7		7		0		2		14		3		9		0		1		26		0	

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	85	65	40	74	153	163	533	17	62	298	50
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	19	90	69	42	78	162	173	565	18	66	316	53
Added Vol:	0	12	0	0	21	0	0	127	0	0	75	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	102	69	42	99	162	173	692	18	66	391	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92
PHF Volume:	21	113	76	46	107	175	184	738	19	71	423	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	113	76	46	107	175	184	738	19	71	423	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:	21	113	76	46	107	175	184	738	19	71	423	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.94	0.94	0.48	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.60	0.40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1302	1066	720	906	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.05	0.06	0.11	0.10	0.39	0.01	0.04	0.22	0.04
Crit Moves:						****		****		****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.72	0.55	0.55	0.55	0.45	0.45
Volume/Cap:	0.10	0.68	0.68	0.33	0.37	0.70	0.26	0.70	0.02	0.17	0.50	0.08
Delay/Veh:	23.9	33.0	33.0	25.9	25.4	34.7	4.1	12.7	6.6	7.7	13.3	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	33.0	33.0	25.9	25.4	34.7	4.1	12.7	6.6	7.7	13.3	10.4
LOS by Move:	C	C	C	C	C	C	A	B	A	A	B	B
HCM2kAvgQ:	0	5	5	1	2	5	1	12	0	1	6	1

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.165
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	67.4
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	31	20	29	20	14	74	40	368	11	40	534	13
Added Vol:	0	0	0	0	0	0	0	38	0	0	113	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	20	29	20	14	74	40	406	11	40	647	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	33	21	31	23	16	84	42	427	11	46	734	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	21	31	23	16	84	42	427	11	46	734	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:	33	21	31	23	16	84	42	427	11	46	734	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.25	0.36	0.18	0.13	0.69	0.09	0.89	0.02	0.06	0.92	0.02
Final Sat.:	188	123	175	97	66	357	57	574	15	39	630	12
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.24	0.24	0.24	0.74	0.74	0.74	1.16	1.16	1.16
Crit Moves:		****		****				****		****		
Delay/Veh:	11.2	11.2	11.2	11.4	11.4	11.4	22.5	22.5	22.5	109.3	109	109.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	11.2	11.2	11.4	11.4	11.4	22.5	22.5	22.5	109.3	109	109.3
LOS by Move:	B	B	B	B	B	B	C	C	C	F	F	F
ApproachDel:		11.2			11.4			22.5			109.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.2			11.4			22.5			109.3	
LOS by Appr:		B			B			C			F	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	2.5	2.5	2.5	19.1	19.1	19.1

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.172
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	67.9
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	8
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	25	46	37	15	43	55	71	489	28	29	310	8
Added Vol:	0	0	0	0	0	0	0	127	0	0	75	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	46	37	15	43	55	71	616	28	29	385	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:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	28	50	41	17	49	62	77	667	30	32	428	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	50	41	17	49	62	77	667	30	32	428	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:	28	50	41	17	49	62	77	667	30	32	428	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:	0.24	0.42	0.34	0.13	0.38	0.49	0.10	0.86	0.04	0.07	0.91	0.02
Final Sat.:	115	206	167	65	191	242	66	569	25	42	570	13
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.26	0.26	0.26	1.17	1.17	1.17	0.75	0.75	0.75
Crit Moves:			****		****			****			****	
Delay/Veh:	11.9	11.9	11.9	11.8	11.8	11.8	112.6	113	112.6	23.4	23.4	23.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	11.9	11.8	11.8	11.8	112.6	113	112.6	23.4	23.4	23.4
LOS by Move:	B	B	B	B	B	B	F	F	F	C	C	C
ApproachDel:		11.9			11.8			112.6			23.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.9			11.8			112.6			23.4	
LOS by Appr:		B			B			F			C	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	19.1	19.1	19.1	2.5	2.5	2.5

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	31	20	29	20	14	74	40	368	11	40	534	13
Added Vol:	0	0	0	0	0	0	0	38	0	0	113	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	20	29	20	14	74	40	406	11	40	647	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	33	21	31	23	16	84	42	427	11	46	734	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	21	31	23	16	84	42	427	11	46	734	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:	33	21	31	23	16	84	42	427	11	46	734	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.84	0.84	0.84	0.91	0.91	0.91	0.96	0.96	0.96
Lanes:	0.39	0.25	0.36	0.19	0.13	0.68	0.09	0.89	0.02	0.06	0.92	0.02
Final Sat.:	585	383	544	298	204	1099	152	1530	40	105	1681	33
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.08	0.08	0.08	0.28	0.28	0.28	0.44	0.44	0.44
Crit Moves:					****						****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.43	0.43	0.43	0.59	0.59	0.59	0.38	0.38	0.38	0.59	0.59	0.59
Delay/Veh:	25.6	25.6	25.6	29.1	29.1	29.1	3.1	3.1	3.1	4.4	4.4	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	25.6	25.6	29.1	29.1	29.1	3.1	3.1	3.1	4.4	4.4	4.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	3	3	3	4	4	4	8	8	8

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	8
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	25	46	37	15	43	55	71	489	28	29	310	8
Added Vol:	0	0	0	0	0	0	0	127	0	0	75	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	46	37	15	43	55	71	616	28	29	385	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:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	28	50	41	17	49	62	77	667	30	32	428	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	50	41	17	49	62	77	667	30	32	428	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:	28	50	41	17	49	62	77	667	30	32	428	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.89	0.89	0.89	0.92	0.92	0.92	0.93	0.93	0.93
Lanes:	0.24	0.42	0.34	0.13	0.38	0.49	0.10	0.86	0.04	0.07	0.91	0.02
Final Sat.:	379	679	553	222	651	826	173	1501	67	120	1617	36
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.07	0.07	0.07	0.44	0.44	0.44	0.26	0.26	0.26
Crit Moves:					****			****				
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.59	0.59	0.59	0.60	0.60	0.60	0.60	0.60	0.60	0.36	0.36	0.36
Delay/Veh:	29.4	29.4	29.4	29.5	29.5	29.5	4.4	4.4	4.4	2.9	2.9	2.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	29.4	29.4	29.5	29.5	29.5	4.4	4.4	4.4	2.9	2.9	2.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	7	7	7	3	3	3

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.230
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	82.1
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	39	46	16	3	34	87	102	266	46	24	464	20
Added Vol:	0	0	0	0	0	0	0	38	0	0	113	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	46	16	3	34	87	102	304	46	24	577	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:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	78	90	31	5	52	134	122	365	55	27	640	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	90	31	5	52	134	122	365	55	27	640	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:	78	90	31	5	52	134	122	365	55	27	640	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.45	0.16	0.03	0.27	0.70	0.23	0.67	0.10	0.04	0.93	0.03
Final Sat.:	178	207	72	12	130	333	126	375	56	22	520	18
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.40	0.40	0.40	0.97	0.97	0.97	1.23	1.23	1.23
Crit Moves:		****		****				****				****
Delay/Veh:	16.2	16.2	16.2	15.0	15.0	15.0	56.5	56.5	56.5	140.0	140	140.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	16.2	16.2	15.0	15.0	15.0	56.5	56.5	56.5	140.0	140	140.0
LOS by Move:	C	C	C	B	B	B	F	F	F	F	F	F
ApproachDel:		16.2			15.0			56.5			140.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.2			15.0			56.5			140.0	
LOS by Appr:		C			B			F			F	
AllWayAvgQ:	0.7	0.7	0.7	0.6	0.6	0.6	7.3	7.3	7.3	20.3	20.3	20.3

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.8
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	11	16	7	7	14	33	31	464	21	6	285	1
Added Vol:	0	0	0	0	0	0	0	127	0	0	75	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	16	7	7	14	33	31	591	21	6	360	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	15	22	10	8	15	36	33	641	23	7	376	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	22	10	8	15	36	33	641	23	7	376	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	22	10	8	15	36	33	641	23	7	376	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.05	0.92	0.03	0.01	0.98	0.01
Final Sat.:	166	248	116	76	142	339	37	706	25	12	688	2
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.11	0.11	0.11	0.91	0.91	0.91	0.55	0.55	0.55
Crit Moves:		****				****		****			****	
Delay/Veh:	9.8	9.8	9.8	9.7	9.7	9.7	34.9	34.9	34.9	13.6	13.6	13.6
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:	9.8	9.8	9.8	9.7	9.7	9.7	34.9	34.9	34.9	13.6	13.6	13.6
LOS by Move:	A	A	A	A	A	A	D	D	D	B	B	B
ApproachDel:		9.8			9.7			34.9			13.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			9.7			34.9			13.6	
LOS by Appr:		A			A			D			B	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	5.8	5.8	5.8	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	39	46	16	3	34	87	102	266	46	24	464	20
Added Vol:	0	0	0	0	0	0	0	38	0	0	113	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	46	16	3	34	87	102	304	46	24	577	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:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	78	90	31	5	52	134	122	365	55	27	640	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	90	31	5	52	134	122	365	55	27	640	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:	78	90	31	5	52	134	122	365	55	27	640	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.90	0.90	0.90	0.76	0.76	0.76	0.97	0.97	0.97
Lanes:	0.39	0.45	0.16	0.03	0.27	0.70	0.23	0.67	0.10	0.04	0.93	0.03
Final Sat.:	569	661	231	44	467	1195	324	968	145	72	1711	60
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.11	0.11	0.11	0.38	0.38	0.38	0.37	0.37	0.37
Crit Moves:		****						****				
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.59	0.59	0.59	0.49	0.49	0.49	0.59	0.59	0.59	0.59	0.59	0.59
Delay/Veh:	23.4	23.4	23.4	21.0	21.0	21.0	7.4	7.4	7.4	7.1	7.1	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	23.4	23.4	21.0	21.0	21.0	7.4	7.4	7.4	7.1	7.1	7.1
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	4	4	4	7	7	7	8	8	8

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	11	16	7	7	14	33	31	464	21	6	285	1
Added Vol:	0	0	0	0	0	0	0	127	0	0	75	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	16	7	7	14	33	31	591	21	6	360	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	15	22	10	8	15	36	33	641	23	7	376	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	22	10	8	15	36	33	641	23	7	376	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	22	10	8	15	36	33	641	23	7	376	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.87	0.87	0.87	0.97	0.97	0.97	0.99	0.99	0.99
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.05	0.92	0.03	0.01	0.98	0.01
Final Sat.:	510	765	357	228	423	1009	88	1694	61	33	1847	5
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.04	0.04	0.04	0.38	0.38	0.38	0.20	0.20	0.20
Crit Moves:					****			****				
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.75	0.75	0.75	0.75	0.75	0.75
Volume/Cap:	0.25	0.25	0.25	0.31	0.31	0.31	0.50	0.50	0.50	0.27	0.27	0.27
Delay/Veh:	24.8	24.8	24.8	25.2	25.2	25.2	3.3	3.3	3.3	2.5	2.5	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	24.8	24.8	25.2	25.2	25.2	3.3	3.3	3.3	2.5	2.5	2.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	6	6	6	2	2	2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.941
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.1
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	20	54	8	12	34	66	74	209	13	16	371	13
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	57	8	13	36	70	78	222	14	17	393	14
Added Vol:	0	0	0	0	0	0	0	38	0	0	113	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	57	8	13	36	70	78	260	14	17	506	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:	0.79	0.79	0.79	0.76	0.76	0.76	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	27	73	11	17	48	92	99	326	17	19	582	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	73	11	17	48	92	99	326	17	19	582	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:	27	73	11	17	48	92	99	326	17	19	582	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.66	0.10	0.26	0.74	1.00	0.22	0.74	0.04	0.03	0.94	0.03
Final Sat.:	115	310	46	118	334	504	137	453	24	21	618	17
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.14	0.14	0.18	0.72	0.72	0.72	0.94	0.94	0.94
Crit Moves:		****				****	****				****	
Delay/Veh:	12.0	12.0	12.0	11.4	11.4	10.7	21.2	21.2	21.2	44.5	44.5	44.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	12.0	11.4	11.4	10.7	21.2	21.2	21.2	44.5	44.5	44.5
LOS by Move:	B	B	B	B	B	B	C	C	C	E	E	E
ApproachDel:		12.0			11.0			21.2			44.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.0			11.0			21.2			44.5	
LOS by Appr:		B			B			C			E	
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.2	2.1	2.1	2.1	6.6	6.6	6.6

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.926
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.3
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	66	13	15	33	47	70	348	29	8	211	8
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	17	70	14	16	35	50	74	369	31	8	224	8
Added Vol:	0	0	0	0	0	0	0	127	0	0	75	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	70	14	16	35	50	74	496	31	8	299	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.82	0.82	0.82	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	18	74	15	19	43	61	80	533	33	9	331	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	74	15	19	43	61	80	533	33	9	331	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:	18	74	15	19	43	61	80	533	33	9	331	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:	0.17	0.69	0.14	0.31	0.69	1.00	0.12	0.83	0.05	0.03	0.94	0.03
Final Sat.:	85	351	69	146	321	526	86	575	36	17	600	17
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.13	0.13	0.12	0.93	0.93	0.93	0.55	0.55	0.55
Crit Moves:			****		****			****			****	
Delay/Veh:	11.2	11.2	11.2	11.0	11.0	9.9	40.0	40.0	40.0	14.7	14.7	14.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	11.2	11.2	11.0	11.0	9.9	40.0	40.0	40.0	14.7	14.7	14.7
LOS by Move:	B	B	B	B	B	A	E	E	E	B	B	B
ApproachDel:		11.2			10.4			40.0			14.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.2			10.4			40.0			14.7	
LOS by Appr:		B			B			E			B	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	6.2	6.2	6.2	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	54	8	12	34	66	74	209	13	16	371	13
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	57	8	13	36	70	78	222	14	17	393	14
Added Vol:	0	0	0	0	0	0	0	38	0	0	113	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	57	8	13	36	70	78	260	14	17	506	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:	0.79	0.79	0.79	0.76	0.76	0.76	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	27	73	11	17	48	92	99	326	17	19	582	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	73	11	17	48	92	99	326	17	19	582	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:	27	73	11	17	48	92	99	326	17	19	582	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.91	0.91	0.85	0.79	0.79	0.79	0.98	0.98	0.98
Lanes:	0.24	0.66	0.10	0.26	0.74	1.00	0.22	0.74	0.04	0.03	0.94	0.03
Final Sat.:	416	1124	166	453	1284	1615	336	1110	59	59	1756	48
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.04	0.04	0.06	0.29	0.29	0.29	0.33	0.33	0.33
Crit Moves:		****									****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.45	0.45	0.45	0.26	0.26	0.40	0.40	0.40	0.40	0.45	0.45	0.45
Delay/Veh:	26.8	26.8	26.8	25.3	25.3	26.4	3.5	3.5	3.5	3.7	3.7	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	26.8	26.8	25.3	25.3	26.4	3.5	3.5	3.5	3.7	3.7	3.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	1	1	2	4	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 10 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 5.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	66	13	15	33	47	70	348	29	8	211	8
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	17	70	14	16	35	50	74	369	31	8	224	8
Added Vol:	0	0	0	0	0	0	0	127	0	0	75	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	70	14	16	35	50	74	496	31	8	299	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.82	0.82	0.82	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	18	74	15	19	43	61	80	533	33	9	331	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	74	15	19	43	61	80	533	33	9	331	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:	18	74	15	19	43	61	80	533	33	9	331	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.99	0.99	0.85	0.99	0.99	0.99	1.00	1.00	1.00
Lanes:	0.17	0.69	0.14	0.31	0.69	1.00	0.12	0.83	0.05	0.03	0.94	0.03
Final Sat.:	312	1286	253	585	1287	1615	232	1548	96	51	1789	51
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.03	0.03	0.04	0.34	0.34	0.34	0.19	0.19	0.19
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.10	0.10	0.06	0.06	0.06	0.55	0.55	0.55	0.30	0.30	0.30
Volume/Cap:	0.62	0.59	0.59	0.59	0.55	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Delay/Veh:	11.5	9.7	9.7	13.6	10.3	16.6	2.7	2.7	2.7	5.2	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:	11.5	9.7	9.7	13.6	10.3	16.6	2.7	2.7	2.7	5.2	5.2	5.2
LOS by Move:	B	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	1	1	1	3	3	3	2	2	2

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.1
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	27	119	6	20	82	107	46	140	15	16	282	17
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	29	126	6	21	87	113	49	148	16	17	299	18
Added Vol:	80	25	0	0	9	0	0	11	27	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	151	6	21	96	113	49	159	43	17	332	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.65	0.65	0.65	0.76	0.76	0.76	0.89	0.89	0.89
PHF Volume:	140	195	8	32	147	173	64	209	56	19	375	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	195	8	32	147	173	64	209	56	19	375	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:	140	195	8	32	147	173	64	209	56	19	375	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.57	0.02	0.09	0.42	0.49	0.19	0.64	0.17	0.05	0.90	0.05
Final Sat.:	180	250	11	42	190	225	86	280	75	22	430	23
Capacity Analysis Module:												
Vol/Sat:	0.78	0.78	0.78	0.77	0.77	0.77	0.75	0.75	0.75	0.87	0.87	0.87
Crit Moves:			****		****		****			****		
Delay/Veh:	28.3	28.3	28.3	26.5	26.5	26.5	25.6	25.6	25.6	38.3	38.3	38.3
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:	28.3	28.3	28.3	26.5	26.5	26.5	25.6	25.6	25.6	38.3	38.3	38.3
LOS by Move:	D	D	D	D	D	D	D	D	D	E	E	E
ApproachDel:		28.3			26.5			25.6			38.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		28.3			26.5			25.6			38.3	
LOS by Appr:		D			D			D			E	
AllWayAvgQ:	2.2	2.2	2.2	2.1	2.1	2.1	1.8	1.8	1.8	3.7	3.7	3.7

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.990
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 34.8
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	140	15	7	124	43	69	277	24	6	160	16
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	12	148	16	7	131	46	73	294	25	6	170	17
Added Vol:	53	17	0	0	29	0	0	37	90	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	165	16	7	160	46	73	331	115	6	192	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
PHF Volume:	71	182	17	8	175	50	84	379	132	7	211	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	182	17	8	175	50	84	379	132	7	211	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:	71	182	17	8	175	50	84	379	132	7	211	19
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.68	0.06	0.03	0.76	0.21	0.14	0.64	0.22	0.03	0.89	0.08
Final Sat.:	131	336	32	17	372	106	85	382	134	15	450	40
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	0.47	0.47	0.47	0.99	0.99	0.99	0.47	0.47	0.47
Crit Moves:			****			****			****			****
Delay/Veh:	17.3	17.3	17.3	15.5	15.5	15.5	58.2	58.2	58.2	15.0	15.0	15.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	17.3	17.3	15.5	15.5	15.5	58.2	58.2	58.2	15.0	15.0	15.0
LOS by Move:	C	C	C	C	C	C	F	F	F	C	C	C
ApproachDel:		17.3			15.5			58.2			15.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.3			15.5			58.2			15.0	
LOS by Appr:		C			C			F			C	
AllWayAvgQ:	1.0	1.0	1.0	0.8	0.8	0.8	8.2	8.2	8.2	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	27	119	6	20	82	107	46	140	15	16	282	17
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	29	126	6	21	87	113	49	148	16	17	299	18
Added Vol:	80	25	0	0	9	0	0	11	27	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	151	6	21	96	113	49	159	43	17	332	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.65	0.65	0.65	0.76	0.76	0.76	0.89	0.89	0.89
PHF Volume:	140	195	8	32	147	173	64	209	56	19	375	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	195	8	32	147	173	64	209	56	19	375	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:	140	195	8	32	147	173	64	209	56	19	375	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.74	0.74	0.89	0.89	0.89	0.86	0.86	0.86	0.97	0.97	0.97
Lanes:	0.41	0.57	0.02	0.09	0.42	0.49	0.19	0.64	0.17	0.05	0.90	0.05
Final Sat.:	571	795	33	155	702	830	317	1036	279	85	1671	91
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.21	0.21	0.21	0.20	0.20	0.20	0.22	0.22	0.22
Crit Moves:		****									****	
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.54	0.54	0.54	0.46	0.46	0.46	0.49	0.49	0.49	0.54	0.54	0.54
Delay/Veh:	12.9	12.9	12.9	11.8	11.8	11.8	13.5	13.5	13.5	14.1	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	12.9	12.9	11.8	11.8	11.8	13.5	13.5	13.5	14.1	14.1	14.1
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	5	5	5	5	5	5	5	5	5	6	6	6

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7	7	7				7	7	7				7	7	7				7	7	7			
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	11	140	15				7	124	43				69	277	24				6	160	16			
Growth Adj:	1.06	1.06	1.06				1.06	1.06	1.06				1.06	1.06	1.06				1.06	1.06	1.06			
Initial Bse:	12	148	16				7	131	46				73	294	25				6	170	17			
Added Vol:	53	17	0				0	29	0				0	37	90				0	22	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	65	165	16				7	160	46				73	331	115				6	192	17			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.91	0.91	0.91				0.92	0.92	0.92				0.87	0.87	0.87				0.91	0.91	0.91			
PHF Volume:	71	182	17				8	175	50				84	379	132				7	211	19			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	71	182	17				8	175	50				84	379	132				7	211	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:	71	182	17				8	175	50				84	379	132				7	211	19			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.85	0.85	0.85				0.96	0.96	0.96				0.90	0.90	0.90				0.98	0.98	0.98			
Lanes:	0.26	0.68	0.06				0.03	0.76	0.21				0.14	0.64	0.22				0.03	0.89	0.08			
Final Sat.:	426	1090	105				63	1369	389				240	1086	379				55	1653	146			
Capacity Analysis Module:																								
Vol/Sat:	0.17	0.17	0.17				0.13	0.13	0.13				0.35	0.35	0.35				0.13	0.13	0.13			
Crit Moves:		****												****										
Green/Cycle:	0.28	0.28	0.28				0.28	0.28	0.28				0.59	0.59	0.59				0.59	0.59	0.59			
Volume/Cap:	0.60	0.60	0.60				0.46	0.46	0.46				0.60	0.60	0.60				0.22	0.22	0.22			
Delay/Veh:	20.8	20.8	20.8				18.5	18.5	18.5				8.9	8.9	8.9				6.0	6.0	6.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	20.8	20.8	20.8				18.5	18.5	18.5				8.9	8.9	8.9				6.0	6.0	6.0			
LOS by Move:	C	C	C				B	B	B				A	A	A				A	A	A			
HCM2kAvgQ:	5	5	5				4	4	4				8	8	8				2	2	2			

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.6
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	0 1	0
Volume Module:												
Base Vol:	8	100	2	5	64	25	18	55	3	0	68	8
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	106	2	5	68	27	19	58	3	0	72	8
Added Vol:	28	106	0	0	36	0	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	212	2	5	104	27	19	58	13	0	72	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:	0.71	0.71	0.71	0.71	0.71	0.71	0.68	0.68	0.68	0.79	0.79	0.79
PHF Volume:	52	299	3	7	147	37	28	86	19	0	91	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	299	3	7	147	37	28	86	19	0	91	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	299	3	7	147	37	28	86	19	0	91	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.85	0.01	0.04	0.77	0.19	0.21	0.64	0.15	0.00	0.89	0.11
Final Sat.:	106	618	6	28	540	138	132	402	91	0	550	65
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.48	0.27	0.27	0.27	0.21	0.21	0.21	xxxx	0.17	0.17
Crit Moves:		****			****			****			****	
Delay/Veh:	11.9	11.9	11.9	9.5	9.5	9.5	9.6	9.6	9.6	0.0	9.2	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	11.9	9.5	9.5	9.5	9.6	9.6	9.6	0.0	9.2	9.2
LOS by Move:	B	B	B	A	A	A	A	A	A	*	A	A
ApproachDel:		11.9			9.5			9.6			9.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.9			9.5			9.6			9.2	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.8	0.8	0.8	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.2
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	4	91	0	8	80	29	60	89	4	0	40	5
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	96	0	8	85	31	64	94	4	0	42	5
Added Vol:	19	70	0	0	119	0	0	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	166	0	8	204	31	64	94	36	0	42	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.45	0.45	0.45	0.81	0.81	0.81	0.93	0.93	0.93	0.80	0.80	0.80
PHF Volume:	52	370	0	10	252	38	68	101	39	0	53	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	370	0	10	252	38	68	101	39	0	53	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:	52	370	0	10	252	38	68	101	39	0	53	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.88	0.00	0.03	0.84	0.13	0.33	0.48	0.19	0.00	0.89	0.11
Final Sat.:	84	602	0	23	559	84	190	282	108	0	460	57
Capacity Analysis Module:												
Vol/Sat:	0.61	0.61	xxxx	0.45	0.45	0.45	0.36	0.36	0.36	xxxx	0.11	0.11
Crit Moves:		****		****			****				****	
Delay/Veh:	15.4	15.4	0.0	12.0	12.0	12.0	11.5	11.5	11.5	0.0	9.6	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.4	15.4	0.0	12.0	12.0	12.0	11.5	11.5	11.5	0.0	9.6	9.6
LOS by Move:	C	C	*	B	B	B	B	B	B	*	A	A
ApproachDel:		15.4			12.0			11.5			9.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.4			12.0			11.5			9.6	
LOS by Appr:		C			B			B			A	
AllWayAvgQ:	1.4	1.4	1.4	0.7	0.7	0.7	0.4	0.4	0.4	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Singleton Road (NS) at JP Ranch Drive (EW)

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[10.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	93	0				0	60	0				0	0	0				0	0	0			
Growth Adj:	1.06	1.06	1.06				1.06	1.06	1.06				1.06	1.06	1.06				1.06	1.06	1.06			
Initial Bse:	0	99	0				0	64	0				0	0	0				0	0	0			
Added Vol:	6	57	14				14	19	12				35	0	18				41	0	41			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	6	156	14				14	83	12				35	0	18				41	0	41			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	6	164	15				15	87	13				37	0	19				43	0	43			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	6	164	15				15	87	13				37	0	19				43	0	43			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5	6.2				7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0	3.3				3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	100	xxxx	xxxxx				179	xxxx	xxxxx				328	314	93				316	313	171			
Potent Cap.:	1506	xxxx	xxxxx				1409	xxxx	xxxxx				629	605	969				641	606	878			
Move Cap.:	1506	xxxx	xxxxx				1409	xxxx	xxxxx				591	596	969				621	597	878			
Volume/Cap:	0.00	xxxx	xxxx				0.01	xxxx	xxxx				0.06	0.00	0.02				0.07	0.00	0.05			
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	7.4	xxxx	xxxxx				7.6	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	682	xxxxx				xxxx	727	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.3	xxxxx				xxxxx	0.4	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	10.8	xxxxx				xxxxx	10.6	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	B	*				*	B	*			
ApproachDel:	xxxxxx						xxxxxx						10.8						10.6					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #17 Singleton Road (NS) at JP Ranch Drive (EW)

****

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: B[12.0]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	86	0				0	75	0				0	0	0				0	0	0			
Growth Adj:	1.06	1.06	1.06				1.06	1.06	1.06				1.06	1.06	1.06				1.06	1.06	1.06			
Initial Bse:	0	91	0				0	80	0				0	0	0				0	0	0			
Added Vol:	20	38	46				46	64	40				23	0	12				27	0	27			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	20	129	46				46	144	40				23	0	12				27	0	27			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	21	136	48				48	151	42				24	0	13				28	0	28			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	21	136	48				48	151	42				24	0	13				28	0	28			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5	6.2				7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0	3.3				3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	193	xxxx	xxxxx				184	xxxx	xxxxx				485	495	172				478	492	160			
Potent Cap.:	1392	xxxx	xxxxx				1403	xxxx	xxxxx				495	478	877				501	480	890			
Move Cap.:	1392	xxxx	xxxxx				1403	xxxx	xxxxx				461	454	877				475	456	890			
Volume/Cap:	0.02	xxxx	xxxx				0.03	xxxx	xxxx				0.05	0.00	0.01				0.06	0.00	0.03			
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.1	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	7.6	xxxx	xxxxx				7.7	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	551	xxxxx				xxxx	620	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.2	xxxxx				xxxxx	0.3	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	12.0	xxxxx				xxxxx	11.4	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	B	*				*	B	*			
ApproachDel:	xxxxxx						xxxxxx						12.0						11.4					
ApproachLOS:	*						*						B						B					

****

Note: Queue reported is the number of cars per lane.

****

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Singleton Road (NS) at Lariat Road (EW)

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: B[10.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	93	0				0	60	0				0	0	0				0	0	0			
Growth Adj:	1.06	1.06	1.06				1.06	1.06	1.06				1.06	1.06	1.06				1.06	1.06	1.06			
Initial Bse:	0	99	0				0	64	0				0	0	0				0	0	0			
Added Vol:	12	31	11				6	63	10				30	0	35				33	0	17			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	12	130	11				6	127	10				30	0	35				33	0	17			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	13	136	12				6	133	11				32	0	37				35	0	18			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	13	136	12				6	133	11				32	0	37				35	0	18			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5	6.2				7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0	3.3				3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	144	xxxx	xxxxx				148	xxxx	xxxxx				328	324	139				337	324	142			
Potent Cap.:	1451	xxxx	xxxxx				1446	xxxx	xxxxx				629	597	915				621	597	911			
Move Cap.:	1451	xxxx	xxxxx				1446	xxxx	xxxxx				611	589	915				590	589	911			
Volume/Cap:	0.01	xxxx	xxxx				0.00	xxxx	xxxx				0.05	0.00	0.04				0.06	0.00	0.02			
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	7.5	xxxx	xxxxx				7.5	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	744	xxxxx				xxxx	670	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.3	xxxxx				xxxxx	0.3	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	10.3	xxxxx				xxxxx	10.8	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	B	*				*	B	*			
ApproachDel:	xxxxxx						xxxxxx						10.3						10.8					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2019) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Singleton Road (NS) at Lariat Road (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[12.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	86	0				0	75	0				0	0	0				0	0	0			
Growth Adj:	1.06	1.06	1.06				1.06	1.06	1.06				1.06	1.06	1.06				1.06	1.06	1.06			
Initial Bse:	0	91	0				0	80	0				0	0	0				0	0	0			
Added Vol:	40	74	37				19	52	33				20	0	23				22	0	11			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	40	165	37				19	132	33				20	0	23				22	0	11			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	42	174	39				20	138	35				21	0	24				23	0	12			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	42	174	39				20	138	35				21	0	24				23	0	12			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5	6.2				7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0	3.3				3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	173	xxxx	xxxxx				213	xxxx	xxxxx				479	493	156				485	491	193			
Potent Cap.:	1416	xxxx	xxxxx				1369	xxxx	xxxxx				500	480	895				495	481	853			
Move Cap.:	1416	xxxx	xxxxx				1369	xxxx	xxxxx				476	459	895				465	460	853			
Volume/Cap:	0.03	xxxx	xxxx				0.01	xxxx	xxxx				0.04	0.00	0.03				0.05	0.00	0.01			
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	7.6	xxxx	xxxxx				7.7	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	635	xxxxx				xxxx	549	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.2	xxxxx				xxxxx	0.2	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	11.1	xxxxx				xxxxx	12.0	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	B	*				*	B	*			
ApproachDel:	xxxxxx						xxxxxx						11.1						12.0					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

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Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

****

Average Delay (sec/veh): 257.4 Worst Case Level Of Service: F[824.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 1 0 0 1			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	212	2	24	0	139	11	385	97	0
Added Vol:	0	0	0	45	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	257	2	24	0	139	11	385	97	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	342	3	31	0	211	16	495	125	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	342	3	31	0	211	16	495	125	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1334	1342	125	xxxx	xxxx	xxxxx	227	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	171	153	931	xxxx	xxxx	xxxxx	1353	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	123	97	931	xxxx	xxxx	xxxxx	1353	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.79	0.03	0.03	xxxx	xxxx	xxxx	0.37	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	1.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	122	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	31.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	898.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			824.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 455.5 Worst Case Level Of Service: F[657.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	640	1	35	0	50	10	224	49	0
Added Vol:	0	0	0	150	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	790	1	35	0	50	10	224	49	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	885	1	40	0	68	13	274	60	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	885	1	40	0	68	13	274	60	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	682	689	60	xxxx	xxxx	xxxxx	81	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	418	371	1011	xxxx	xxxx	xxxxx	1529	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	361	305	1011	xxxx	xxxx	xxxxx	1529	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.45	0.00	0.04	xxxx	xxxx	xxxx	0.18	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	xxxxx	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.:	xxxx	xxxx	xxxxx	361	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	70.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	686.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			657.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	212	2	24	0	139	11	385	97	0
Added Vol:	0	0	0	45	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	257	2	24	0	139	11	385	97	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	342	3	31	0	211	16	495	125	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	342	3	31	0	211	16	495	125	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	342	3	31	0	211	16	495	125	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	0.86	0.86	0.85	1.00	0.99	0.99	0.63	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.93	0.07	1.00	1.00	0.00
Final Sat.:	0	0	0	1628	14	1615	0	1747	134	1189	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.02	0.00	0.12	0.12	0.42	0.07	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.58	0.58	0.58	0.58	0.00
Volume/Cap:	0.00	0.00	0.00	0.72	0.72	0.07	0.00	0.21	0.21	0.72	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	24.5	24.5	15.4	0.0	6.2	6.2	13.1	5.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.5	24.5	15.4	0.0	6.2	6.2	13.1	5.8	0.0
LOS by Move:	A	A	A	C	C	B	A	A	A	B	A	A
HCM2kAvgQ:	0	0	0	7	7	0	0	2	2	8	1	0

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	640	1	35	0	50	10	224	49	0
Added Vol:	0	0	0	150	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	790	1	35	0	50	10	224	49	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	885	1	40	0	68	13	274	60	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	885	1	40	0	68	13	274	60	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	885	1	40	0	68	13	274	60	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	0.86	0.86	0.85	1.00	0.98	0.98	0.72	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.84	0.16	1.00	1.00	0.00
Final Sat.:	0	0	0	1626	2	1615	0	1560	299	1372	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.54	0.54	0.02	0.00	0.04	0.04	0.20	0.03	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.64	0.64	0.64	0.00	0.24	0.24	0.24	0.24	0.00
Volume/Cap:	0.00	0.00	0.00	0.85	0.85	0.04	0.00	0.19	0.19	0.85	0.13	0.00
Delay/Veh:	0.0	0.0	0.0	15.8	15.8	4.3	0.0	20.1	20.1	42.2	19.8	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	15.8	15.8	4.3	0.0	20.1	20.1	42.2	19.8	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	17	17	0	0	1	1	8	1	0

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.697
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	180.5
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	128	208	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	75	7	205	0	406	54	137	223	0
Added Vol:	0	0	0	20	0	32	0	129	94	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	95	7	237	0	535	148	137	266	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	150	12	375	0	772	213	176	340	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	12	375	0	772	213	176	340	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	12	375	0	772	213	176	340	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.93	0.07	1.00	0.00	0.78	0.22	0.34	0.66	0.00
Final Sat.:	0	0	0	429	34	542	0	455	126	189	366	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.35	0.35	0.69	xxxx	1.70	1.70	0.93	0.93	xxxx
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	14.5	14.5	22.4	0.0	337	337.3	47.7	47.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.5	14.5	22.4	0.0	337	337.3	47.7	47.7	0.0
LOS by Move:	*	*	*	B	B	C	*	F	F	E	E	*
ApproachDel:	xxxxxx			20.0			337.3			47.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			20.0			337.3			47.7		
LOS by Appr:	*			C			F			E		
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.5	2.0	52.9	52.9	52.9	5.9	5.9	5.9

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

****

Cycle (sec):	0		Critical Vol./Cap.(X):	0.977
Loss Time (sec):	0	(Y+R=4.0 sec)	Average Delay (sec/veh):	43.1
Optimal Cycle:	0		Level Of Service:	E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	259	77	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	367	4	44	0	56	35	277	82	0
Added Vol:	0	0	0	68	0	105	0	85	62	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	435	4	149	0	141	97	277	227	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	462	5	158	0	165	114	305	250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	462	5	158	0	165	114	305	250	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	462	5	158	0	165	114	305	250	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.59	0.41	0.55	0.45	0.00
Final Sat.:	0	0	0	488	5	587	0	322	223	312	256	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.95	0.95	0.27	xxxx	0.51	0.51	0.98	0.98	xxxx
Crit Moves:					****			****		****		
Delay/Veh:	0.0	0.0	0.0	54.1	54.1	11.0	0.0	15.9	15.9	56.8	56.8	0.0
Delay Adj:	1.00	1.00	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	54.1	54.1	11.0	0.0	15.9	15.9	56.8	56.8	0.0
LOS by Move:	*	*	*	F	F	B	*	C	C	F	F	*
ApproachDel:	xxxxxx			43.2				15.9			56.8	
Delay Adj:	xxxxx			1.00				1.00			1.00	
ApprAdjDel:	xxxxxx			43.2				15.9			56.8	
LOS by Appr:	*			E				C			F	
AllWayAvgQ:	0.0	0.0	0.0	6.0	6.0	0.4	1.0	1.0	1.0	7.5	7.5	7.5

****

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	65	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	0	1 0	0 0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	128	208	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	75	7	205	0	406	54	137	223	0
Added Vol:	0	0	0	20	0	32	0	129	94	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	95	7	237	0	535	148	137	266	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	150	12	375	0	772	213	176	340	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	12	375	0	772	213	176	340	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	12	375	0	772	213	176	340	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	0.96	0.96	0.85	1.00	0.97	0.97	0.67	0.67	1.00
Lanes:	0.00	0.00	0.00	0.93	0.07	1.00	0.00	0.78	0.22	0.34	0.66	0.00
Final Sat.:	0	0	0	1687	133	1615	0	1446	399	434	842	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.23	0.00	0.53	0.53	0.40	0.40	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.61	0.61	0.61	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.33	0.33	0.87	0.00	0.87	0.87	0.66	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	19.7	19.7	40.5	0.0	18.3	18.3	10.4	10.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.7	19.7	40.5	0.0	18.3	18.3	10.4	10.4	0.0
LOS by Move:	A	A	A	B	B	D	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	3	3	11	0	20	20	8	8	0

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	259	77	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	367	4	44	0	56	35	277	82	0
Added Vol:	0	0	0	68	0	105	0	85	62	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	435	4	149	0	141	97	277	227	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	462	5	158	0	165	114	305	250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	462	5	158	0	165	114	305	250	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	462	5	158	0	165	114	305	250	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	0.89	0.89	0.85	1.00	0.95	0.95	0.71	0.71	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.59	0.41	0.55	0.45	0.00
Final Sat.:	0	0	0	1673	16	1615	0	1061	734	745	611	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.28	0.10	0.00	0.16	0.16	0.41	0.41	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.52	0.52	0.52	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.79	0.79	0.28	0.00	0.30	0.30	0.79	0.79	0.00
Delay/Veh:	0.0	0.0	0.0	24.7	24.7	14.4	0.0	8.5	8.5	17.9	17.9	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	24.7	24.7	14.4	0.0	8.5	8.5	17.9	17.9	0.0
LOS by Move:	A	A	A	C	C	B	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	10	10	2	0	3	3	11	11	0

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

****

Average Delay (sec/veh): 7.7 Worst Case Level Of Service: A[8.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	4	1	76	7	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	0	0	0	0	4	1	81	7	0
Added Vol:	0	0	0	0	0	0	0	0	0	193	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	4	1	274	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.42	0.42	0.57	0.57	1.00
PHF Volume:	0	0	0	0	0	0	0	10	3	477	13	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	10	3	477	13	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: A[7.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 1	0 0	0	0 1 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	9	0	86	3	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	0	0	0	0	10	0	92	3	0
Added Vol:	0	0	0	0	0	0	0	0	0	127	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	10	0	219	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45	0.70	0.70	1.00
PHF Volume:	0	0	0	0	0	0	0	21	0	313	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	21	0	313	5	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	21	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1607	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1607	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[17.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	1	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.07 1.07	1.07		1.07 1.07	1.07	1.07	1.07 1.07	1.07		1.07 1.07	1.07	
Initial Bse:	7	0	253	0	0	0	40	308	0	0	465	617
Added Vol:	0	0	0	0	0	0	0	45	0	0	0	133
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	253	0	0	0	40	353	0	0	465	750
User Adj:	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:	0.77 0.77	0.77		1.00 1.00	1.00	1.00	0.81 0.81	1.00		1.00 0.74	0.74	
PHF Volume:	10	0	328	0	0	0	49	434	0	0	631	1017
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	328	0	0	0	49	434	0	0	631	1017
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1671	2179	434	xxxx	xxxx	xxxxx	1647	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	107	47	626	xxxx	xxxx	xxxxx	398	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	97	41	626	xxxx	xxxx	xxxxx	398	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.10	0.00	0.52	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	3.1	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	16.9	xxxxx	xxxx	xxxxx	15.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	C	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	97	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	46.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	E	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: D[26.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 0 0	0 0		1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	4	2	198	0	0	0	17	652	0	0	287	305
Added Vol:	0	0	0	0	0	0	0	150	0	0	0	88
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	198	0	0	0	17	802	0	0	287	393
User Adj:	1.00	1.00	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	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92
PHF Volume:	5	2	211	0	0	0	18	821	0	0	313	429
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	2	211	0	0	0	18	821	0	0	313	429
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1383	1598	821	xxxx	xxxx	xxxxx	742	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	160	107	378	xxxx	xxxx	xxxxx	874	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	158	105	378	xxxx	xxxx	xxxxx	874	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	0.02	0.56	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	3.3	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	26.0	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	D	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	135	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	33.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	26.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	7	0	253	0	0	0	40	308	0	0	465	617
Added Vol:	0	0	0	0	0	0	0	45	0	0	0	133
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	253	0	0	0	40	353	0	0	465	750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	1.00	1.00	1.00	0.81	0.81	1.00	1.00	0.74	0.74
PHF Volume:	10	0	328	0	0	0	49	434	0	0	631	1017
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	328	0	0	0	49	434	0	0	631	1017
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	328	0	0	0	49	434	0	0	631	1017
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	1.00	1.00	1.00	0.34	1.00	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1642	0	1615	0	0	0	656	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.20	0.00	0.00	0.00	0.07	0.23	0.00	0.00	0.33	0.63
Crit Moves:			****									****
Green/Cycle:	0.22	0.00	0.22	0.00	0.00	0.00	0.68	0.68	0.00	0.00	0.68	0.68
Volume/Cap:	0.03	0.00	0.92	0.00	0.00	0.00	0.11	0.33	0.00	0.00	0.48	0.92
Delay/Veh:	26.0	0.0	60.6	0.0	0.0	0.0	4.7	5.6	0.0	0.0	6.6	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	0.0	60.6	0.0	0.0	0.0	4.7	5.6	0.0	0.0	6.6	23.5
LOS by Move:	C	A	E	A	A	A	A	A	A	A	A	C
HCM2kAvgQ:	0	0	12	0	0	0	1	5	0	0	8	27

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	4	2	198	0	0	0	17	652	0	0	287	305
Added Vol:	0	0	0	0	0	0	0	150	0	0	0	88
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	198	0	0	0	17	802	0	0	287	393
User Adj:	1.00	1.00	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	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92
PHF Volume:	5	2	211	0	0	0	18	821	0	0	313	429
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	211	0	0	0	18	821	0	0	313	429
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	2	211	0	0	0	18	821	0	0	313	429
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	1.00	1.00	1.00	0.56	1.00	1.00	1.00	1.00	0.85
Lanes:	0.67	0.33	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1263	631	1615	0	0	0	1068	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.13	0.00	0.00	0.00	0.02	0.43	0.00	0.00	0.16	0.27
Crit Moves:			****					****				
Green/Cycle:	0.20	0.20	0.20	0.00	0.00	0.00	0.67	0.67	0.00	0.00	0.67	0.67
Volume/Cap:	0.02	0.02	0.65	0.00	0.00	0.00	0.02	0.65	0.00	0.00	0.25	0.40
Delay/Veh:	19.2	19.2	26.6	0.0	0.0	0.0	3.4	7.1	0.0	0.0	4.1	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	19.2	26.6	0.0	0.0	0.0	3.4	7.1	0.0	0.0	4.1	4.8
LOS by Move:	B	B	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	5	0	0	0	0	10	0	0	2	4

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

****

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[14.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	136	315	0	0	338	254
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	0	0	0	146	337	0	0	362	272
Added Vol:	0	0	0	0	0	0	94	55	0	0	43	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	240	392	0	0	405	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.72	1.00	1.00	0.75	0.75
PHF Volume:	0	0	0	0	0	0	334	546	0	0	541	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	334	546	0	0	541	470
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1011	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	693	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	693	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.48	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

****

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	18	359	0	0	354	175
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	0	0	0	0	19	384	0	0	379	187
Added Vol:	0	0	0	0	0	0	62	91	0	0	145	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	81	475	0	0	524	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	1.00	1.00	0.99	0.99
PHF Volume:	0	0	0	0	0	0	93	544	0	0	531	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	93	544	0	0	531	243
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	774	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	851	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	851	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: C[15.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 0		0 0 0	0 0		0 1	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	297	0	0	0	0	1	50	0	0	0	92
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	318	0	0	0	0	1	54	0	0	0	98
Added Vol:	0	32	0	0	0	0	0	41	0	0	0	139
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	350	0	0	0	0	1	95	0	0	0	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.80	0.80	1.00	1.00	1.00	0.80	0.80	1.00	1.00	1.00	0.89
PHF Volume:	0	438	0	0	0	0	1	119	0	0	0	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	438	0	0	0	0	1	119	0	0	0	268
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	572	438	xxxxx	xxxx	xxxx	438
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	434	516	xxxxx	xxxx	xxxx	623
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	247	516	xxxxx	xxxx	xxxx	623
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.23	xxxx	xxxx	xxxx	0.43
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	2.2
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.1
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	509	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.2			15.1		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Average Delay (sec/veh): 12.2 Worst Case Level Of Service: D[27.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1	0	0 0 0	0	0	0 0 1	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	324	2	0	0	0	0	134	0	0	0	107
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	347	2	0	0	0	0	143	0	0	0	114
Added Vol:	0	105	0	0	0	0	0	134	0	0	0	92
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	452	2	0	0	0	0	277	0	0	0	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.91	0.91	1.00	1.00	1.00	0.84	0.84	1.00	1.00	1.00	0.84
PHF Volume:	0	495	2	0	0	0	0	331	0	0	0	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	495	2	0	0	0	0	331	0	0	0	247
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	498	xxxxx	xxxx	xxxx	496
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	477	xxxxx	xxxx	xxxx	578
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	477	xxxxx	xxxx	xxxx	578
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.69	xxxx	xxxx	xxxx	0.43
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	5.3	xxxxx	xxxx	xxxx	2.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.9	xxxxx	xxxxx	xxxx	15.8
LOS by Move:	*	*	*	*	*	*	*	D	*	*	*	C
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			27.9			15.8		
ApproachLOS:	*			*			D			C		

Note: Queue reported is the number of cars per lane.

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	0	1	0	0		0	0	0	0	0		0	1	0	0	0		0	0	0	0	1	
Volume Module:																								
Base Vol:	0	297	0				0	0	0				1	50	0				0	0	0			92
Growth Adj:	1.07	1.07	1.07				1.07	1.07	1.07				1.07	1.07	1.07				1.07	1.07	1.07			1.07
Initial Bse:	0	318	0				0	0	0				1	54	0				0	0	0			98
Added Vol:	0	32	0				0	0	0				0	41	0				0	0	0			139
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			0
Initial Fut:	0	350	0				0	0	0				1	95	0				0	0	0			237
User Adj:	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	0.80	0.80				1.00	1.00	1.00				0.80	0.80	1.00				1.00	1.00	1.00			0.89
PHF Volume:	0	438	0				0	0	0				1	119	0				0	0	0			268
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			0
Reduced Vol:	0	438	0				0	0	0				1	119	0				0	0	0			268
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			1.00
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			1.00
FinalVolume:	0	438	0				0	0	0				1	119	0				0	0	0			268
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			1900
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			0.87
Lanes:	0.00	1.00	0.00				0.00	0.00	0.00				0.01	0.99	0.00				0.00	0.00	0.00			1.00
Final Sat.:	0	1900	0				0	0	0				21	1877	0				0	0	0			1644
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.23	0.00				0.00	0.00	0.00				0.06	0.06	0.00				0.00	0.00	0.00			0.16
Crit Moves:		****																						****
Green/Cycle:	0.00	0.51	0.00				0.00	0.00	0.00				0.36	0.36	0.00				0.00	0.00	0.00			0.36
Volume/Cap:	0.00	0.45	0.00				0.00	0.00	0.00				0.18	0.18	0.00				0.00	0.00	0.00			0.45
Delay/Veh:	0.0	9.8	0.0				0.0	0.0	0.0				13.3	13.3	0.0				0.0	0.0	0.0			15.3
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			1.00
AdjDel/Veh:	0.0	9.8	0.0				0.0	0.0	0.0				13.3	13.3	0.0				0.0	0.0	0.0			15.3
LOS by Move:	A	A	A				A	A	A				B	B	A				A	A	A			B
HCM2kAvgQ:	0	5	0				0	0	0				2	2	0				0	0	0			4

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	0 0	0	0 0	1 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	324	2	0	0	0	0	134	0	0	0	107
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	347	2	0	0	0	0	143	0	0	0	114
Added Vol:	0	105	0	0	0	0	0	134	0	0	0	92
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	452	2	0	0	0	0	277	0	0	0	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.91	0.91	1.00	1.00	1.00	0.84	0.84	1.00	1.00	1.00	0.84
PHF Volume:	0	495	2	0	0	0	0	331	0	0	0	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	495	2	0	0	0	0	331	0	0	0	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	495	2	0	0	0	0	331	0	0	0	247
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	0.99	0.01	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	1889	9	0	0	0	0	1900	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.15
Crit Moves:		****						****				
Green/Cycle:	0.00	0.52	0.52	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.00	0.35
Volume/Cap:	0.00	0.50	0.50	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.43
Delay/Veh:	0.0	9.8	9.8	0.0	0.0	0.0	0.0	16.2	0.0	0.0	0.0	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:	0.0	9.8	9.8	0.0	0.0	0.0	0.0	16.2	0.0	0.0	0.0	15.6
LOS by Move:	A	A	A	A	A	A	A	B	A	A	A	B
HCM2kAvgQ:	0	6	6	0	0	0	0	5	0	0	0	4

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

****

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: A[9.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	102	0	0	0	0	6	0	0	79	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	0	109	0	0	0	0	6	0	0	85	0
Added Vol:	0	0	66	0	0	0	0	0	0	0	193	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	175	0	0	0	0	6	0	0	278	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	1.00	0.56	1.00	1.00	1.00	1.00	0.75	1.00	1.00	0.48	1.00
PHF Volume:	0	0	311	0	0	0	0	9	0	0	584	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	311	0	0	0	0	9	0	0	584	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	9	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1079	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1079	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.29	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

****

Note: Queue reported is the number of cars per lane.

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

****

Average Delay (sec/veh): 6.6 Worst Case Level Of Service: B[11.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 0 0	0 0		0 0 1	0 0		0 0 1	0 0	
Volume Module:												
Base Vol:	2	0	108	0	0	0	0	8	0	0	88	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	2	0	116	0	0	0	0	9	0	0	94	0
Added Vol:	0	0	217	0	0	0	0	0	0	0	127	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	333	0	0	0	0	9	0	0	221	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	1.00	0.67	1.00	1.00	1.00	1.00	0.40	1.00	1.00	0.65	1.00
PHF Volume:	3	0	499	0	0	0	0	21	0	0	340	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	499	0	0	0	0	21	0	0	340	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	362	362	21	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	641	569	1062	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	641	569	1062	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.47	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1057	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		11.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

****

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	92	160	49	29	69	153	108	327	52	22	777	86
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	98	171	52	31	74	164	116	350	56	24	831	92
Added Vol:	0	24	0	0	8	0	0	45	0	0	133	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	195	52	31	82	164	116	395	56	24	964	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.86	0.86	0.86	0.81	0.81	0.81	0.73	0.73	0.73
PHF Volume:	137	272	73	36	95	190	143	490	69	32	1316	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	272	73	36	95	190	143	490	69	32	1316	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	272	73	36	95	190	143	490	69	32	1316	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.92	0.92	0.48	1.00	0.85	0.16	1.00	0.85	0.43	0.94	0.94
Lanes:	1.00	1.58	0.42	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.83	0.17
Final Sat.:	1311	2755	740	918	1900	1615	302	1900	1615	819	3253	310
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.04	0.05	0.12	0.47	0.26	0.04	0.04	0.40	0.40
Crit Moves:						****	****					
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.69	0.69	0.69	0.69	0.69	0.69
Volume/Cap:	0.61	0.57	0.57	0.23	0.29	0.68	0.68	0.37	0.06	0.06	0.58	0.58
Delay/Veh:	27.7	24.1	24.1	22.1	22.1	30.1	14.3	4.0	3.0	3.0	5.1	5.1
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:	27.7	24.1	24.1	22.1	22.1	30.1	14.3	4.0	3.0	3.0	5.1	5.1
LOS by Move:	C	C	C	C	C	C	B	A	A	A	A	A
HCM2kAvgQ:	3	4	4	1	2	5	3	4	0	0	8	8

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	96	111	89	61	104	88	102	550	120	61	395	43
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	103	119	95	65	111	94	109	589	128	65	423	46
Added Vol:	0	16	0	0	27	0	0	150	0	0	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	135	95	65	138	94	109	739	128	65	511	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:	0.94	0.94	0.94	0.87	0.87	0.87	0.95	0.95	0.95	0.90	0.90	0.90
PHF Volume:	110	144	102	75	160	109	115	777	135	72	565	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	144	102	75	160	109	115	777	135	72	565	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	144	102	75	160	109	115	777	135	72	565	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.89	0.89	0.60	1.00	0.85	0.43	1.00	0.85	0.26	0.94	0.94
Lanes:	1.00	1.17	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.83	0.17
Final Sat.:	1089	1984	1402	1140	1900	1615	811	1900	1615	488	3272	295
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.07	0.07	0.08	0.07	0.14	0.41	0.08	0.15	0.17	0.17
Crit Moves:	****							****				
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.59	0.42	0.42	0.39	0.49	0.39	0.20	0.59	0.12	0.21	0.25	0.25
Delay/Veh:	27.7	22.7	22.7	23.3	23.7	23.0	3.4	5.4	3.1	3.6	3.4	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	22.7	22.7	23.3	23.7	23.0	3.4	5.4	3.1	3.6	3.4	3.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	2	3	2	1	8	1	1	2	2

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Ovl						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	2	0	1		1	0	1	0	1		1	1	0	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	69		245		93		16		25		295		133		176		9		16		212		25	
Growth Adj:	1.07		1.07		1.07		1.07		1.07		1.07		1.07		1.07		1.07		1.07		1.07		1.07	
Initial Bse:	74		262		100		17		27		316		142		188		10		17		227		27	
Added Vol:	111		53		7		0		18		8		23		12		20		3		4		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	185		315		107		17		45		324		165		200		30		20		231		27	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.86		0.86		0.86		0.89		0.89		0.89		0.76		0.76		0.76		0.68		0.68		0.68	
PHF Volume:	216		368		124		19		50		362		216		262		39		30		342		40	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	216		368		124		19		50		362		216		262		39		30		342		40	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	216		368		124		19		50		362		216		262		39		30		342		40	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.95		0.85		0.95		1.00		0.85		0.92		0.92		0.92		0.95		1.00		0.85	
Lanes:	1.00		2.00		1.00		1.00		1.00		1.00		1.25		1.53		0.22		1.00		1.00		1.00	
Final Sat.:	1805		3610		1615		1805		1900		1615		2195		2660		393		1805		1900		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.12		0.10		0.08		0.01		0.03		0.22		0.10		0.10		0.10		0.02		0.18		0.02	
Crit Moves:	****								****				****								****			
Green/Cycle:	0.19		0.15		0.15		0.15		0.12		0.27		0.15		0.15		0.15		0.28		0.28		0.28	
Volume/Cap:	0.65		0.68		0.51		0.07		0.23		0.83		0.65		0.65		0.65		0.06		0.65		0.09	
Delay/Veh:	26.9		27.4		25.2		22.0		24.6		33.5		25.7		25.7		25.7		15.9		21.8		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:	26.9		27.4		25.2		22.0		24.6		33.5		25.7		25.7		25.7		15.9		21.8		16.1	
LOS by Move:	C		C		C		C		C		C		C		C		C		B		C		B	
HCM2kAvgQ:	5		5		3		0		1		9		4		4		4		0		7		1	

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	1 0	1	1 1	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	42	274	120	23	75	385	204	139	29	31	103	31
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	45	293	128	25	80	412	218	149	31	33	110	33
Added Vol:	158	35	5	0	59	26	15	8	68	8	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	328	133	25	139	438	233	157	99	41	123	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:	0.89	0.89	0.89	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
PHF Volume:	229	370	150	27	151	475	261	175	111	45	133	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	370	150	27	151	475	261	175	111	45	133	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:	229	370	150	27	151	475	261	175	111	45	133	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.90	0.90	0.90	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.43	0.96	0.61	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2448	1645	1039	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.09	0.01	0.08	0.29	0.11	0.11	0.11	0.02	0.07	0.02
Crit Moves:	****					****		****			****	
Green/Cycle:	0.19	0.23	0.23	0.23	0.27	0.43	0.16	0.16	0.16	0.12	0.12	0.12
Volume/Cap:	0.66	0.45	0.41	0.06	0.30	0.69	0.67	0.67	0.67	0.21	0.60	0.19
Delay/Veh:	27.4	20.3	20.4	18.2	17.8	17.0	25.9	25.9	25.9	24.5	29.8	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	20.3	20.4	18.2	17.8	17.0	25.9	25.9	25.9	24.5	29.8	24.4
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	4	3	0	2	9	5	5	5	1	3	1

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.1
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	29	2	27	18	12	7	97	0	3	71	38
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	31	2	29	19	13	7	104	0	3	76	41
Added Vol:	0	22	0	37	4	0	0	66	0	0	193	117
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	53	2	66	23	13	7	170	0	3	269	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.75	0.75	0.75	0.46	0.46	0.46	0.81	0.81	0.81
PHF Volume:	0	75	3	88	31	17	16	371	0	4	331	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	75	3	88	31	17	16	371	0	4	331	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:	0	75	3	88	31	17	16	371	0	4	331	194
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.96	0.04	0.65	0.23	0.12	0.04	0.96	0.00	0.01	0.62	0.37
Final Sat.:	0	473	19	331	117	65	28	638	0	5	454	266
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.16	0.16	0.27	0.27	0.27	0.58	0.58	xxxx	0.73	0.73	0.73
Crit Moves:		****			****			****			****	
Delay/Veh:	0.0	10.3	10.3	11.1	11.1	11.1	14.8	14.8	0.0	19.1	19.1	19.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.3	10.3	11.1	11.1	11.1	14.8	14.8	0.0	19.1	19.1	19.1
LOS by Move:	*	B	B	B	B	B	B	B	*	C	C	C
ApproachDel:		10.3			11.1			14.8			19.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			11.1			14.8			19.1	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.3	0.3	1.2	1.2	1.2	2.3	2.3	2.3

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.957
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.9
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	34	0	44	48	17	15	95	0	3	84	35
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	36	0	47	51	18	16	102	0	3	90	37
Added Vol:	0	15	0	124	10	0	0	217	0	0	127	77
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	51	0	171	61	18	16	319	0	3	217	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.83	0.83	0.83	0.60	0.60	0.60	0.65	0.65	0.65
PHF Volume:	0	66	0	207	74	22	27	531	0	5	332	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	66	0	207	74	22	27	531	0	5	332	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	66	0	207	74	22	27	531	0	5	332	175
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.69	0.24	0.07	0.05	0.95	0.00	0.01	0.65	0.34
Final Sat.:	0	418	0	335	120	36	28	555	0	6	381	201
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.16	xxxx	0.62	0.62	0.62	0.96	0.96	xxxx	0.87	0.87	0.87
Crit Moves:		****		****			****			****		
Delay/Veh:	0.0	12.2	0.0	19.7	19.7	19.7	50.8	50.8	0.0	35.1	35.1	35.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.2	0.0	19.7	19.7	19.7	50.8	50.8	0.0	35.1	35.1	35.1
LOS by Move:	*	B	*	C	C	C	F	F	*	E	E	E
ApproachDel:		12.2			19.7			50.8			35.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.2			19.7			50.8			35.1	
LOS by Appr:		B			C			F			E	
AllWayAvgQ:	0.2	0.2	0.2	1.3	1.3	1.3	6.8	6.8	6.8	4.2	4.2	4.2

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	0	0	0	1 0	0	0	1!	0 0	0	1	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	29	2		27	18	12		7	97	0		3	71	38	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	0	31	2		29	19	13		7	104	0		3	76	41	
Added Vol:	0	22	0		37	4	0		0	66	0		0	193	117	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	53	2		66	23	13		7	170	0		3	269	158	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.71	0.71	0.71		0.75	0.75	0.75		0.46	0.46	0.46		0.81	0.81	0.81	
PHF Volume:	0	75	3		88	31	17		16	371	0		4	331	194	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	75	3		88	31	17		16	371	0		4	331	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:	0	75	3		88	31	17		16	371	0		4	331	194	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		0.76	0.76	0.76		0.98	0.98	1.00		0.95	0.95	0.95	
Lanes:	0.00	0.96	0.04		0.65	0.23	0.12		0.04	0.96	0.00		0.01	0.62	0.37	
Final Sat.:	0	1817	73		933	329	182		78	1778	0		13	1127	661	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.04	0.04		0.09	0.09	0.09		0.21	0.21	0.00		0.29	0.29	0.29	
Crit Moves:						****								****		
Green/Cycle:	0.00	0.22	0.22		0.22	0.22	0.22		0.68	0.68	0.00		0.68	0.68	0.68	
Volume/Cap:	0.00	0.19	0.19		0.43	0.43	0.43		0.31	0.31	0.00		0.43	0.43	0.43	
Delay/Veh:	0.0	24.2	24.2		26.3	26.3	26.3		5.1	5.1	0.0		5.8	5.8	5.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	24.2	24.2		26.3	26.3	26.3		5.1	5.1	0.0		5.8	5.8	5.8	
LOS by Move:	A	C	C		C	C	C		A	A	A		A	A	A	
HCM2kAvgQ:	0	2	2		3	3	3		4	4	0		6	6	6	

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1	0 0	0 0	1!	0 0	0	1	0 0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	34	0	44	48	17	15	95	0	3	84	35
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	36	0	47	51	18	16	102	0	3	90	37
Added Vol:	0	15	0	124	10	0	0	217	0	0	127	77
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	51	0	171	61	18	16	319	0	3	217	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.83	0.83	0.83	0.60	0.60	0.60	0.65	0.65	0.65
PHF Volume:	0	66	0	207	74	22	27	531	0	5	332	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	66	0	207	74	22	27	531	0	5	332	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	66	0	207	74	22	27	531	0	5	332	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	0.74	0.74	0.74	0.97	0.97	1.00	0.95	0.95	0.95
Lanes:	0.00	1.00	0.00	0.69	0.24	0.07	0.05	0.95	0.00	0.01	0.65	0.34
Final Sat.:	0	1900	0	958	344	102	88	1751	0	17	1170	618
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.22	0.22	0.22	0.30	0.30	0.00	0.28	0.28	0.28
Crit Moves:					****			****				
Green/Cycle:	0.00	0.36	0.00	0.36	0.36	0.36	0.51	0.51	0.00	0.51	0.51	0.51
Volume/Cap:	0.00	0.10	0.00	0.60	0.60	0.60	0.60	0.60	0.00	0.56	0.56	0.56
Delay/Veh:	0.0	12.8	0.0	17.6	17.6	17.6	11.6	11.6	0.0	11.0	11.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.8	0.0	17.6	17.6	17.6	11.6	11.6	0.0	11.0	11.0	11.0
LOS by Move:	A	B	A	B	B	B	B	B	A	B	B	B
HCM2kAvgQ:	0	1	0	6	6	6	8	8	0	7	7	7

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.912
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	92	66	12	60	265	96	297	6	54	583	26
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	19	98	71	13	64	284	103	318	6	58	624	28
Added Vol:	0	18	0	0	6	0	0	45	0	0	133	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	116	71	13	70	284	103	363	6	58	757	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:	0.67	0.67	0.67	0.75	0.75	0.75	0.83	0.83	0.83	0.82	0.82	0.82
PHF Volume:	29	173	105	17	94	380	124	437	8	71	926	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	173	105	17	94	380	124	437	8	71	926	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	173	105	17	94	380	124	437	8	71	926	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.94	0.94	0.37	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.62	0.38	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1319	1115	676	711	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.02	0.05	0.24	0.07	0.23	0.00	0.04	0.49	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.54	0.46	0.46	0.66	0.54	0.54
Volume/Cap:	0.08	0.60	0.60	0.09	0.19	0.91	0.57	0.49	0.01	0.12	0.91	0.04
Delay/Veh:	26.7	32.9	32.9	26.9	27.6	56.8	22.1	18.1	13.7	7.5	31.1	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	32.9	32.9	26.9	27.6	56.8	22.1	18.1	13.7	7.5	31.1	10.4
LOS by Move:	C	C	C	C	C	E	C	B	B	A	C	B
HCM2kAvgQ:	1	8	8	0	2	15	3	9	0	1	28	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	85	65	40	74	153	163	533	17	62	298	50
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	19	91	70	43	79	164	174	570	18	66	319	54
Added Vol:	0	12	0	0	21	0	0	150	0	0	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	103	70	43	100	164	174	720	18	66	407	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92
PHF Volume:	21	114	77	46	108	176	186	768	19	72	441	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	114	77	46	108	176	186	768	19	72	441	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	114	77	46	108	176	186	768	19	72	441	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.94	0.94	0.47	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.60	0.40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1300	1066	720	889	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.05	0.06	0.11	0.10	0.40	0.01	0.04	0.23	0.04
Crit Moves:						****		****		****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.73	0.56	0.56	0.56	0.45	0.45
Volume/Cap:	0.11	0.71	0.71	0.34	0.38	0.73	0.26	0.73	0.02	0.18	0.51	0.08
Delay/Veh:	24.1	34.7	34.7	26.3	25.7	36.7	4.2	13.2	6.5	7.7	13.1	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:	24.1	34.7	34.7	26.3	25.7	36.7	4.2	13.2	6.5	7.7	13.1	10.1
LOS by Move:	C	C	C	C	C	D	A	B	A	A	B	B
HCM2kAvgQ:	0	5	5	1	2	5	1	13	0	1	7	1

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.214
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	78.4
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	31	20	29	20	14	75	41	371	11	41	539	13
Added Vol:	0	0	0	0	0	0	0	45	0	0	133	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	20	29	20	14	75	41	416	11	41	672	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	33	22	31	23	16	85	43	438	11	46	762	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	22	31	23	16	85	43	438	11	46	762	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:	33	22	31	23	16	85	43	438	11	46	762	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.25	0.36	0.18	0.13	0.69	0.09	0.89	0.02	0.05	0.93	0.02
Final Sat.:	188	123	175	96	66	355	56	574	15	38	628	12
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.24	0.24	0.24	0.76	0.76	0.76	1.21	1.21	1.21
Crit Moves:		****		****				****			****	
Delay/Veh:	11.2	11.2	11.2	11.4	11.4	11.4	23.7	23.7	23.7	128.3	128	128.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	11.2	11.2	11.4	11.4	11.4	23.7	23.7	23.7	128.3	128	128.3
LOS by Move:	B	B	B	B	B	B	C	C	C	F	F	F
ApproachDel:		11.2			11.4			23.7			128.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.2			11.4			23.7			128.3	
LOS by Appr:		B			B			C			F	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	2.7	2.7	2.7	22.6	22.6	22.6

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.229
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	80.5
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	8
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	26	46	37	15	44	56	72	493	28	29	312	9
Added Vol:	0	0	0	0	0	0	0	150	0	0	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	46	37	15	44	56	72	643	28	29	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:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	28	51	41	17	49	62	78	697	30	32	446	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	51	41	17	49	62	78	697	30	32	446	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	51	41	17	49	62	78	697	30	32	446	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.42	0.34	0.13	0.38	0.49	0.10	0.86	0.04	0.07	0.91	0.02
Final Sat.:	114	205	167	65	190	241	63	567	25	41	571	12
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.26	0.26	0.26	1.23	1.23	1.23	0.78	0.78	0.78
Crit Moves:		****				****			****	****		
Delay/Veh:	12.0	12.0	12.0	12.0	12.0	12.0	134.9	135	134.9	25.6	25.6	25.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	12.0	12.0	12.0	12.0	134.9	135	134.9	25.6	25.6	25.6
LOS by Move:	B	B	B	B	B	B	F	F	F	D	D	D
ApproachDel:		12.0			12.0			134.9			25.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.0			12.0			134.9			25.6	
LOS by Appr:		B			B			F			D	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	23.0	23.0	23.0	2.9	2.9	2.9

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	31	20	29	20	14	75	41	371	11	41	539	13
Added Vol:	0	0	0	0	0	0	0	45	0	0	133	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	20	29	20	14	75	41	416	11	41	672	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	33	22	31	23	16	85	43	438	11	46	762	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	22	31	23	16	85	43	438	11	46	762	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:	33	22	31	23	16	85	43	438	11	46	762	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.84	0.84	0.84	0.90	0.90	0.90	0.96	0.96	0.96
Lanes:	0.39	0.25	0.36	0.19	0.13	0.68	0.09	0.89	0.02	0.05	0.93	0.02
Final Sat.:	578	379	539	299	204	1100	149	1528	39	102	1684	32
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.08	0.08	0.08	0.29	0.29	0.29	0.45	0.45	0.45
Crit Moves:					****						****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.45	0.45	0.45	0.61	0.61	0.61	0.39	0.39	0.39	0.61	0.61	0.61
Delay/Veh:	26.0	26.0	26.0	30.2	30.2	30.2	3.0	3.0	3.0	4.5	4.5	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:	26.0	26.0	26.0	30.2	30.2	30.2	3.0	3.0	3.0	4.5	4.5	4.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	3	3	3	4	4	4	8	8	8

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	8
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	26	46	37	15	44	56	72	493	28	29	312	9
Added Vol:	0	0	0	0	0	0	0	150	0	0	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	46	37	15	44	56	72	643	28	29	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:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	28	51	41	17	49	62	78	697	30	32	446	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	51	41	17	49	62	78	697	30	32	446	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	51	41	17	49	62	78	697	30	32	446	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.89	0.89	0.89	0.92	0.92	0.92	0.93	0.93	0.93
Lanes:	0.24	0.42	0.34	0.13	0.38	0.49	0.10	0.86	0.04	0.07	0.91	0.02
Final Sat.:	375	672	547	222	649	824	168	1506	65	117	1620	35
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.08	0.08	0.08	0.46	0.46	0.46	0.28	0.28	0.28
Crit Moves:					****			****				
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.37	0.37	0.37
Delay/Veh:	30.8	30.8	30.8	30.8	30.8	30.8	4.6	4.6	4.6	2.9	2.9	2.9
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:	30.8	30.8	30.8	30.8	30.8	30.8	4.6	4.6	4.6	2.9	2.9	2.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	8	8	8	3	3	3

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.292
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	95.9
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	40	46	16	3	34	88	103	269	46	25	469	20
Added Vol:	0	0	0	0	0	0	0	45	0	0	133	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	46	16	3	34	88	103	314	46	25	602	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:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	78	91	32	5	53	135	123	376	55	27	667	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	91	32	5	53	135	123	376	55	27	667	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	91	32	5	53	135	123	376	55	27	667	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.45	0.16	0.03	0.27	0.70	0.22	0.68	0.10	0.04	0.93	0.03
Final Sat.:	178	207	72	12	130	332	123	376	55	21	516	17
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.41	0.41	0.41	1.00	1.00	1.00	1.29	1.29	1.29
Crit Moves:	****			****				****			****	
Delay/Veh:	16.5	16.5	16.5	15.2	15.2	15.2	63.4	63.4	63.4	165.0	165	165.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.5	16.5	16.5	15.2	15.2	15.2	63.4	63.4	63.4	165.0	165	165.0
LOS by Move:	C	C	C	C	C	C	F	F	F	F	F	F
ApproachDel:	16.5			15.2			63.4			165.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.5			15.2			63.4			165.0		
LOS by Appr:	C			C			F			F		
AllWayAvgQ:	0.7	0.7	0.7	0.6	0.6	0.6	8.3	8.3	8.3	24.0	24.0	24.0

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.953
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.8
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	11	16	7	7	14	33	31	469	21	6	288	1
Added Vol:	0	0	0	0	0	0	0	150	0	0	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	16	7	7	14	33	31	619	21	6	376	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	15	22	10	8	15	36	34	671	23	7	392	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	22	10	8	15	36	34	671	23	7	392	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	22	10	8	15	36	34	671	23	7	392	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.05	0.92	0.03	0.01	0.98	0.01
Final Sat.:	164	247	115	76	141	337	35	704	24	12	688	2
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.11	0.11	0.11	0.95	0.95	0.95	0.57	0.57	0.57
Crit Moves:	****				****		****			****		
Delay/Veh:	10.0	10.0	10.0	9.8	9.8	9.8	43.0	43.0	43.0	14.3	14.3	14.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	10.0	9.8	9.8	9.8	43.0	43.0	43.0	14.3	14.3	14.3
LOS by Move:	A	A	A	A	A	A	E	E	E	B	B	B
ApproachDel:		10.0			9.8			43.0			14.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			9.8			43.0			14.3	
LOS by Appr:		A			A			E			B	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	7.5	7.5	7.5	1.2	1.2	1.2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	40	46	16	3	34	88	103	269	46	25	469	20
Added Vol:	0	0	0	0	0	0	0	45	0	0	133	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	46	16	3	34	88	103	314	46	25	602	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:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	78	91	32	5	53	135	123	376	55	27	667	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	91	32	5	53	135	123	376	55	27	667	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	91	32	5	53	135	123	376	55	27	667	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	0.90	0.90	0.90	0.75	0.75	0.75	0.97	0.97	0.97
Lanes:	0.39	0.45	0.16	0.03	0.27	0.70	0.22	0.68	0.10	0.04	0.93	0.03
Final Sat.:	564	655	228	44	467	1195	318	971	142	70	1715	58
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.11	0.11	0.11	0.39	0.39	0.39	0.39	0.39	0.39
Crit Moves:		****									****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.61	0.61	0.61	0.49	0.49	0.49	0.61	0.61	0.61	0.61	0.61	0.61
Delay/Veh:	24.0	24.0	24.0	21.1	21.1	21.1	7.6	7.6	7.6	7.4	7.4	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	24.0	24.0	21.1	21.1	21.1	7.6	7.6	7.6	7.4	7.4	7.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	4	4	4	7	7	7	9	9	9

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	11	16	7	7	14	33	31	469	21	6	288	1
Added Vol:	0	0	0	0	0	0	0	150	0	0	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	16	7	7	14	33	31	619	21	6	376	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	15	22	10	8	15	36	34	671	23	7	392	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	22	10	8	15	36	34	671	23	7	392	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	22	10	8	15	36	34	671	23	7	392	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.87	0.87	0.87	0.97	0.97	0.97	0.99	0.99	0.99
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.05	0.92	0.03	0.01	0.98	0.01
Final Sat.:	509	764	356	228	423	1009	85	1699	59	32	1846	5
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.04	0.04	0.04	0.39	0.39	0.39	0.21	0.21	0.21
Crit Moves:					****			****				
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.75	0.75	0.75	0.75	0.75	0.75
Volume/Cap:	0.25	0.25	0.25	0.31	0.31	0.31	0.53	0.53	0.53	0.28	0.28	0.28
Delay/Veh:	24.8	24.8	24.8	25.2	25.2	25.2	3.5	3.5	3.5	2.5	2.5	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	24.8	24.8	25.2	25.2	25.2	3.5	3.5	3.5	2.5	2.5	2.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	6	6	6	3	3	3

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.990
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.3
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	54	8	12	34	66	74	209	13	16	371	13
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	21	58	9	13	36	71	79	224	14	17	397	14
Added Vol:	0	0	0	0	0	0	0	45	0	0	133	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	58	9	13	36	71	79	269	14	17	530	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:	0.79	0.79	0.79	0.76	0.76	0.76	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	27	73	11	17	48	93	99	337	17	20	609	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	73	11	17	48	93	99	337	17	20	609	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:	27	73	11	17	48	93	99	337	17	20	609	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.66	0.10	0.26	0.74	1.00	0.22	0.74	0.04	0.03	0.95	0.02
Final Sat.:	114	308	46	117	332	501	134	454	24	20	615	16
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.14	0.14	0.19	0.74	0.74	0.74	0.99	0.99	0.99
Crit Moves:		****				****	****			****		
Delay/Veh:	12.2	12.2	12.2	11.5	11.5	10.9	23.1	23.1	23.1	56.0	56.0	56.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	12.2	12.2	11.5	11.5	10.9	23.1	23.1	23.1	56.0	56.0	56.0
LOS by Move:	B	B	B	B	B	B	C	C	C	F	F	F
ApproachDel:		12.2			11.2			23.1			56.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.2			11.2			23.1			56.0	
LOS by Appr:		B			B			C			F	
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.2	2.4	2.4	2.4	8.6	8.6	8.6

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.976
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.3
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	66	13	15	33	47	70	348	29	8	211	8
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	17	71	14	16	35	50	75	372	31	9	226	9
Added Vol:	0	0	0	0	0	0	0	150	0	0	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	71	14	16	35	50	75	522	31	9	314	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.82	0.82	0.82	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	18	74	15	20	43	61	80	561	33	10	348	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	74	15	20	43	61	80	561	33	10	348	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:	18	74	15	20	43	61	80	561	33	10	348	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.69	0.14	0.31	0.69	1.00	0.12	0.83	0.05	0.02	0.95	0.03
Final Sat.:	84	348	69	145	319	522	82	575	34	16	599	16
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.14	0.14	0.12	0.98	0.98	0.98	0.58	0.58	0.58
Crit Moves:		****			****				****		****	
Delay/Veh:	11.5	11.5	11.5	11.2	11.2	10.1	50.5	50.5	50.5	15.7	15.7	15.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	11.5	11.5	11.2	11.2	10.1	50.5	50.5	50.5	15.7	15.7	15.7
LOS by Move:	B	B	B	B	B	B	F	F	F	C	C	C
ApproachDel:		11.5			10.6			50.5			15.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			10.6			50.5			15.7	
LOS by Appr:		B			B			F			C	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	8.1	8.1	8.1	1.3	1.3	1.3

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	0	0 1!	0		0	1 0	0	1	0	0 1!	0		0	0 1!	0	0
Volume Module:																
Base Vol:	20	54	8		12	34	66		74	209	13		16	371	13	
Growth Adj:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Initial Bse:	21	58	9		13	36	71		79	224	14		17	397	14	
Added Vol:	0	0	0		0	0	0		0	45	0		0	133	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	21	58	9		13	36	71		79	269	14		17	530	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:	0.79	0.79	0.79		0.76	0.76	0.76		0.80	0.80	0.80		0.87	0.87	0.87	
PHF Volume:	27	73	11		17	48	93		99	337	17		20	609	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	27	73	11		17	48	93		99	337	17		20	609	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:	27	73	11		17	48	93		99	337	17		20	609	16	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.92	0.92	0.85		0.78	0.78	0.78		0.98	0.98	0.98	
Lanes:	0.24	0.66	0.10		0.26	0.74	1.00		0.22	0.74	0.04		0.03	0.95	0.02	
Final Sat.:	416	1124	166		455	1289	1615		326	1106	57		57	1761	46	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.07		0.04	0.04	0.06		0.31	0.31	0.31		0.35	0.35	0.35	
Crit Moves:		****												****		
Green/Cycle:	0.14	0.14	0.14		0.14	0.14	0.14		0.75	0.75	0.75		0.75	0.75	0.75	
Volume/Cap:	0.46	0.46	0.46		0.27	0.27	0.41		0.41	0.41	0.41		0.46	0.46	0.46	
Delay/Veh:	29.1	29.1	29.1		27.4	27.4	28.7		3.5	3.5	3.5		3.7	3.7	3.7	
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:	29.1	29.1	29.1		27.4	27.4	28.7		3.5	3.5	3.5		3.7	3.7	3.7	
LOS by Move:	C	C	C		C	C	C		A	A	A		A	A	A	
HCM2kAvgQ:	3	3	3		1	1	2		4	4	4		6	6	6	

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 10 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 5.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	66	13	15	33	47	70	348	29	8	211	8
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	17	71	14	16	35	50	75	372	31	9	226	9
Added Vol:	0	0	0	0	0	0	0	150	0	0	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	71	14	16	35	50	75	522	31	9	314	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.82	0.82	0.82	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	18	74	15	20	43	61	80	561	33	10	348	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	74	15	20	43	61	80	561	33	10	348	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:	18	74	15	20	43	61	80	561	33	10	348	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.99	0.99	0.85	0.99	0.99	0.99	1.00	1.00	1.00
Lanes:	0.17	0.69	0.14	0.31	0.69	1.00	0.12	0.83	0.05	0.02	0.95	0.03
Final Sat.:	312	1286	253	585	1287	1615	224	1559	93	49	1793	49
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.03	0.03	0.04	0.36	0.36	0.36	0.19	0.19	0.19
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.09	0.09	0.05	0.06	0.06	0.55	0.55	0.55	0.30	0.30	0.30
Volume/Cap:	0.65	0.62	0.62	0.62	0.57	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Delay/Veh:	13.2	11.1	11.1	15.8	11.7	19.5	3.0	3.0	3.0	5.7	5.7	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	11.1	11.1	15.8	11.7	19.5	3.0	3.0	3.0	5.7	5.7	5.7
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	1	1	2	3	3	3	3	3	3

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.934
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	38.2
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	27	119	6	20	82	107	46	140	15	16	282	17
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	29	127	6	21	88	114	49	150	16	17	302	18
Added Vol:	90	28	0	0	9	0	0	15	31	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	155	6	21	97	114	49	165	47	17	345	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.65	0.65	0.65	0.76	0.76	0.76	0.89	0.89	0.89
PHF Volume:	153	200	8	33	148	175	65	217	62	19	390	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	200	8	33	148	175	65	217	62	19	390	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	200	8	33	148	175	65	217	62	19	390	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:	0.42	0.56	0.02	0.09	0.42	0.49	0.19	0.63	0.18	0.04	0.91	0.05
Final Sat.:	181	236	10	40	182	215	80	269	77	21	417	22
Capacity Analysis Module:												
Vol/Sat:	0.85	0.85	0.85	0.81	0.81	0.81	0.81	0.81	0.81	0.93	0.93	0.93
Crit Moves:		****			****		****			****		
Delay/Veh:	36.3	36.3	36.3	31.5	31.5	31.5	31.4	31.4	31.4	50.9	50.9	50.9
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:	36.3	36.3	36.3	31.5	31.5	31.5	31.4	31.4	31.4	50.9	50.9	50.9
LOS by Move:	E	E	E	D	D	D	D	D	D	F	F	F
ApproachDel:		36.3			31.5			31.4			50.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		36.3			31.5			31.4			50.9	
LOS by Appr:		E			D			D			F	
AllWayAvgQ:	3.0	3.0	3.0	2.5	2.5	2.5	2.4	2.4	2.4	5.1	5.1	5.1

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.055
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.7
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	11	140	15	7	124	43	69	277	24	6	160	16
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	12	150	16	7	133	46	74	296	26	6	171	17
Added Vol:	59	18	0	0	31	0	0	48	101	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	168	16	7	164	46	74	344	127	6	199	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
PHF Volume:	78	185	18	8	178	50	85	394	145	7	219	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	185	18	8	178	50	85	394	145	7	219	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:	78	185	18	8	178	50	85	394	145	7	219	19
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.66	0.06	0.03	0.76	0.21	0.14	0.63	0.23	0.03	0.89	0.08
Final Sat.:	138	326	31	17	369	104	80	374	138	14	447	38
Capacity Analysis Module:												
Vol/Sat:	0.57	0.57	0.57	0.48	0.48	0.48	1.05	1.05	1.05	0.49	0.49	0.49
Crit Moves:		****			****			****			****	
Delay/Veh:	18.3	18.3	18.3	16.0	16.0	16.0	76.6	76.6	76.6	15.7	15.7	15.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.3	18.3	18.3	16.0	16.0	16.0	76.6	76.6	76.6	15.7	15.7	15.7
LOS by Move:	C	C	C	C	C	C	F	F	F	C	C	C
ApproachDel:		18.3			16.0			76.6			15.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.3			16.0			76.6			15.7	
LOS by Appr:		C			C			F			C	
AllWayAvgQ:	1.1	1.1	1.1	0.8	0.8	0.8	11.1	11.1	11.1	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	27	119	6	20	82	107	46	140	15	16	282	17
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	29	127	6	21	88	114	49	150	16	17	302	18
Added Vol:	90	28	0	0	9	0	0	15	31	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	155	6	21	97	114	49	165	47	17	345	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.65	0.65	0.65	0.76	0.76	0.76	0.89	0.89	0.89
PHF Volume:	153	200	8	33	148	175	65	217	62	19	390	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	200	8	33	148	175	65	217	62	19	390	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	200	8	33	148	175	65	217	62	19	390	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.72	0.89	0.89	0.89	0.85	0.85	0.85	0.97	0.97	0.97
Lanes:	0.42	0.56	0.02	0.09	0.42	0.49	0.19	0.63	0.18	0.04	0.91	0.05
Final Sat.:	579	757	31	155	700	829	306	1025	293	83	1675	88
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.21	0.21	0.21	0.21	0.21	0.21	0.23	0.23	0.23
Crit Moves:		****									****	
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.57	0.57	0.57	0.46	0.46	0.46	0.52	0.52	0.52	0.57	0.57	0.57
Delay/Veh:	13.1	13.1	13.1	11.5	11.5	11.5	14.2	14.2	14.2	14.9	14.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	13.1	11.5	11.5	11.5	14.2	14.2	14.2	14.9	14.9	14.9
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	6	6	6	5	5	5	5	5	5	7	7	7

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	140	15	7	124	43	69	277	24	6	160	16
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	12	150	16	7	133	46	74	296	26	6	171	17
Added Vol:	59	18	0	0	31	0	0	48	101	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	168	16	7	164	46	74	344	127	6	199	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
PHF Volume:	78	185	18	8	178	50	85	394	145	7	219	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	185	18	8	178	50	85	394	145	7	219	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:	78	185	18	8	178	50	85	394	145	7	219	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.96	0.96	0.96	0.90	0.90	0.90	0.98	0.98	0.98
Lanes:	0.28	0.66	0.06	0.03	0.76	0.21	0.14	0.63	0.23	0.03	0.89	0.08
Final Sat.:	441	1045	100	63	1372	386	231	1078	396	53	1659	143
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.13	0.13	0.13	0.37	0.37	0.37	0.13	0.13	0.13
Crit Moves:		****						****				
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.63	0.63	0.63	0.46	0.46	0.46	0.63	0.63	0.63	0.23	0.23	0.23
Delay/Veh:	21.6	21.6	21.6	18.4	18.4	18.4	9.4	9.4	9.4	6.1	6.1	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	21.6	21.6	18.4	18.4	18.4	9.4	9.4	9.4	6.1	6.1	6.1
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	6	6	6	4	4	4	8	8	8	2	2	2

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.0
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	0 1	0
Volume Module:												
Base Vol:	8	100	2	5	64	25	18	55	3	0	68	8
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	9	107	2	5	68	27	19	59	3	0	73	9
Added Vol:	33	118	0	0	40	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	225	2	5	108	27	19	59	14	0	73	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:	0.71	0.71	0.71	0.71	0.71	0.71	0.68	0.68	0.68	0.79	0.79	0.79
PHF Volume:	59	318	3	8	153	38	28	87	21	0	92	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	318	3	8	153	38	28	87	21	0	92	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:	59	318	3	8	153	38	28	87	21	0	92	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.84	0.01	0.04	0.77	0.19	0.21	0.64	0.15	0.00	0.89	0.11
Final Sat.:	112	608	6	27	538	133	128	391	94	0	538	63
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.52	0.28	0.28	0.28	0.22	0.22	0.22	xxxx	0.17	0.17
Crit Moves:		****			****		****				****	
Delay/Veh:	12.7	12.7	12.7	9.7	9.7	9.7	9.7	9.7	9.7	0.0	9.4	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:	12.7	12.7	12.7	9.7	9.7	9.7	9.7	9.7	9.7	0.0	9.4	9.4
LOS by Move:	B	B	B	A	A	A	A	A	A	*	A	A
ApproachDel:		12.7			9.7			9.7			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.7			9.7			9.7			9.4	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	1.0	1.0	1.0	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.3
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	4	91	0	8	80	29	60	89	4	0	40	5
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	4	97	0	9	86	31	64	95	4	0	43	5
Added Vol:	22	78	0	0	133	0	0	0	37	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	175	0	9	219	31	64	95	41	0	43	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.45	0.45	0.45	0.81	0.81	0.81	0.93	0.93	0.93	0.80	0.80	0.80
PHF Volume:	58	390	0	11	271	38	69	102	44	0	53	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	390	0	11	271	38	69	102	44	0	53	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:	58	390	0	11	271	38	69	102	44	0	53	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:	0.13	0.87	0.00	0.03	0.85	0.12	0.32	0.47	0.21	0.00	0.89	0.11
Final Sat.:	88	589	0	22	556	79	182	270	117	0	441	55
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	xxxx	0.49	0.49	0.49	0.38	0.38	0.38	xxxx	0.12	0.12
Crit Moves:		****		****			****					****
Delay/Veh:	17.1	17.1	0.0	12.8	12.8	12.8	11.9	11.9	11.9	0.0	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	17.1	0.0	12.8	12.8	12.8	11.9	11.9	11.9	0.0	9.8	9.8
LOS by Move:	C	C	*	B	B	B	B	B	B	*	A	A
ApproachDel:		17.1			12.8			11.9			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.1			12.8			11.9			9.8	
LOS by Appr:		C			B			B			A	
AllWayAvgQ:	1.7	1.7	1.7	0.8	0.8	0.8	0.5	0.5	0.5	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Singleton Road (NS) at JP Ranch Drive (EW)

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: B[11.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	93	0	0	60	0	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	100	0	0	64	0	0	0	0	0	0	0
Added Vol:	6	62	18	18	21	12	35	0	18	54	0	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	162	18	18	85	12	35	0	18	54	0	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	170	19	19	90	13	37	0	19	57	0	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	170	19	19	90	13	37	0	19	57	0	57
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	102	xxxx	xxxxx	189	xxxx	xxxxx	354	335	96	335	332	179
Potent Cap.:	1502	xxxx	xxxxx	1397	xxxx	xxxxx	604	588	966	622	591	869
Move Cap.:	1502	xxxx	xxxxx	1397	xxxx	xxxxx	557	578	966	601	580	869
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.07	0.00	0.02	0.09	0.00	0.07
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	651	xxxxx	xxxx	711	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx	xxxxx	11.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			11.1			11.0		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Singleton Road (NS) at JP Ranch Drive (EW)

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: B[12.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	86	0	0	75	0	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	92	0	0	80	0	0	0	0	0	0	0
Added Vol:	20	41	60	60	70	40	23	0	12	35	0	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	133	60	60	150	40	23	0	12	35	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	140	63	63	158	42	24	0	13	37	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	140	63	63	158	42	24	0	13	37	0	37
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	200	xxxx	xxxxx	203	xxxx	xxxxx	538	551	179	526	540	172
Potent Cap.:	1384	xxxx	xxxxx	1381	xxxx	xxxxx	457	445	869	466	451	877
Move Cap.:	1384	xxxx	xxxxx	1381	xxxx	xxxxx	417	417	869	437	423	877
Volume/Cap:	0.02	xxxx	xxxx	0.05	xxxx	xxxx	0.06	0.00	0.01	0.08	0.00	0.04
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	508	xxxxx	xxxx	584	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx	xxxxx	12.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			12.6			12.1		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Singleton Road (NS) at Lariat Road (EW)

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: B[11.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	93	0	0	60	0	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	100	0	0	64	0	0	0	0	0	0	0
Added Vol:	12	35	15	7	75	10	30	0	35	43	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	135	15	7	139	10	30	0	35	43	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	142	16	7	147	11	32	0	37	45	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	142	16	7	147	11	32	0	37	45	0	22
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	157	xxxx	xxxxx	157	xxxx	xxxxx	352	349	152	360	347	149
Potent Cap.:	1435	xxxx	xxxxx	1435	xxxx	xxxxx	606	578	900	600	580	902
Move Cap.:	1435	xxxx	xxxxx	1435	xxxx	xxxxx	585	570	900	569	572	902
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.05	0.00	0.04	0.08	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	721	xxxxx	xxxx	647	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	xxxxx	11.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.5			11.2		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2020) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Singleton Road (NS) at Lariat Road (EW)

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[12.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	86	0				0	75	0				0	0	0				0	0	0			
Growth Adj:	1.07	1.07	1.07				1.07	1.07	1.07				1.07	1.07	1.07				1.07	1.07	1.07			
Initial Bse:	0	92	0				0	80	0				0	0	0				0	0	0			
Added Vol:	40	88	48				24	60	33				20	0	23				28	0	14			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	40	180	48				24	140	33				20	0	23				28	0	14			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	42	189	51				25	148	35				21	0	24				29	0	15			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	42	189	51				25	148	35				21	0	24				29	0	15			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5	6.2				7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0	3.3				3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	182	xxxx	xxxxx				240	xxxx	xxxxx				522	540	165				527	532	215			
Potent Cap.:	1405	xxxx	xxxxx				1339	xxxx	xxxxx				469	452	885				465	456	830			
Move Cap.:	1405	xxxx	xxxxx				1339	xxxx	xxxxx				443	429	885				435	434	830			
Volume/Cap:	0.03	xxxx	xxxx				0.02	xxxx	xxxx				0.05	0.00	0.03				0.07	0.00	0.02			
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx				0.1	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	7.6	xxxx	xxxxx				7.7	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	604	xxxxx				xxxx	517	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.2	xxxxx				xxxxx	0.3	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	11.4	xxxxx				xxxxx	12.6	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	B	*				*	B	*			
ApproachDel:	xxxxxx						xxxxxx						11.4						12.6					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.



Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

****

Average Delay (sec/veh): 278.9 Worst Case Level Of Service: F[884.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	0	0	214	2	24	0	140	11	389	98	0
Added Vol:	0	0	0	50	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	264	2	24	0	140	11	389	98	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	352	3	32	0	213	16	500	126	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	352	3	32	0	213	16	500	126	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1347	1355	126	xxxx	xxxx	xxxxx	229	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	168	151	929	xxxx	xxxx	xxxxx	1351	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	120	95	929	xxxx	xxxx	xxxxx	1351	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.93	0.03	0.03	xxxx	xxxx	xxxx	0.37	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	1.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	120	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	33.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	962.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			884.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 488.6 Worst Case Level Of Service: F[701.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 1 0 0 1			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	0	0	646	1	36	0	51	10	226	50	0
Added Vol:	0	0	0	168	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	814	1	36	0	51	10	226	50	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	911	1	40	0	69	13	276	61	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	911	1	40	0	69	13	276	61	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	689	695	61	xxxx	xxxx	xxxxx	82	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	415	368	1010	xxxx	xxxx	xxxxx	1528	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	357	302	1010	xxxx	xxxx	xxxxx	1528	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.55	0.00	0.04	xxxx	xxxx	xxxx	0.18	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	xxxxx	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.:	xxxx	xxxx	xxxxx	357	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	74.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	731.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			701.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	0	0	214	2	24	0	140	11	389	98	0
Added Vol:	0	0	0	50	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	264	2	24	0	140	11	389	98	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	352	3	32	0	213	16	500	126	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	352	3	32	0	213	16	500	126	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	352	3	32	0	213	16	500	126	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	0.86	0.86	0.85	1.00	0.99	0.99	0.63	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.93	0.07	1.00	1.00	0.00
Final Sat.:	0	0	0	1626	13	1615	0	1747	134	1189	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.02	0.00	0.12	0.12	0.42	0.07	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.57	0.57	0.57	0.57	0.00
Volume/Cap:	0.00	0.00	0.00	0.73	0.73	0.07	0.00	0.21	0.21	0.73	0.12	0.00
Delay/Veh:	0.0	0.0	0.0	24.8	24.8	15.3	0.0	6.4	6.4	13.6	5.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.8	24.8	15.3	0.0	6.4	6.4	13.6	5.9	0.0
LOS by Move:	A	A	A	C	C	B	A	A	A	B	A	A
HCM2kAvgQ:	0	0	0	8	8	0	0	2	2	9	1	0

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	0	0	646	1	36	0	51	10	226	50	0
Added Vol:	0	0	0	168	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	814	1	36	0	51	10	226	50	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	911	1	40	0	69	13	276	61	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	911	1	40	0	69	13	276	61	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	911	1	40	0	69	13	276	61	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	0.86	0.86	0.85	1.00	0.98	0.98	0.73	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.84	0.16	1.00	1.00	0.00
Final Sat.:	0	0	0	1624	2	1615	0	1560	299	1381	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.56	0.56	0.02	0.00	0.04	0.04	0.20	0.03	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.65	0.65	0.65	0.00	0.23	0.23	0.23	0.23	0.00
Volume/Cap:	0.00	0.00	0.00	0.86	0.86	0.04	0.00	0.19	0.19	0.86	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	16.8	16.8	4.3	0.0	21.8	21.8	45.9	21.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.8	16.8	4.3	0.0	21.8	21.8	45.9	21.4	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	D	C	A
HCM2kAvgQ:	0	0	0	19	19	0	0	2	2	9	1	0

Note: Queue reported is the number of cars per lane.

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.714
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	184.4
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	128	208	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	0	0	76	8	207	0	409	54	138	225	0
Added Vol:	0	0	0	20	0	32	0	129	94	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	96	8	239	0	538	148	138	268	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	151	12	378	0	778	214	177	343	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	151	12	378	0	778	214	177	343	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	151	12	378	0	778	214	177	343	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.93	0.07	1.00	0.00	0.78	0.22	0.34	0.66	0.00
Final Sat.:	0	0	0	428	34	541	0	454	125	189	365	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.35	0.35	0.70	xxxx	1.71	1.71	0.94	0.94	xxxx
Crit Moves:						****			****		****	
Delay/Veh:	0.0	0.0	0.0	14.5	14.5	22.7	0.0	345	344.6	49.5	49.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.5	14.5	22.7	0.0	345	344.6	49.5	49.5	0.0
LOS by Move:	*	*	*	B	B	C	*	F	F	E	E	*
ApproachDel:	xxxxxx			20.3			344.6			49.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			20.3			344.6			49.5		
LOS by Appr:	*			C			F			E		
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.5	2.0	53.9	53.9	53.9	6.2	6.2	6.2

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.987
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	44.7
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	259	77	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	0	0	370	4	44	0	56	36	280	83	0
Added Vol:	0	0	0	68	0	105	0	85	62	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	438	4	149	0	141	98	280	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:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	465	5	158	0	166	115	308	251	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	465	5	158	0	166	115	308	251	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	465	5	158	0	166	115	308	251	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.59	0.41	0.55	0.45	0.00
Final Sat.:	0	0	0	487	5	586	0	323	223	312	254	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.96	0.96	0.27	xxxx	0.51	0.51	0.99	0.99	xxxx
Crit Moves:					****				****	****		
Delay/Veh:	0.0	0.0	0.0	56.2	56.2	11.1	0.0	16.0	16.0	59.1	59.1	0.0
Delay Adj:	1.00	1.00	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	56.2	56.2	11.1	0.0	16.0	16.0	59.1	59.1	0.0
LOS by Move:	*	*	*	F	F	B	*	C	C	F	F	*
ApproachDel:	xxxxxx			44.8			16.0			59.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			44.8			16.0			59.1		
LOS by Appr:	*			E			C			F		
AllWayAvgQ:	0.0	0.0	0.0	6.3	6.3	0.4	1.0	1.0	1.0	7.8	7.8	7.8

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	65	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.9
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	128	208	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	0	0	76	8	207	0	409	54	138	225	0
Added Vol:	0	0	0	20	0	32	0	129	94	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	96	8	239	0	538	148	138	268	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	151	12	378	0	778	214	177	343	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	151	12	378	0	778	214	177	343	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	151	12	378	0	778	214	177	343	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	0.96	0.96	0.85	1.00	0.97	0.97	0.67	0.67	1.00
Lanes:	0.00	0.00	0.00	0.93	0.07	1.00	0.00	0.78	0.22	0.34	0.66	0.00
Final Sat.:	0	0	0	1687	133	1615	0	1447	398	434	841	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.23	0.00	0.54	0.54	0.41	0.41	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.61	0.61	0.61	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.34	0.34	0.88	0.00	0.88	0.88	0.67	0.67	0.00
Delay/Veh:	0.0	0.0	0.0	19.7	19.7	41.3	0.0	18.8	18.8	10.5	10.5	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	19.7	19.7	41.3	0.0	18.8	18.8	10.5	10.5	0.0
LOS by Move:	A	A	A	B	B	D	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	3	3	11	0	21	21	8	8	0

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	0	1 0	0 0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	259	77	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	0	0	370	4	44	0	56	36	280	83	0
Added Vol:	0	0	0	68	0	105	0	85	62	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	438	4	149	0	141	98	280	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:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	465	5	158	0	166	115	308	251	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	465	5	158	0	166	115	308	251	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	465	5	158	0	166	115	308	251	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	0.89	0.89	0.85	1.00	0.95	0.95	0.71	0.71	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.59	0.41	0.55	0.45	0.00
Final Sat.:	0	0	0	1673	16	1615	0	1061	734	746	609	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.28	0.10	0.00	0.16	0.16	0.41	0.41	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.52	0.52	0.52	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.80	0.80	0.28	0.00	0.30	0.30	0.80	0.80	0.00
Delay/Veh:	0.0	0.0	0.0	25.1	25.1	14.4	0.0	8.5	8.5	18.3	18.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.1	25.1	14.4	0.0	8.5	8.5	18.3	18.3	0.0
LOS by Move:	A	A	A	C	C	B	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	10	10	2	0	3	3	11	11	0

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

****

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: A[8.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	4	1	76	7	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	0	0	0	0	0	0	4	1	82	8	0
Added Vol:	0	0	0	0	0	0	0	0	0	209	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	4	1	291	8	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.42	0.42	0.57	0.57	1.00
PHF Volume:	0	0	0	0	0	0	0	10	3	506	13	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	10	3	506	13	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.31	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: A[7.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 1 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	9	0	86	3	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	0	0	0	0	0	0	10	0	93	3	0
Added Vol:	0	0	0	0	0	0	0	0	0	138	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	10	0	231	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45	0.70	0.70	1.00
PHF Volume:	0	0	0	0	0	0	0	22	0	330	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	22	0	330	5	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	22	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1607	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1607	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.21	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

****

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[18.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	1	0 0 0	0	0	1 0 1	0	0	0 0 1	0	1
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.08 1.08	1.08		1.08 1.08	1.08		1.08 1.08	1.08		1.08 1.08	1.08	
Initial Bse:	8	0	255	0	0	0	40	311	0	0	470	623
Added Vol:	0	0	0	0	0	0	0	50	0	0	0	149
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	255	0	0	0	40	361	0	0	470	772
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.77 0.77	0.77		1.00 1.00	1.00		0.81 0.81	1.00		1.00 0.74	0.74	
PHF Volume:	10	0	331	0	0	0	49	444	0	0	637	1046
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	331	0	0	0	49	444	0	0	637	1046
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1702	2225	444	xxxx	xxxx	xxxxx	1683	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	102	44	618	xxxx	xxxx	xxxxx	385	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	92	38	618	xxxx	xxxx	xxxxx	385	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.11	0.00	0.54	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	3.2	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	17.4	xxxxx	xxxx	xxxxx	15.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	C	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	92	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	48.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	E	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	18.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

****

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: D[28.0]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 0 0	0 0		1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	4	2	200	0	0	0	17	658	0	0	289	308
Added Vol:	0	0	0	0	0	0	0	168	0	0	0	98
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	200	0	0	0	17	826	0	0	289	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:	0.94	0.94	0.94	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92
PHF Volume:	5	2	213	0	0	0	18	845	0	0	316	443
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	2	213	0	0	0	18	845	0	0	316	443
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1418	1640	845	xxxx	xxxx	xxxxx	759	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	152	101	366	xxxx	xxxx	xxxxx	862	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	150	99	366	xxxx	xxxx	xxxxx	862	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	0.02	0.58	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	3.5	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	27.8	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	D	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	128	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	34.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	28.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

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Note: Queue reported is the number of cars per lane.

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.936
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	8	0	255	0	0	0	40	311	0	0	470	623
Added Vol:	0	0	0	0	0	0	0	50	0	0	0	149
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	255	0	0	0	40	361	0	0	470	772
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	1.00	1.00	1.00	0.81	0.81	1.00	1.00	0.74	0.74
PHF Volume:	10	0	331	0	0	0	49	444	0	0	637	1046
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	331	0	0	0	49	444	0	0	637	1046
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	331	0	0	0	49	444	0	0	637	1046
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	1.00	1.00	1.00	0.34	1.00	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1640	0	1615	0	0	0	652	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.21	0.00	0.00	0.00	0.08	0.23	0.00	0.00	0.34	0.65
Crit Moves:			****									****
Green/Cycle:	0.22	0.00	0.22	0.00	0.00	0.00	0.69	0.69	0.00	0.00	0.69	0.69
Volume/Cap:	0.03	0.00	0.94	0.00	0.00	0.00	0.11	0.34	0.00	0.00	0.48	0.94
Delay/Veh:	27.6	0.0	66.3	0.0	0.0	0.0	4.7	5.7	0.0	0.0	6.7	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	0.0	66.3	0.0	0.0	0.0	4.7	5.7	0.0	0.0	6.7	26.3
LOS by Move:	C	A	E	A	A	A	A	A	A	A	A	C
HCM2kAvgQ:	0	0	13	0	0	0	1	5	0	0	8	31

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0 0	1	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	4	2	200	0	0	0	17	658	0	0	289	308
Added Vol:	0	0	0	0	0	0	0	168	0	0	0	98
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	200	0	0	0	17	826	0	0	289	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:	0.94	0.94	0.94	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92
PHF Volume:	5	2	213	0	0	0	18	845	0	0	316	443
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	213	0	0	0	18	845	0	0	316	443
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	2	213	0	0	0	18	845	0	0	316	443
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	1.00	1.00	1.00	0.56	1.00	1.00	1.00	1.00	0.85
Lanes:	0.67	0.33	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1263	631	1615	0	0	0	1064	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.13	0.00	0.00	0.00	0.02	0.44	0.00	0.00	0.17	0.27
Crit Moves:			****					****				
Green/Cycle:	0.20	0.20	0.20	0.00	0.00	0.00	0.67	0.67	0.00	0.00	0.67	0.67
Volume/Cap:	0.02	0.02	0.67	0.00	0.00	0.00	0.02	0.67	0.00	0.00	0.25	0.41
Delay/Veh:	19.4	19.4	27.4	0.0	0.0	0.0	3.4	7.3	0.0	0.0	4.1	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	19.4	27.4	0.0	0.0	0.0	3.4	7.3	0.0	0.0	4.1	4.8
LOS by Move:	B	B	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	5	0	0	0	0	10	0	0	2	4

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

****

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[15.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 1 0	0 0	0	0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	136	315	0	0	338	254
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	0	0	0	0	0	147	340	0	0	365	274
Added Vol:	0	0	0	0	0	0	94	55	0	0	43	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	241	395	0	0	408	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	0.72	0.72	1.00	1.00	0.75	0.75
PHF Volume:	0	0	0	0	0	0	335	550	0	0	546	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	335	550	0	0	546	474
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1019	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	689	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	689	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.49	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 1 0	0 0	0	0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	18	359	0	0	354	175
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	0	0	0	0	0	19	388	0	0	382	189
Added Vol:	0	0	0	0	0	0	62	91	0	0	145	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	81	479	0	0	527	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	1.00	1.00	0.99	0.99
PHF Volume:	0	0	0	0	0	0	93	548	0	0	534	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	93	548	0	0	534	245
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	779	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	847	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	847	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

****

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: C[15.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 0	0	0	0 1 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0 297	0		0 0 0	0		1 50	0		0 0 0	0	92
Growth Adj:	1.08 1.08	1.08		1.08 1.08 1.08	1.08		1.08 1.08	1.08		1.08 1.08	1.08	
Initial Bse:	0 321	0		0 0 0	0		1 54	0		0 0	0	99
Added Vol:	0 32	0		0 0 0	0		0 42	0		0 0	0	141
PasserByVol:	0 0	0		0 0 0	0		0 0	0		0 0	0	0
Initial Fut:	0 353	0		0 0 0	0		1 96	0		0 0	0	240
User Adj:	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 0.80	0.80		1.00 1.00 1.00	1.00		0.80 0.80	1.00		1.00 1.00	0.89	
PHF Volume:	0 442	0		0 0 0	0		1 120	0		0 0	0	272
Reduct Vol:	0 0	0		0 0 0	0		0 0	0		0 0	0	0
FinalVolume:	0 442	0		0 0 0	0		1 120	0		0 0	0	272
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		xxxxx xxxx xxxxx	7.1	6.5	xxxxx xxxxx	xxxx			6.2	
FollowUpTim:	xxxxx xxxx	xxxxx		xxxxx xxxx xxxxx	3.5	4.0	xxxxx xxxxx	xxxx			3.3	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx xxxxx	577	442	xxxxx	xxxx	xxxx		442	
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx xxxxx	430	513	xxxxx	xxxx	xxxx		620	
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx xxxxx	242	513	xxxxx	xxxx	xxxx		620	
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx xxxx	0.01	0.23	xxxx	xxxx	xxxx		0.44	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		2.2	
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		15.3	
LOS by Move:	* *	*		* * *	*	*	*	*	*		C	
Movement:	LT - LTR	- RT		LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx xxxxx	507	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx xxxxx	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx xxxxx	14.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	* *	*		* * *	B	*	*	*	*	*		
ApproachDel:	xxxxxx			xxxxxx		14.3			15.3			
ApproachLOS:	*			*		B			C			

****

Note: Queue reported is the number of cars per lane.

****

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

****

Average Delay (sec/veh): 12.6 Worst Case Level Of Service: D[28.9]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Volume Module:																				
Base Vol:	0	324		2		0	0		0		0	134		0		0	0		0	107
Growth Adj:	1.08	1.08		1.08		1.08	1.08		1.08		1.08	1.08		1.08		1.08	1.08		1.08	1.08
Initial Bse:	0	350		2		0	0		0		0	145		0		0	0		0	116
Added Vol:	0	105		0		0	0		0		0	137		0		0	0		0	94
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	0
Initial Fut:	0	455		2		0	0		0		0	282		0		0	0		0	210
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00	0.91		0.91		1.00	1.00		1.00		0.84	0.84		1.00		1.00	1.00		1.00	0.84
PHF Volume:	0	499		2		0	0		0		0	336		0		0	0		0	251
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	0
FinalVolume:	0	499		2		0	0		0		0	336		0		0	0		0	251
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	6.5		xxxxx		xxxxx	xxxx		6.2	
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	4.0		xxxxx		xxxxx	xxxx		3.3	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	501		xxxxx		xxxx	xxxx		500	
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	475		xxxxx		xxxx	xxxx		575	
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	475		xxxxx		xxxx	xxxx		575	
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx	0.71		xxxx		xxxx	xxxx		0.44	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	5.5		xxxxx		xxxx	xxxx		2.2	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	28.9		xxxxx		xxxxx	xxxx		16.0	
LOS by Move:	*	*		*		*	*		*		*	D		*		*	*		*	C
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx			xxxxxx					28.9					16.0						
ApproachLOS:	*			*					D					C						

****

Note: Queue reported is the number of cars per lane.

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.1
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	0	0 0 0	0 1	0	0 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	297	0	0	0	0	1	50	0	0	0	92
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	321	0	0	0	0	1	54	0	0	0	99
Added Vol:	0	32	0	0	0	0	0	42	0	0	0	141
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	353	0	0	0	0	1	96	0	0	0	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.80	0.80	1.00	1.00	1.00	0.80	0.80	1.00	1.00	1.00	0.89
PHF Volume:	0	442	0	0	0	0	1	120	0	0	0	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	442	0	0	0	0	1	120	0	0	0	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	442	0	0	0	0	1	120	0	0	0	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	1.00	0.00	0.00	0.00	0.00	0.01	0.99	0.00	0.00	0.00	1.00
Final Sat.:	0	1900	0	0	0	0	21	1877	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.00	0.17
Crit Moves:		****										****
Green/Cycle:	0.00	0.51	0.00	0.00	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.36
Volume/Cap:	0.00	0.46	0.00	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.46
Delay/Veh:	0.0	9.9	0.0	0.0	0.0	0.0	13.2	13.2	0.0	0.0	0.0	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	0.0	0.0	0.0	0.0	13.2	13.2	0.0	0.0	0.0	15.3
LOS by Move:	A	A	A	A	A	A	B	B	A	A	A	B
HCM2kAvgQ:	0	6	0	0	0	0	2	2	0	0	0	4

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	1 0	0	0 0	0 0	0	0 0	1 0	0	0 0	0 1
Volume Module:												
Base Vol:	0	324	2	0	0	0	0	134	0	0	0	107
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	350	2	0	0	0	0	145	0	0	0	116
Added Vol:	0	105	0	0	0	0	0	137	0	0	0	94
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	455	2	0	0	0	0	282	0	0	0	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.91	0.91	1.00	1.00	1.00	0.84	0.84	1.00	1.00	1.00	0.84
PHF Volume:	0	499	2	0	0	0	0	336	0	0	0	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	499	2	0	0	0	0	336	0	0	0	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	499	2	0	0	0	0	336	0	0	0	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	0.99	0.01	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	1889	9	0	0	0	0	1900	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.15
Crit Moves:		****						****				
Green/Cycle:	0.00	0.52	0.52	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.00	0.35
Volume/Cap:	0.00	0.51	0.51	0.00	0.00	0.00	0.00	0.51	0.00	0.00	0.00	0.44
Delay/Veh:	0.0	9.9	9.9	0.0	0.0	0.0	0.0	16.2	0.0	0.0	0.0	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:	0.0	9.9	9.9	0.0	0.0	0.0	0.0	16.2	0.0	0.0	0.0	15.6
LOS by Move:	A	A	A	A	A	A	A	B	A	A	A	B
HCM2kAvgQ:	0	6	6	0	0	0	0	5	0	0	0	4

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: A[9.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	102	0	0	0	0	6	0	0	79	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	0	110	0	0	0	0	6	0	0	85	0
Added Vol:	0	0	71	0	0	0	0	0	0	0	209	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	181	0	0	0	0	6	0	0	294	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	1.00	0.56	1.00	1.00	1.00	1.00	0.75	1.00	1.00	0.48	1.00
PHF Volume:	0	0	322	0	0	0	0	9	0	0	620	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	322	0	0	0	0	9	0	0	620	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	9	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1079	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1079	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

****

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B[11.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 0 0	0 0		0 0 1	0 0		0 0 1	0 0	
Volume Module:												
Base Vol:	2	0	108	0	0	0	0	8	0	0	88	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	2	0	117	0	0	0	0	9	0	0	95	0
Added Vol:	0	0	235	0	0	0	0	0	0	0	138	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	352	0	0	0	0	9	0	0	233	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	1.00	0.67	1.00	1.00	1.00	1.00	0.40	1.00	1.00	0.65	1.00
PHF Volume:	3	0	527	0	0	0	0	22	0	0	359	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	527	0	0	0	0	22	0	0	359	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	380	380	22	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	626	555	1062	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	626	555	1062	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.50	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1057	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		11.8		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	92	160	49	29	69	153	108	327	52	22	777	86
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	99	173	53	31	75	165	117	353	56	24	839	93
Added Vol:	0	26	0	0	9	0	0	50	0	0	149	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	199	53	31	84	165	117	403	56	24	988	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.86	0.86	0.86	0.81	0.81	0.81	0.73	0.73	0.73
PHF Volume:	139	277	74	36	97	192	145	500	70	32	1348	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	277	74	36	97	192	145	500	70	32	1348	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	277	74	36	97	192	145	500	70	32	1348	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.92	0.92	0.47	1.00	0.85	0.15	1.00	0.85	0.43	0.94	0.94
Lanes:	1.00	1.58	0.42	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.83	0.17
Final Sat.:	1307	2763	735	895	1900	1615	291	1900	1615	809	3257	306
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.10	0.04	0.05	0.12	0.50	0.26	0.04	0.04	0.41	0.41
Crit Moves:						****	****					
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.63	0.60	0.60	0.24	0.31	0.71	0.71	0.38	0.06	0.06	0.59	0.59
Delay/Veh:	29.3	24.9	24.9	22.5	22.5	32.2	16.6	3.9	2.9	2.9	5.0	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:	29.3	24.9	24.9	22.5	22.5	32.2	16.6	3.9	2.9	2.9	5.0	5.0
LOS by Move:	C	C	C	C	C	C	B	A	A	A	A	A
HCM2kAvgQ:	4	4	4	1	2	5	3	4	0	0	8	8

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0 1	1 0		1 0 1	0 1		1 0 1	0 1		1 0 1	1 0	
Volume Module:												
Base Vol:	96	111	89	61	104	88	102	550	120	61	395	43
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	104	120	96	66	112	95	110	594	130	66	427	46
Added Vol:	0	17	0	0	29	0	0	168	0	0	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	137	96	66	141	95	110	762	130	66	525	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:	0.94	0.94	0.94	0.87	0.87	0.87	0.95	0.95	0.95	0.90	0.90	0.90
PHF Volume:	111	146	103	76	163	110	116	801	136	73	580	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	146	103	76	163	110	116	801	136	73	580	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	146	103	76	163	110	116	801	136	73	580	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.89	0.89	0.60	1.00	0.85	0.42	1.00	0.85	0.25	0.94	0.94
Lanes:	1.00	1.17	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.84	0.16
Final Sat.:	1072	1989	1397	1136	1900	1615	798	1900	1615	466	3277	290
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.07	0.07	0.09	0.07	0.15	0.42	0.08	0.16	0.18	0.18
Crit Moves:	****							****				
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.61	0.43	0.43	0.39	0.50	0.40	0.21	0.61	0.12	0.22	0.25	0.25
Delay/Veh:	28.7	22.8	22.8	23.4	23.9	23.1	3.4	5.6	3.1	3.6	3.4	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	22.8	22.8	23.4	23.9	23.1	3.4	5.6	3.1	3.6	3.4	3.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	2	3	2	1	9	1	1	2	2

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.7
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	1 0	1	1 1	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	69	245	93	16	25	295	133	176	9	16	212	25
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	75	265	100	17	27	319	144	190	10	17	229	27
Added Vol:	111	55	7	0	19	8	23	12	20	3	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	320	107	17	46	327	167	202	30	20	233	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.89	0.89	0.89	0.76	0.76	0.76	0.68	0.68	0.68
PHF Volume:	217	373	126	19	51	365	218	265	39	30	345	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	373	126	19	51	365	218	265	39	30	345	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	373	126	19	51	365	218	265	39	30	345	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.92	0.92	0.92	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.25	1.53	0.22	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2195	2662	391	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.10	0.08	0.01	0.03	0.23	0.10	0.10	0.10	0.02	0.18	0.02
Crit Moves:	****				****			****			****	
Green/Cycle:	0.18	0.15	0.15	0.15	0.12	0.27	0.15	0.15	0.15	0.28	0.28	0.28
Volume/Cap:	0.65	0.69	0.52	0.07	0.23	0.84	0.65	0.65	0.65	0.06	0.65	0.09
Delay/Veh:	27.2	27.8	25.4	22.0	24.6	34.2	25.8	25.8	25.8	15.9	21.9	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:	27.2	27.8	25.4	22.0	24.6	34.2	25.8	25.8	25.8	15.9	21.9	16.1
LOS by Move:	C	C	C	C	C	C	C	C	C	B	C	B
HCM2kAvgQ:	5	5	3	0	1	9	5	5	5	0	7	1

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.4
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	1 0	1	1 1	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	42	274	120	23	75	385	204	139	29	31	103	31
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	45	296	130	25	81	416	220	150	31	33	111	33
Added Vol:	158	36	5	0	62	26	15	8	68	8	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	332	135	25	143	442	235	158	99	41	124	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:	0.89	0.89	0.89	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
PHF Volume:	229	374	152	27	155	479	263	177	111	45	135	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	374	152	27	155	479	263	177	111	45	135	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:	229	374	152	27	155	479	263	177	111	45	135	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.90	0.90	0.90	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.44	0.96	0.60	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2451	1647	1034	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.09	0.01	0.08	0.30	0.11	0.11	0.11	0.02	0.07	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.19	0.23	0.23	0.23	0.27	0.43	0.16	0.16	0.16	0.12	0.12	0.12
Volume/Cap:	0.67	0.45	0.41	0.07	0.30	0.69	0.67	0.67	0.67	0.21	0.61	0.19
Delay/Veh:	27.7	20.3	20.4	18.2	17.8	17.0	26.0	26.0	26.0	24.5	30.0	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	20.3	20.4	18.2	17.8	17.0	26.0	26.0	26.0	24.5	30.0	24.4
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	4	3	0	2	9	5	5	5	1	4	1

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.5
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	29	2	27	18	12	7	97	0	3	71	38
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	31	2	29	19	13	8	105	0	3	77	41
Added Vol:	0	22	0	38	4	0	0	71	0	0	209	119
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	53	2	67	23	13	8	176	0	3	286	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.75	0.75	0.75	0.46	0.46	0.46	0.81	0.81	0.81
PHF Volume:	0	76	3	90	31	17	17	384	0	4	351	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	76	3	90	31	17	17	384	0	4	351	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	76	3	90	31	17	17	384	0	4	351	197
Saturation Flow Module:												
Adjustment:	1.00	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	0.96	0.04	0.65	0.23	0.12	0.04	0.96	0.00	0.01	0.63	0.36
Final Sat.:	0	470	19	330	115	64	27	633	0	5	457	256
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.16	0.16	0.27	0.27	0.27	0.61	0.61	xxxx	0.77	0.77	0.77
Crit Moves:		****		****			****			****		
Delay/Veh:	0.0	10.5	10.5	11.3	11.3	11.3	15.6	15.6	0.0	21.4	21.4	21.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.5	10.5	11.3	11.3	11.3	15.6	15.6	0.0	21.4	21.4	21.4
LOS by Move:	*	B	B	B	B	B	C	C	*	C	C	C
ApproachDel:		10.5			11.3			15.6			21.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.5			11.3			15.6			21.4	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.3	0.3	1.3	1.3	1.3	2.7	2.7	2.7

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.025
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	47.4
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	34	0	44	48	17	15	95	0	3	84	35
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	37	0	48	52	18	16	103	0	3	91	38
Added Vol:	0	15	0	126	10	0	0	235	0	0	138	79
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	52	0	174	62	18	16	338	0	3	229	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.83	0.83	0.83	0.60	0.60	0.60	0.65	0.65	0.65
PHF Volume:	0	67	0	210	75	22	27	563	0	5	350	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	67	0	210	75	22	27	563	0	5	350	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	67	0	210	75	22	27	563	0	5	350	179
Saturation Flow Module:												
Adjustment:	1.00	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	1.00	0.00	0.69	0.24	0.07	0.05	0.95	0.00	0.01	0.66	0.33
Final Sat.:	0	417	0	336	120	36	26	549	0	5	382	195
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.16	xxxx	0.63	0.63	0.63	1.02	1.02	xxxx	0.92	0.92	0.92
Crit Moves:		****		****				****				****
Delay/Veh:	0.0	12.5	0.0	20.8	20.8	20.8	68.8	68.8	0.0	43.3	43.3	43.3
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	12.5	0.0	20.8	20.8	20.8	68.8	68.8	0.0	43.3	43.3	43.3
LOS by Move:	*	B	*	C	C	C	F	F	*	E	E	E
ApproachDel:		12.5			20.8			68.8			43.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.5			20.8			68.8			43.3	
LOS by Appr:		B			C			F			E	
AllWayAvgQ:	0.2	0.2	0.2	1.5	1.5	1.5	9.5	9.5	9.5	5.5	5.5	5.5

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	29	2	27	18	12	7	97	0	3	71	38
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	31	2	29	19	13	8	105	0	3	77	41
Added Vol:	0	22	0	38	4	0	0	71	0	0	209	119
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	53	2	67	23	13	8	176	0	3	286	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.75	0.75	0.75	0.46	0.46	0.46	0.81	0.81	0.81
PHF Volume:	0	76	3	90	31	17	17	384	0	4	351	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	76	3	90	31	17	17	384	0	4	351	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	76	3	90	31	17	17	384	0	4	351	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.76	0.76	0.76	0.98	0.98	1.00	0.95	0.95	0.95
Lanes:	0.00	0.96	0.04	0.65	0.23	0.12	0.04	0.96	0.00	0.01	0.63	0.36
Final Sat.:	0	1817	74	940	328	181	76	1778	0	13	1149	643
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	0.10	0.10	0.10	0.22	0.22	0.00	0.31	0.31	0.31
Crit Moves:					****						****	
Green/Cycle:	0.00	0.21	0.21	0.21	0.21	0.21	0.69	0.69	0.00	0.69	0.69	0.69
Volume/Cap:	0.00	0.19	0.19	0.45	0.45	0.45	0.31	0.31	0.00	0.45	0.45	0.45
Delay/Veh:	0.0	26.0	26.0	28.4	28.4	28.4	5.2	5.2	0.0	5.9	5.9	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.0	26.0	28.4	28.4	28.4	5.2	5.2	0.0	5.9	5.9	5.9
LOS by Move:	A	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	3	3	3	4	4	0	6	6	6

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	7		7	7	7		7	7	7		7	7	7	
Lanes:	0	0	1	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	34	0		44	48	17		15	95	0		3	84	35	
Growth Adj:	1.08	1.08	1.08		1.08	1.08	1.08		1.08	1.08	1.08		1.08	1.08	1.08	
Initial Bse:	0	37	0		48	52	18		16	103	0		3	91	38	
Added Vol:	0	15	0		126	10	0		0	235	0		0	138	79	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	52	0		174	62	18		16	338	0		3	229	117	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.77	0.77	0.77		0.83	0.83	0.83		0.60	0.60	0.60		0.65	0.65	0.65	
PHF Volume:	0	67	0		210	75	22		27	563	0		5	350	179	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	67	0		210	75	22		27	563	0		5	350	179	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	67	0		210	75	22		27	563	0		5	350	179	
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	0.74	0.74		0.97	0.97	1.00		0.95	0.95	0.95	
Lanes:	0.00	1.00	0.00		0.69	0.24	0.07		0.05	0.95	0.00		0.01	0.66	0.33	
Final Sat.:	0	1900	0		958	342	101		84	1755	0		17	1185	605	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.04	0.00		0.22	0.22	0.22		0.32	0.32	0.00		0.30	0.30	0.30	
Crit Moves:						****				****						
Green/Cycle:	0.00	0.35	0.00		0.35	0.35	0.35		0.51	0.51	0.00		0.51	0.51	0.51	
Volume/Cap:	0.00	0.10	0.00		0.62	0.62	0.62		0.62	0.62	0.00		0.57	0.57	0.57	
Delay/Veh:	0.0	13.1	0.0		18.6	18.6	18.6		11.7	11.7	0.0		10.9	10.9	10.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	13.1	0.0		18.6	18.6	18.6		11.7	11.7	0.0		10.9	10.9	10.9	
LOS by Move:	A	B	A		B	B	B		B	B	A		B	B	B	
HCM2kAvgQ:	0	1	0		6	6	6		9	9	0		7	7	7	

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.930
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	92	66	12	60	265	96	297	6	54	583	26
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	19	99	71	13	65	286	104	321	6	58	630	28
Added Vol:	0	18	0	0	6	0	0	50	0	0	149	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	117	71	13	71	286	104	371	6	58	779	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:	0.67	0.67	0.67	0.75	0.75	0.75	0.83	0.83	0.83	0.82	0.82	0.82
PHF Volume:	29	174	106	17	95	384	125	446	8	71	953	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	174	106	17	95	384	125	446	8	71	953	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	174	106	17	95	384	125	446	8	71	953	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.94	0.94	0.37	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.62	0.38	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1317	1115	677	697	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.02	0.05	0.24	0.07	0.23	0.00	0.04	0.50	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.54	0.47	0.47	0.66	0.54	0.54
Volume/Cap:	0.09	0.61	0.61	0.10	0.19	0.93	0.58	0.50	0.01	0.12	0.93	0.04
Delay/Veh:	26.9	33.5	33.5	27.1	27.8	60.9	23.1	17.9	13.4	7.4	33.5	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	33.5	33.5	27.1	27.8	60.9	23.1	17.9	13.4	7.4	33.5	10.2
LOS by Move:	C	C	C	C	C	E	C	B	B	A	C	B
HCM2kAvgQ:	1	8	8	0	2	15	3	9	0	1	30	0

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec):	65	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.5
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	85	65	40	74	153	163	533	17	62	298	50
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	19	92	70	43	80	165	176	576	18	67	322	54
Added Vol:	0	12	0	0	21	0	0	168	0	0	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	104	70	43	101	165	176	744	18	67	420	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92
PHF Volume:	21	114	77	47	109	178	188	793	20	73	455	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	114	77	47	109	178	188	793	20	73	455	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:	21	114	77	47	109	178	188	793	20	73	455	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.94	0.94	0.46	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.60	0.40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1298	1065	721	872	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.05	0.06	0.11	0.10	0.42	0.01	0.04	0.24	0.04
Crit Moves:						****		****		****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.73	0.56	0.56	0.57	0.46	0.46
Volume/Cap:	0.11	0.73	0.73	0.36	0.39	0.75	0.27	0.75	0.02	0.19	0.52	0.08
Delay/Veh:	24.3	36.2	36.2	26.7	25.9	38.6	4.2	13.7	6.4	7.8	13.0	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	36.2	36.2	26.7	25.9	38.6	4.2	13.7	6.4	7.8	13.0	9.9
LOS by Move:	C	D	D	C	C	D	A	B	A	A	B	A
HCM2kAvgQ:	0	5	5	1	2	5	2	14	0	1	7	1

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.256
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	88.3
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	31	21	29	21	14	76	41	375	11	41	544	13
Added Vol:	0	0	0	0	0	0	0	50	0	0	149	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	21	29	21	14	76	41	425	11	41	693	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	33	22	31	23	16	86	43	447	11	47	786	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	22	31	23	16	86	43	447	11	47	786	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:	33	22	31	23	16	86	43	447	11	47	786	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.25	0.36	0.18	0.13	0.69	0.09	0.89	0.02	0.05	0.93	0.02
Final Sat.:	188	123	175	96	66	355	55	574	15	37	626	12
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.24	0.24	0.24	0.78	0.78	0.78	1.26	1.26	1.26
Crit Moves:		****			****			****				****
Delay/Veh:	11.3	11.3	11.3	11.5	11.5	11.5	24.9	24.9	24.9	145.1	145	145.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.3	11.3	11.5	11.5	11.5	24.9	24.9	24.9	145.1	145	145.1
LOS by Move:	B	B	B	B	B	B	C	C	C	F	F	F
ApproachDel:		11.3			11.5			24.9			145.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.3			11.5			24.9			145.1	
LOS by Appr:		B			B			C			F	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	2.9	2.9	2.9	25.6	25.6	25.6

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 1.277
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 91.7
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	8
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	26	46	38	15	44	56	72	498	28	29	315	9
Added Vol:	0	0	0	0	0	0	0	168	0	0	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	46	38	15	44	56	72	666	28	29	413	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	28	51	41	17	50	63	78	721	30	32	460	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	51	41	17	50	63	78	721	30	32	460	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	51	41	17	50	63	78	721	30	32	460	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.42	0.34	0.13	0.38	0.49	0.09	0.87	0.04	0.06	0.92	0.02
Final Sat.:	114	205	167	65	190	241	61	565	24	40	571	12
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.26	0.26	0.26	1.28	1.28	1.28	0.81	0.81	0.81
Crit Moves:	****			****			****			****		
Delay/Veh:	12.1	12.1	12.1	12.1	12.1	12.1	154.4	154	154.4	27.7	27.7	27.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	12.1	12.1	12.1	12.1	12.1	154.4	154	154.4	27.7	27.7	27.7
LOS by Move:	B	B	B	B	B	B	F	F	F	D	D	D
ApproachDel:	12.1			12.1			154.4			27.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.1			12.1			154.4			27.7		
LOS by Appr:	B			B			F			D		
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	26.3	26.3	26.3	3.3	3.3	3.3

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.5
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	31	21	29	21	14	76	41	375	11	41	544	13
Added Vol:	0	0	0	0	0	0	0	50	0	0	149	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	21	29	21	14	76	41	425	11	41	693	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	33	22	31	23	16	86	43	447	11	47	786	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	22	31	23	16	86	43	447	11	47	786	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:	33	22	31	23	16	86	43	447	11	47	786	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.84	0.84	0.84	0.90	0.90	0.90	0.96	0.96	0.96
Lanes:	0.39	0.25	0.36	0.19	0.13	0.68	0.09	0.89	0.02	0.05	0.93	0.02
Final Sat.:	572	374	532	299	204	1100	147	1526	39	100	1687	32
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.08	0.08	0.08	0.29	0.29	0.29	0.47	0.47	0.47
Crit Moves:					****						****	
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.47	0.47	0.47	0.63	0.63	0.63	0.39	0.39	0.39	0.63	0.63	0.63
Delay/Veh:	26.3	26.3	26.3	31.2	31.2	31.2	3.0	3.0	3.0	4.7	4.7	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	26.3	26.3	31.2	31.2	31.2	3.0	3.0	3.0	4.7	4.7	4.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	3	3	3	4	4	4	8	8	8

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	8
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	26	46	38	15	44	56	72	498	28	29	315	9
Added Vol:	0	0	0	0	0	0	0	168	0	0	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	46	38	15	44	56	72	666	28	29	413	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	28	51	41	17	50	63	78	721	30	32	460	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	51	41	17	50	63	78	721	30	32	460	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	51	41	17	50	63	78	721	30	32	460	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.89	0.89	0.89	0.92	0.92	0.92	0.93	0.93	0.93
Lanes:	0.24	0.42	0.34	0.13	0.38	0.49	0.09	0.87	0.04	0.06	0.92	0.02
Final Sat.:	372	666	542	221	648	822	164	1513	64	114	1621	34
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.08	0.08	0.08	0.48	0.48	0.48	0.28	0.28	0.28
Crit Moves:					****			****				
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.75	0.75	0.75	0.75	0.75	0.75
Volume/Cap:	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.38	0.38	0.38
Delay/Veh:	32.2	32.2	32.2	31.8	31.8	31.8	4.8	4.8	4.8	2.9	2.9	2.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	32.2	32.2	31.8	31.8	31.8	4.8	4.8	4.8	2.9	2.9	2.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	4	4	4	8	8	8	4	4	4

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.338
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	106.7
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	40	46	16	3	35	89	104	271	46	25	473	21
Added Vol:	0	0	0	0	0	0	0	50	0	0	149	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	46	16	3	35	89	104	321	46	25	622	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	79	92	32	5	53	136	124	385	56	28	690	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	92	32	5	53	136	124	385	56	28	690	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	92	32	5	53	136	124	385	56	28	690	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.45	0.16	0.03	0.27	0.70	0.22	0.68	0.10	0.04	0.93	0.03
Final Sat.:	177	206	72	12	129	332	122	377	55	21	516	17
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.41	0.41	0.41	1.02	1.02	1.02	1.34	1.34	1.34
Crit Moves:		****		****					****	****		
Delay/Veh:	16.6	16.6	16.6	15.3	15.3	15.3	69.4	69.4	69.4	184.0	184	184.0
Delay Adj:	1.00	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	15.3	15.3	15.3	69.4	69.4	69.4	184.0	184	184.0
LOS by Move:	C	C	C	C	C	C	F	F	F	F	F	F
ApproachDel:		16.6			15.3			69.4			184.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.6			15.3			69.4			184.0	
LOS by Appr:		C			C			F			F	
AllWayAvgQ:	0.7	0.7	0.7	0.6	0.6	0.6	9.2	9.2	9.2	26.8	26.8	26.8

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.990
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.1
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	11	16	8	8	14	33	31	473	22	6	291	1
Added Vol:	0	0	0	0	0	0	0	168	0	0	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	16	8	8	14	33	31	641	22	6	389	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	15	22	10	8	15	37	34	695	23	7	406	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	22	10	8	15	37	34	695	23	7	406	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	22	10	8	15	37	34	695	23	7	406	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.05	0.92	0.03	0.01	0.98	0.01
Final Sat.:	164	246	115	75	140	334	34	702	24	11	688	2
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.11	0.11	0.11	0.99	0.99	0.99	0.59	0.59	0.59
Crit Moves:		****			****			****			****	
Delay/Veh:	10.1	10.1	10.1	9.9	9.9	9.9	51.5	51.5	51.5	15.0	15.0	15.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	10.1	9.9	9.9	9.9	51.5	51.5	51.5	15.0	15.0	15.0
LOS by Move:	B	B	B	A	A	A	F	F	F	C	C	C
ApproachDel:		10.1			9.9			51.5			15.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			9.9			51.5			15.0	
LOS by Appr:		B			A			F			C	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	9.2	9.2	9.2	1.3	1.3	1.3

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	40	46	16	3	35	89	104	271	46	25	473	21
Added Vol:	0	0	0	0	0	0	0	50	0	0	149	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	46	16	3	35	89	104	321	46	25	622	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	79	92	32	5	53	136	124	385	56	28	690	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	92	32	5	53	136	124	385	56	28	690	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	92	32	5	53	136	124	385	56	28	690	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	0.90	0.90	0.90	0.75	0.75	0.75	0.97	0.97	0.97
Lanes:	0.39	0.45	0.16	0.03	0.27	0.70	0.22	0.68	0.10	0.04	0.93	0.03
Final Sat.:	559	649	226	44	467	1195	314	971	140	69	1718	57
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.11	0.11	0.11	0.40	0.40	0.40	0.40	0.40	0.40
Crit Moves:		****									****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.63	0.63	0.63	0.50	0.50	0.50	0.62	0.62	0.62	0.63	0.63	0.63
Delay/Veh:	24.8	24.8	24.8	21.4	21.4	21.4	7.7	7.7	7.7	7.5	7.5	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	24.8	24.8	21.4	21.4	21.4	7.7	7.7	7.7	7.5	7.5	7.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	5	5	5	4	4	4	7	7	7	9	9	9

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	11	16	8	8	14	33	31	473	22	6	291	1
Added Vol:	0	0	0	0	0	0	0	168	0	0	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	16	8	8	14	33	31	641	22	6	389	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	15	22	10	8	15	37	34	695	23	7	406	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	22	10	8	15	37	34	695	23	7	406	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	22	10	8	15	37	34	695	23	7	406	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.87	0.87	0.87	0.97	0.97	0.97	0.99	0.99	0.99
Lanes:	0.31	0.47	0.22	0.14	0.25	0.61	0.05	0.92	0.03	0.01	0.98	0.01
Final Sat.:	509	763	356	228	423	1008	83	1703	57	31	1847	5
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.04	0.04	0.04	0.41	0.41	0.41	0.22	0.22	0.22
Crit Moves:					****			****				
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	0.27	0.27	0.27	0.34	0.34	0.34	0.53	0.53	0.53	0.29	0.29	0.29
Delay/Veh:	27.5	27.5	27.5	28.0	28.0	28.0	3.3	3.3	3.3	2.3	2.3	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	27.5	27.5	28.0	28.0	28.0	3.3	3.3	3.3	2.3	2.3	2.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	2	6	6	6	3	3	3

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.032
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.3
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	54	8	12	34	66	74	209	13	16	371	13
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	22	58	9	13	37	71	80	226	14	17	401	14
Added Vol:	0	0	0	0	0	0	0	50	0	0	149	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	58	9	13	37	71	80	276	14	17	550	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:	0.79	0.79	0.79	0.76	0.76	0.76	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	27	74	11	17	49	94	100	346	18	20	632	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	74	11	17	49	94	100	346	18	20	632	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:	27	74	11	17	49	94	100	346	18	20	632	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.66	0.10	0.26	0.74	1.00	0.22	0.74	0.04	0.03	0.95	0.02
Final Sat.:	114	307	45	117	330	498	132	455	23	19	612	16
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.15	0.15	0.19	0.76	0.76	0.76	1.03	1.03	1.03
Crit Moves:			****			****		****			****	
Delay/Veh:	12.4	12.4	12.4	11.6	11.6	11.0	24.5	24.5	24.5	67.1	67.1	67.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	12.4	12.4	11.6	11.6	11.0	24.5	24.5	24.5	67.1	67.1	67.1
LOS by Move:	B	B	B	B	B	B	C	C	C	F	F	F
ApproachDel:		12.4			11.3			24.5			67.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.4			11.3			24.5			67.1	
LOS by Appr:		B			B			C			F	
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.2	2.7	2.7	2.7	10.5	10.5	10.5

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 1.018
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 39.5
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	16	66	13	15	33	47	70	348	29	8	211	8
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	17	71	14	16	36	51	76	376	31	9	228	9
Added Vol:	0	0	0	0	0	0	0	168	0	0	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	71	14	16	36	51	76	544	31	9	326	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.82	0.82	0.82	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	18	75	15	20	44	62	81	584	34	10	362	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	75	15	20	44	62	81	584	34	10	362	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:	18	75	15	20	44	62	81	584	34	10	362	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.69	0.14	0.31	0.69	1.00	0.12	0.83	0.05	0.02	0.95	0.03
Final Sat.:	84	346	68	144	317	519	80	574	33	16	600	16
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.14	0.14	0.12	1.02	1.02	1.02	0.60	0.60	0.60
Crit Moves:		****			****			****		****		
Delay/Veh:	11.6	11.6	11.6	11.3	11.3	10.2	61.4	61.4	61.4	16.6	16.6	16.6
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	11.6	11.6	11.3	11.3	10.2	61.4	61.4	61.4	16.6	16.6	16.6
LOS by Move:	B	B	B	B	B	B	F	F	F	C	C	C
ApproachDel:		11.6			10.7			61.4			16.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			10.7			61.4			16.6	
LOS by Appr:		B			B			F			C	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	10.1	10.1	10.1	1.4	1.4	1.4

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0	1 0	0 1	0 0	1! 0	0	0	0	1! 0 0
Volume Module:												
Base Vol:	20	54	8	12	34	66	74	209	13	16	371	13
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	22	58	9	13	37	71	80	226	14	17	401	14
Added Vol:	0	0	0	0	0	0	0	50	0	0	149	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	58	9	13	37	71	80	276	14	17	550	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:	0.79	0.79	0.79	0.76	0.76	0.76	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	27	74	11	17	49	94	100	346	18	20	632	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	74	11	17	49	94	100	346	18	20	632	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:	27	74	11	17	49	94	100	346	18	20	632	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.92	0.92	0.85	0.78	0.78	0.78	0.98	0.98	0.98
Lanes:	0.24	0.66	0.10	0.26	0.74	1.00	0.22	0.74	0.04	0.03	0.95	0.02
Final Sat.:	416	1124	166	456	1293	1615	319	1100	56	55	1764	45
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.04	0.04	0.06	0.31	0.31	0.31	0.36	0.36	0.36
Crit Moves:		****									****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.75	0.75	0.75	0.75	0.75	0.75
Volume/Cap:	0.47	0.47	0.47	0.27	0.27	0.42	0.42	0.42	0.42	0.47	0.47	0.47
Delay/Veh:	31.3	31.3	31.3	29.5	29.5	30.8	3.6	3.6	3.6	3.8	3.8	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	31.3	29.5	29.5	30.8	3.6	3.6	3.6	3.8	3.8	3.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	2	2	2	4	4	4	6	6	6

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 10 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	66	13	15	33	47	70	348	29	8	211	8
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	17	71	14	16	36	51	76	376	31	9	228	9
Added Vol:	0	0	0	0	0	0	0	168	0	0	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	71	14	16	36	51	76	544	31	9	326	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.82	0.82	0.82	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	18	75	15	20	44	62	81	584	34	10	362	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	75	15	20	44	62	81	584	34	10	362	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:	18	75	15	20	44	62	81	584	34	10	362	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.99	0.99	0.85	0.99	0.99	0.99	1.00	1.00	1.00
Lanes:	0.17	0.69	0.14	0.31	0.69	1.00	0.12	0.83	0.05	0.03	0.95	0.02
Final Sat.:	312	1286	253	585	1287	1615	218	1569	90	48	1797	48
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.03	0.03	0.04	0.37	0.37	0.37	0.20	0.20	0.20
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.09	0.09	0.05	0.06	0.06	0.56	0.56	0.56	0.30	0.30	0.30
Volume/Cap:	0.67	0.64	0.64	0.64	0.59	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Delay/Veh:	14.9	12.3	12.3	17.8	13.1	22.1	3.3	3.3	3.3	6.2	6.2	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	12.3	12.3	17.8	13.1	22.1	3.3	3.3	3.3	6.2	6.2	6.2
LOS by Move:	B	B	B	B	B	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	1	2	3	3	3	3	3	3

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.988
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	48.5
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	27	119	6	20	82	107	46	140	15	16	282	17
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	29	129	6	22	89	116	50	151	16	17	305	18
Added Vol:	98	30	0	0	10	0	0	17	33	0	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	159	6	22	99	116	50	168	49	17	356	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.65	0.65	0.65	0.76	0.76	0.76	0.89	0.89	0.89
PHF Volume:	164	204	8	33	151	177	65	221	65	20	402	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	204	8	33	151	177	65	221	65	20	402	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:	164	204	8	33	151	177	65	221	65	20	402	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:	0.44	0.54	0.02	0.09	0.42	0.49	0.19	0.63	0.18	0.04	0.91	0.05
Final Sat.:	183	229	9	39	179	210	78	264	77	20	407	21
Capacity Analysis Module:												
Vol/Sat:	0.89	0.89	0.89	0.84	0.84	0.84	0.84	0.84	0.84	0.99	0.99	0.99
Crit Moves:		****			****			****			****	
Delay/Veh:	46.6	46.6	46.6	37.8	37.8	37.8	38.1	38.1	38.1	67.2	67.2	67.2
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:	46.6	46.6	46.6	37.8	37.8	37.8	38.1	38.1	38.1	67.2	67.2	67.2
LOS by Move:	E	E	E	E	E	E	E	E	E	F	F	F
ApproachDel:		46.6			37.8			38.1			67.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		46.6			37.8			38.1			67.2	
LOS by Appr:		E			E			E			F	
AllWayAvgQ:	4.1	4.1	4.1	3.2	3.2	3.2	3.1	3.1	3.1	7.0	7.0	7.0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 1.116
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 53.3
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	11	140	15	7	124	43	69	277	24	6	160	16
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	12	151	16	8	134	46	75	299	26	6	173	17
Added Vol:	65	20	0	0	34	0	0	57	110	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	171	16	8	168	46	75	356	136	6	207	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
PHF Volume:	85	188	18	8	183	51	85	408	156	7	227	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	188	18	8	183	51	85	408	156	7	227	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:	85	188	18	8	183	51	85	408	156	7	227	19
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.65	0.06	0.03	0.76	0.21	0.13	0.63	0.24	0.03	0.90	0.07
Final Sat.:	143	318	30	16	365	101	77	366	140	14	442	37
Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.50	0.50	0.50	1.12	1.12	1.12	0.51	0.51	0.51
Crit Moves:		****			****		****					****
Delay/Veh:	19.3	19.3	19.3	16.5	16.5	16.5	96.7	96.7	96.7	16.4	16.4	16.4
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:	19.3	19.3	19.3	16.5	16.5	16.5	96.7	96.7	96.7	16.4	16.4	16.4
LOS by Move:	C	C	C	C	C	C	F	F	F	C	C	C
ApproachDel:		19.3			16.5			96.7			16.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		19.3			16.5			96.7			16.4	
LOS by Appr:		C			C			F			C	
AllWayAvgQ:	1.2	1.2	1.2	0.9	0.9	0.9	14.1	14.1	14.1	0.9	0.9	0.9

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	27	119	6	20	82	107	46	140	15	16	282	17
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	29	129	6	22	89	116	50	151	16	17	305	18
Added Vol:	98	30	0	0	10	0	0	17	33	0	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	159	6	22	99	116	50	168	49	17	356	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.65	0.65	0.65	0.76	0.76	0.76	0.89	0.89	0.89
PHF Volume:	164	204	8	33	151	177	65	221	65	20	402	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	204	8	33	151	177	65	221	65	20	402	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:	164	204	8	33	151	177	65	221	65	20	402	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.71	0.89	0.89	0.89	0.85	0.85	0.85	0.97	0.97	0.97
Lanes:	0.44	0.54	0.02	0.09	0.42	0.49	0.19	0.63	0.18	0.04	0.91	0.05
Final Sat.:	585	729	30	154	703	825	300	1016	297	82	1679	87
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.21	0.21	0.21	0.22	0.22	0.22	0.24	0.24	0.24
Crit Moves:		****									****	
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.60	0.60	0.60	0.46	0.46	0.46	0.54	0.54	0.54	0.60	0.60	0.60
Delay/Veh:	13.4	13.4	13.4	11.3	11.3	11.3	14.8	14.8	14.8	15.6	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:	13.4	13.4	13.4	11.3	11.3	11.3	14.8	14.8	14.8	15.6	15.6	15.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	6	6	6	5	5	5	6	6	6	7	7	7

Note: Queue reported is the number of cars per lane.

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	140	15	7	124	43	69	277	24	6	160	16
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	12	151	16	8	134	46	75	299	26	6	173	17
Added Vol:	65	20	0	0	34	0	0	57	110	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	171	16	8	168	46	75	356	136	6	207	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
PHF Volume:	85	188	18	8	183	51	85	408	156	7	227	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	188	18	8	183	51	85	408	156	7	227	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:	85	188	18	8	183	51	85	408	156	7	227	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.96	0.96	0.96	0.90	0.90	0.90	0.98	0.98	0.98
Lanes:	0.29	0.65	0.06	0.03	0.76	0.21	0.13	0.63	0.24	0.03	0.90	0.07
Final Sat.:	452	1006	95	62	1379	381	224	1071	409	52	1664	139
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.13	0.13	0.13	0.38	0.38	0.38	0.14	0.14	0.14
Crit Moves:		****						****				
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.66	0.66	0.66	0.47	0.47	0.47	0.66	0.66	0.66	0.24	0.24	0.24
Delay/Veh:	22.4	22.4	22.4	18.3	18.3	18.3	10.1	10.1	10.1	6.2	6.2	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	22.4	18.3	18.3	18.3	10.1	10.1	10.1	6.2	6.2	6.2
LOS by Move:	C	C	C	B	B	B	B	B	B	A	A	A
HCM2kAvgQ:	6	6	6	4	4	4	9	9	9	2	2	2

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.5
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	0 1	0
Volume Module:												
Base Vol:	8	100	2	5	64	25	18	55	3	0	68	8
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	9	108	2	5	69	27	19	59	3	0	73	9
Added Vol:	37	128	0	0	43	0	0	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	236	2	5	112	27	19	59	16	0	73	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:	0.71	0.71	0.71	0.71	0.71	0.71	0.68	0.68	0.68	0.79	0.79	0.79
PHF Volume:	64	333	3	8	158	38	29	87	24	0	93	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	333	3	8	158	38	29	87	24	0	93	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:	64	333	3	8	158	38	29	87	24	0	93	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.83	0.01	0.04	0.77	0.19	0.20	0.63	0.17	0.00	0.89	0.11
Final Sat.:	116	600	5	26	534	129	123	377	103	0	528	62
Capacity Analysis Module:												
Vol/Sat:	0.56	0.56	0.56	0.30	0.30	0.30	0.23	0.23	0.23	xxxx	0.18	0.18
Crit Moves:		****			****				****		****	
Delay/Veh:	13.4	13.4	13.4	9.9	9.9	9.9	9.9	9.9	9.9	0.0	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	13.4	9.9	9.9	9.9	9.9	9.9	9.9	0.0	9.5	9.5
LOS by Move:	B	B	B	A	A	A	A	A	A	*	A	A
ApproachDel:		13.4			9.9			9.9			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.4			9.9			9.9			9.5	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	1.1	1.1	1.1	0.4	0.4	0.4	0.2	0.2	0.2	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.4
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	0 1	0
Volume Module:												
Base Vol:	4	91	0	8	80	29	60	89	4	0	40	5
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	4	98	0	9	86	31	65	96	4	0	43	5
Added Vol:	25	84	0	0	144	0	0	0	42	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	182	0	9	230	31	65	96	46	0	43	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.45	0.45	0.45	0.81	0.81	0.81	0.93	0.93	0.93	0.80	0.80	0.80
PHF Volume:	65	405	0	11	285	39	69	103	50	0	54	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	405	0	11	285	39	69	103	50	0	54	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:	65	405	0	11	285	39	69	103	50	0	54	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:	0.14	0.86	0.00	0.03	0.85	0.12	0.31	0.47	0.22	0.00	0.89	0.11
Final Sat.:	93	577	0	21	551	75	174	259	125	0	426	53
Capacity Analysis Module:												
Vol/Sat:	0.70	0.70	xxxx	0.52	0.52	0.52	0.40	0.40	0.40	xxxx	0.13	0.13
Crit Moves:		****			****			****			****	
Delay/Veh:	18.9	18.9	0.0	13.5	13.5	13.5	12.3	12.3	12.3	0.0	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	18.9	0.0	13.5	13.5	13.5	12.3	12.3	12.3	0.0	10.0	10.0
LOS by Move:	C	C	*	B	B	B	B	B	B	*	B	B
ApproachDel:		18.9			13.5			12.3			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.9			13.5			12.3			10.0	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	2.0	2.0	2.0	0.9	0.9	0.9	0.5	0.5	0.5	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Singleton Road (NS) at JP Ranch Drive (EW)

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: B[11.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	93	0				0	60	0				0	0	0				0	0	0			
Growth Adj:	1.08	1.08	1.08				1.08	1.08	1.08				1.08	1.08	1.08				1.08	1.08	1.08			
Initial Bse:	0	100	0				0	65	0				0	0	0				0	0	0			
Added Vol:	6	66	22				22	22	12				35	0	18				64	0	64			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	6	166	22				22	87	12				35	0	18				64	0	64			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	6	175	23				23	91	13				37	0	19				67	0	67			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	6	175	23				23	91	13				37	0	19				67	0	67			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5	6.2				7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0	3.3				3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	104	xxxx	xxxxx				198	xxxx	xxxxx				377	355	98				353	350	187			
Potent Cap.:	1500	xxxx	xxxxx				1386	xxxx	xxxxx				584	574	964				606	578	860			
Move Cap.:	1500	xxxx	xxxxx				1386	xxxx	xxxxx				530	562	964				584	565	860			
Volume/Cap:	0.00	xxxx	xxxx				0.02	xxxx	xxxx				0.07	0.00	0.02				0.12	0.00	0.08			
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.1	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	7.4	xxxx	xxxxx				7.6	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	625	xxxxx				xxxx	696	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.3	xxxxx				xxxxx	0.7	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	11.3	xxxxx				xxxxx	11.4	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	B	*				*	B	*			
ApproachDel:	xxxxxx						xxxxxx						11.3						11.4					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Singleton Road (NS) at JP Ranch Drive (EW)

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[13.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	86	0	0	75	0	0	0	0	0	0	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	93	0	0	81	0	0	0	0	0	0	0
Added Vol:	20	44	72	72	74	40	23	0	12	42	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	137	72	72	155	40	23	0	12	42	0	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	144	76	76	163	42	24	0	13	44	0	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	144	76	76	163	42	24	0	13	44	0	44
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	205	xxxx	xxxxx	220	xxxx	xxxxx	582	598	184	566	581	182
Potent Cap.:	1378	xxxx	xxxxx	1361	xxxx	xxxxx	427	419	863	438	428	866
Move Cap.:	1378	xxxx	xxxxx	1361	xxxx	xxxxx	383	388	863	407	397	866
Volume/Cap:	0.02	xxxx	xxxx	0.06	xxxx	xxxx	0.06	0.00	0.01	0.11	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	473	xxxxx	xxxx	554	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.2	xxxxx	xxxxx	12.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.2			12.7		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Singleton Road (NS) at Lariat Road (EW)

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[11.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	93	0	0	60	0	0	0	0	0	0	0
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	100	0	0	65	0	0	0	0	0	0	0
Added Vol:	12	39	17	9	85	10	30	0	35	51	0	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	139	17	9	150	10	30	0	35	51	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	147	18	9	158	11	32	0	37	54	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	147	18	9	158	11	32	0	37	54	0	26
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	168	xxxx	xxxxx	165	xxxx	xxxxx	376	372	163	381	368	156
Potent Cap.:	1422	xxxx	xxxxx	1426	xxxx	xxxxx	585	561	887	580	564	895
Move Cap.:	1422	xxxx	xxxxx	1426	xxxx	xxxxx	561	553	887	550	555	895
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.06	0.00	0.04	0.10	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	699	xxxxx	xxxx	630	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	xxxxx	11.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.7			11.5		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2021) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Singleton Road (NS) at Lariat Road (EW)

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[13.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0		86		0		0		75		0		0		0		0		0		0		0	
Growth Adj:	1.08	1.08		1.08		1.08	1.08	1.08		1.08		1.08	1.08	1.08		1.08		1.08	1.08	1.08		1.08		1.08
Initial Bse:	0		93		0		0		81		0		0		0		0		0		0		0	
Added Vol:	40		99		57		29		66		33		20		0		23		34		0		17	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	40		192		57		29		147		33		20		0		23		34		0		17	
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Adj:	0.95	0.95		0.95		0.95	0.95	0.95		0.95		0.95	0.95	0.95		0.95		0.95	0.95	0.95		0.95		0.95
PHF Volume:	42		202		60		31		155		35		21		0		24		36		0		18	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	42		202		60		31		155		35		21		0		24		36		0		18	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5		6.2			7.1	6.5		6.2		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	189	xxxx	xxxxx				262	xxxx	xxxxx				558	579		172			561	567		232		
Potent Cap.:	1397	xxxx	xxxxx				1314	xxxx	xxxxx				443	429		877			441	436		812		
Move Cap.:	1397	xxxx	xxxxx				1314	xxxx	xxxxx				416	406		877			411	413		812		
Volume/Cap:	0.03	xxxx	xxxx				0.02	xxxx	xxxx				0.05	0.00		0.03			0.09	0.00		0.02		
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx				0.1	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	7.7	xxxx	xxxxx				7.8	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	578	xxxxx				xxxx	492	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.3	xxxxx				xxxxx	0.4	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	11.8	xxxxx				xxxxx	13.2	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	B	*				*	B	*			
ApproachDel:	xxxxxx						xxxxxx						11.8						13.2					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

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Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 301.3 Worst Case Level Of Service: F[946.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 1	0 0	1	0 0	0 1	0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	216	2	24	0	142	11	392	99	0
Added Vol:	0	0	0	55	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	271	2	24	0	142	11	392	99	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	361	3	32	0	215	17	504	127	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	361	3	32	0	215	17	504	127	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1359	1367	127	xxxx	xxxx	xxxxx	231	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	165	148	928	xxxx	xxxx	xxxxx	1348	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	117	93	928	xxxx	xxxx	xxxxx	1348	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	3.08	0.03	0.03	xxxx	xxxx	xxxx	0.37	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	117	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	34.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	1029	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			946.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

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Average Delay (sec/veh): 515.6 Worst Case Level Of Service: F[737.5]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 1 0 0 1			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	652	1	36	0	51	10	228	50	0
Added Vol:	0	0	0	180	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	832	1	36	0	51	10	228	50	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	931	1	40	0	70	13	279	61	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	931	1	40	0	70	13	279	61	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	695	702	61	xxxx	xxxx	xxxxx	83	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	411	365	1009	xxxx	xxxx	xxxxx	1527	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	353	298	1009	xxxx	xxxx	xxxxx	1527	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.64	0.00	0.04	xxxx	xxxx	xxxx	0.18	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	xxxxx	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.:	xxxx	xxxx	xxxxx	353	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	77.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	769.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			737.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	198	2	22	0	130	10	360	91	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	216	2	24	0	142	11	392	99	0
Added Vol:	0	0	0	55	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	271	2	24	0	142	11	392	99	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.66	0.66	0.78	0.78	1.00
PHF Volume:	0	0	0	361	3	32	0	215	17	504	127	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	361	3	32	0	215	17	504	127	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	361	3	32	0	215	17	504	127	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	0.86	0.86	0.85	1.00	0.99	0.99	0.63	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.93	0.07	1.00	1.00	0.00
Final Sat.:	0	0	0	1627	13	1615	0	1747	134	1189	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.02	0.00	0.12	0.12	0.42	0.07	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.30	0.30	0.30	0.00	0.57	0.57	0.57	0.57	0.00
Volume/Cap:	0.00	0.00	0.00	0.75	0.75	0.07	0.00	0.22	0.22	0.75	0.12	0.00
Delay/Veh:	0.0	0.0	0.0	25.2	25.2	15.1	0.0	6.5	6.5	14.2	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.2	25.2	15.1	0.0	6.5	6.5	14.2	6.0	0.0
LOS by Move:	A	A	A	C	C	B	A	A	A	B	A	A
HCM2kAvgQ:	0	0	0	8	8	0	0	2	2	9	1	0

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 I-10 Freeway SB Ramps (NS) at County Line Road (EW)

Cycle (sec): 75 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0	0 0	1 0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	598	1	33	0	47	9	209	46	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	652	1	36	0	51	10	228	50	0
Added Vol:	0	0	0	180	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	832	1	36	0	51	10	228	50	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.74	0.74	0.82	0.82	1.00
PHF Volume:	0	0	0	931	1	40	0	70	13	279	61	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	931	1	40	0	70	13	279	61	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	931	1	40	0	70	13	279	61	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	0.86	0.86	0.85	1.00	0.98	0.98	0.73	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.84	0.16	1.00	1.00	0.00
Final Sat.:	0	0	0	1624	2	1615	0	1560	299	1389	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.57	0.57	0.02	0.00	0.04	0.04	0.20	0.03	0.00
Crit Moves:					****					****		
Green/Cycle:	0.00	0.00	0.00	0.66	0.66	0.66	0.00	0.23	0.23	0.23	0.23	0.00
Volume/Cap:	0.00	0.00	0.00	0.87	0.87	0.04	0.00	0.19	0.19	0.87	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	17.7	17.7	4.4	0.0	23.4	23.4	48.9	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	17.7	17.7	4.4	0.0	23.4	23.4	48.9	23.0	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	D	C	A
HCM2kAvgQ:	0	0	0	20	20	0	0	2	2	9	1	0

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.730
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	188.4
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	128	208	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	76	8	209	0	413	55	140	227	0
Added Vol:	0	0	0	20	0	32	0	129	94	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	96	8	241	0	542	149	140	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:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	152	12	381	0	783	215	179	346	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	152	12	381	0	783	215	179	346	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	12	381	0	783	215	179	346	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.93	0.07	1.00	0.00	0.78	0.22	0.34	0.66	0.00
Final Sat.:	0	0	0	428	34	540	0	453	124	189	365	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.36	0.36	0.70	xxxx	1.73	1.73	0.95	0.95	xxxx
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	14.6	14.6	23.1	0.0	352	352.0	51.4	51.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.6	14.6	23.1	0.0	352	352.0	51.4	51.4	0.0
LOS by Move:	*	*	*	B	B	C	*	F	F	F	F	*
ApproachDel:	xxxxxx			20.6			352.0			51.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			20.6			352.0			51.4		
LOS by Appr:	*			C			F			F		
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.5	2.1	54.9	54.9	54.9	6.4	6.4	6.4

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.994
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	46.4
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	259	77	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	374	4	45	0	57	36	282	84	0
Added Vol:	0	0	0	68	0	105	0	85	62	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	442	4	150	0	142	98	282	229	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	469	5	159	0	167	115	311	252	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	469	5	159	0	167	115	311	252	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	469	5	159	0	167	115	311	252	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.59	0.41	0.55	0.45	0.00
Final Sat.:	0	0	0	486	5	585	0	323	223	312	253	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.96	0.96	0.27	xxxx	0.52	0.52	0.99	0.99	xxxx
Crit Moves:					****			****		****		
Delay/Veh:	0.0	0.0	0.0	58.3	58.3	11.1	0.0	16.2	16.2	61.5	61.5	0.0
Delay Adj:	1.00	1.00	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	58.3	58.3	11.1	0.0	16.2	16.2	61.5	61.5	0.0
LOS by Move:	*	*	*	F	F	B	*	C	C	F	F	*
ApproachDel:	xxxxxx			46.5			16.2			61.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			46.5			16.2			61.5		
LOS by Appr:	*			E			C			F		
AllWayAvgQ:	0.0	0.0	0.0	6.6	6.6	0.4	1.0	1.0	1.0	8.2	8.2	8.2

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Volume Module:												
Base Vol:	0	0	0	70	7	192	0	379	50	128	208	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	76	8	209	0	413	55	140	227	0
Added Vol:	0	0	0	20	0	32	0	129	94	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	96	8	241	0	542	149	140	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:	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.69	0.69	0.78	0.78	1.00
PHF Volume:	0	0	0	152	12	381	0	783	215	179	346	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	152	12	381	0	783	215	179	346	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	12	381	0	783	215	179	346	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	0.96	0.96	0.85	1.00	0.97	0.97	0.67	0.67	1.00
Lanes:	0.00	0.00	0.00	0.93	0.07	1.00	0.00	0.78	0.22	0.34	0.66	0.00
Final Sat.:	0	0	0	1687	134	1615	0	1448	397	435	840	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.24	0.00	0.54	0.54	0.41	0.41	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.61	0.61	0.61	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.34	0.34	0.89	0.00	0.89	0.89	0.67	0.67	0.00
Delay/Veh:	0.0	0.0	0.0	19.7	19.7	42.2	0.0	19.4	19.4	10.7	10.7	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	19.7	19.7	42.2	0.0	19.4	19.4	10.7	10.7	0.0
LOS by Move:	A	A	A	B	B	D	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	3	3	11	0	21	21	8	8	0

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 I-10 Freeway SB Ramps (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 0	0	0 0	0	1 0	0 1	0 0	0	1 0	0	1 0	0 0
Volume Module:												
Base Vol:	0	0	0	343	4	41	0	52	33	259	77	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	374	4	45	0	57	36	282	84	0
Added Vol:	0	0	0	68	0	105	0	85	62	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	442	4	150	0	142	98	282	229	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.85	0.85	0.91	0.91	1.00
PHF Volume:	0	0	0	469	5	159	0	167	115	311	252	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	469	5	159	0	167	115	311	252	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	469	5	159	0	167	115	311	252	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	0.89	0.89	0.85	1.00	0.95	0.95	0.71	0.71	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	0.59	0.41	0.55	0.45	0.00
Final Sat.:	0	0	0	1673	17	1615	0	1061	734	748	607	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.28	0.10	0.00	0.16	0.16	0.42	0.42	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.52	0.52	0.52	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.80	0.80	0.28	0.00	0.30	0.30	0.80	0.80	0.00
Delay/Veh:	0.0	0.0	0.0	25.4	25.4	14.4	0.0	8.5	8.5	18.6	18.6	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	25.4	25.4	14.4	0.0	8.5	8.5	18.6	18.6	0.0
LOS by Move:	A	A	A	C	C	B	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	10	10	2	0	3	3	11	11	0

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: A[8.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	4	1	76	7	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	0	0	0	0	4	1	83	8	0
Added Vol:	0	0	0	0	0	0	0	0	0	216	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	4	1	299	8	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.42	0.42	0.57	0.57	1.00
PHF Volume:	0	0	0	0	0	0	0	10	3	520	13	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	10	3	520	13	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.4	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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #3 I-10 Freeway SB On Ramp (NS) at Singleton Road (EW)

****

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: A[7.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 1 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	9	0	86	3	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	0	0	0	0	10	0	94	3	0
Added Vol:	0	0	0	0	0	0	0	0	0	149	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	10	0	243	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45	0.70	0.70	1.00
PHF Volume:	0	0	0	0	0	0	0	22	0	347	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	22	0	347	5	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	22	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1607	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1607	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[18.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.09 1.09	1.09		1.09 1.09	1.09	1.09	1.09 1.09	1.09	1.09	1.09 1.09	1.09	1.09
Initial Bse:	8	0	257	0	0	0	40	314	0	0	474	629
Added Vol:	0	0	0	0	0	0	0	55	0	0	0	156
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	257	0	0	0	40	369	0	0	474	785
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	0.77 0.77	0.77		1.00 1.00	1.00	1.00	0.81 0.81	1.00		1.00 0.74	0.74	
PHF Volume:	10	0	335	0	0	0	50	454	0	0	642	1064
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	335	0	0	0	50	454	0	0	642	1064
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1727	2259	454	xxxx	xxxx	xxxxx	1706	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	98	42	610	xxxx	xxxx	xxxxx	378	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	89	36	610	xxxx	xxxx	xxxxx	378	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.11	0.00	0.55	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	3.3	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	17.8	xxxxx	xxxx	xxxxx	16.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	C	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	89	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	50.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	18.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: D[29.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	0 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.09 1.09	1.09		1.09 1.09	1.09	1.09	1.09 1.09	1.09	1.09	1.09 1.09	1.09	
Initial Bse:	4	2	202	0	0	0	17	664	0	0	292	311
Added Vol:	0	0	0	0	0	0	0	180	0	0	0	109
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	202	0	0	0	17	844	0	0	292	420
User Adj:	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:	0.94 0.94	0.94		1.00 1.00	1.00	1.00	0.98 0.98	1.00	1.00	1.00 0.92	0.92	
PHF Volume:	5	2	215	0	0	0	18	864	0	0	319	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	2	215	0	0	0	18	864	0	0	319	458
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1447	1676	864	xxxx	xxxx	xxxxx	777	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	146	96	357	xxxx	xxxx	xxxxx	848	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	144	94	357	xxxx	xxxx	xxxxx	848	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	0.02	0.60	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	3.8	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	29.3	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	D	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT
Shared Cap.:	122	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	36.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	E	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	29.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.945
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0 0	1	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	7	0	236	0	0	0	37	288	0	0	435	577
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	8	0	257	0	0	0	40	314	0	0	474	629
Added Vol:	0	0	0	0	0	0	0	55	0	0	0	156
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	257	0	0	0	40	369	0	0	474	785
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	1.00	1.00	1.00	0.81	0.81	1.00	1.00	0.74	0.74
PHF Volume:	10	0	335	0	0	0	50	454	0	0	642	1064
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	335	0	0	0	50	454	0	0	642	1064
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	335	0	0	0	50	454	0	0	642	1064
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	1.00	1.00	1.00	0.34	1.00	1.00	1.00	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1640	0	1615	0	0	0	648	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.21	0.00	0.00	0.00	0.08	0.24	0.00	0.00	0.34	0.66
Crit Moves:			****									****
Green/Cycle:	0.22	0.00	0.22	0.00	0.00	0.00	0.70	0.70	0.00	0.00	0.70	0.70
Volume/Cap:	0.03	0.00	0.95	0.00	0.00	0.00	0.11	0.34	0.00	0.00	0.49	0.95
Delay/Veh:	29.2	0.0	70.3	0.0	0.0	0.0	4.8	5.9	0.0	0.0	6.9	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	0.0	70.3	0.0	0.0	0.0	4.8	5.9	0.0	0.0	6.9	28.3
LOS by Move:	C	A	E	A	A	A	A	A	A	A	A	C
HCM2kAvgQ:	0	0	14	0	0	0	1	5	0	0	9	33

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 I-10 Freeway NB Ramps (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	7	7	7	7	7
Lanes:	0 1	0 0	1	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	4	2	185	0	0	0	16	609	0	0	268	285
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	4	2	202	0	0	0	17	664	0	0	292	311
Added Vol:	0	0	0	0	0	0	0	180	0	0	0	109
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	202	0	0	0	17	844	0	0	292	420
User Adj:	1.00	1.00	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	1.00	1.00	1.00	0.98	0.98	1.00	1.00	0.92	0.92
PHF Volume:	5	2	215	0	0	0	18	864	0	0	319	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	215	0	0	0	18	864	0	0	319	458
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	2	215	0	0	0	18	864	0	0	319	458
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	1.00	1.00	1.00	0.56	1.00	1.00	1.00	1.00	0.85
Lanes:	0.67	0.33	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1263	631	1615	0	0	0	1062	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.13	0.00	0.00	0.00	0.02	0.45	0.00	0.00	0.17	0.28
Crit Moves:			****					****				
Green/Cycle:	0.20	0.20	0.20	0.00	0.00	0.00	0.67	0.67	0.00	0.00	0.67	0.67
Volume/Cap:	0.02	0.02	0.68	0.00	0.00	0.00	0.03	0.68	0.00	0.00	0.25	0.42
Delay/Veh:	19.5	19.5	28.2	0.0	0.0	0.0	3.3	7.5	0.0	0.0	4.0	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	19.5	28.2	0.0	0.0	0.0	3.3	7.5	0.0	0.0	4.0	4.8
LOS by Move:	B	B	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	5	0	0	0	0	11	0	0	2	4

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

****

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[15.3]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	136	315	0	0	338	254
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	0	0	0	148	343	0	0	368	277
Added Vol:	0	0	0	0	0	0	94	55	0	0	43	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	242	398	0	0	411	357
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.72	1.00	1.00	0.75	0.75
PHF Volume:	0	0	0	0	0	0	337	555	0	0	550	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	337	555	0	0	550	477
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1027	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	684	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	684	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.49	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 I-10 Freeway NB On Ramp (NS) at Sandalwood Drive (EW)

****

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	18	359	0	0	354	175
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	0	0	0	20	391	0	0	386	191
Added Vol:	0	0	0	0	0	0	62	91	0	0	145	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	82	482	0	0	531	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	1.00	1.00	0.99	0.99
PHF Volume:	0	0	0	0	0	0	93	552	0	0	538	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	93	552	0	0	538	247
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	785	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	843	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	843	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: C[15.4]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Volume Module:																				
Base Vol:	0	297	0			0	0	0			1	50	0			0	0	92		
Growth Adj:	1.09	1.09	1.09			1.09	1.09	1.09			1.09	1.09	1.09			1.09	1.09	1.09		
Initial Bse:	0	324	0			0	0	0			1	55	0			0	0	100		
Added Vol:	0	32	0			0	0	0			0	42	0			0	0	142		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	356	0			0	0	0			1	97	0			0	0	242		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	0.80	0.80			1.00	1.00	1.00			0.80	0.80	1.00			1.00	1.00	0.89		
PHF Volume:	0	445	0			0	0	0			1	121	0			0	0	274		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	445	0			0	0	0			1	121	0			0	0	274		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.1	6.5	xxxxx			xxxxx	xxxx	6.2		
FollowUpTim:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			3.5	4.0	xxxxx			xxxxx	xxxx	3.3		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			582	445	xxxxx			xxxx	xxxx	445		
Potent Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			427	511	xxxxx			xxxx	xxxx	617		
Move Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			238	511	xxxxx			xxxx	xxxx	617		
Volume/Cap:	xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.01	0.24	xxxx			xxxx	xxxx	0.44		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	2.3		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	15.4		
LOS by Move:	*	*	*			*	*	*			*	*	*			*	*	C		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			504	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.9	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			14.4	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			B	*	*			*	*	*		
ApproachDel:	xxxxxx					xxxxxx					14.4					15.4				
ApproachLOS:	*					*					B					C				

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Average Delay (sec/veh): 12.8 Worst Case Level Of Service: D[29.5]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Volume Module:																				
Base Vol:	0	324		2		0	0		0		0	134		0		0	0		0	107
Growth Adj:	1.09	1.09		1.09		1.09	1.09		1.09		1.09	1.09		1.09		1.09	1.09		1.09	1.09
Initial Bse:	0	353		2		0	0		0		0	146		0		0	0		0	117
Added Vol:	0	105		0		0	0		0		0	137		0		0	0		0	94
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	0
Initial Fut:	0	458		2		0	0		0		0	283		0		0	0		0	211
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00	0.91		0.91		1.00	1.00		1.00		0.84	0.84		1.00		1.00	1.00		1.00	0.84
PHF Volume:	0	502		2		0	0		0		0	338		0		0	0		0	252
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	0
FinalVolume:	0	502		2		0	0		0		0	338		0		0	0		0	252
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	6.5		xxxxx		xxxxx	xxxx		xxxx	6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	4.0		xxxxx		xxxxx	xxxx		xxxx	3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	505		xxxxx		xxxx	xxxx		xxxx	504
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	473		xxxxx		xxxx	xxxx		xxxx	572
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	473		xxxxx		xxxx	xxxx		xxxx	572
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx	0.71		xxxx		xxxx	xxxx		xxxx	0.44
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	5.6		xxxxx		xxxx	xxxx		xxxx	2.2
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	29.5		xxxxx		xxxxx	xxxx		xxxx	16.1
LOS by Move:	*	*		*		*	*		*		*	D		*		*	*		*	C
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					xxxxxx					29.5					16.1				
ApproachLOS:	*					*					D					C				

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	0	0 0	0	1	0 0 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	297	0	0	0	0	1	50	0	0	0	92
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	324	0	0	0	0	1	55	0	0	0	100
Added Vol:	0	32	0	0	0	0	0	42	0	0	0	142
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	356	0	0	0	0	1	97	0	0	0	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.80	0.80	1.00	1.00	1.00	0.80	0.80	1.00	1.00	1.00	0.89
PHF Volume:	0	445	0	0	0	0	1	121	0	0	0	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	445	0	0	0	0	1	121	0	0	0	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	445	0	0	0	0	1	121	0	0	0	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	1.00	0.00	0.00	0.00	0.00	0.01	0.99	0.00	0.00	0.00	1.00
Final Sat.:	0	1900	0	0	0	0	21	1877	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.00	0.17
Crit Moves:		****										****
Green/Cycle:	0.00	0.51	0.00	0.00	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.36
Volume/Cap:	0.00	0.46	0.00	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.46
Delay/Veh:	0.0	9.9	0.0	0.0	0.0	0.0	13.3	13.3	0.0	0.0	0.0	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	0.0	0.0	0.0	0.0	13.3	13.3	0.0	0.0	0.0	15.3
LOS by Move:	A	A	A	A	A	A	B	B	A	A	A	B
HCM2kAvgQ:	0	6	0	0	0	0	2	2	0	0	0	4

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #6 I-10 Freeway NB Off Ramp (NS) at Calimesa Boulevard (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	0 0	0	0 0	1 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	324	2	0	0	0	0	134	0	0	0	107
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	353	2	0	0	0	0	146	0	0	0	117
Added Vol:	0	105	0	0	0	0	0	137	0	0	0	94
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	458	2	0	0	0	0	283	0	0	0	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.91	0.91	1.00	1.00	1.00	0.84	0.84	1.00	1.00	1.00	0.84
PHF Volume:	0	502	2	0	0	0	0	338	0	0	0	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	502	2	0	0	0	0	338	0	0	0	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	502	2	0	0	0	0	338	0	0	0	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87
Lanes:	0.00	0.99	0.01	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	1889	9	0	0	0	0	1900	0	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.15
Crit Moves:		****						****				
Green/Cycle:	0.00	0.52	0.52	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.00	0.35
Volume/Cap:	0.00	0.51	0.51	0.00	0.00	0.00	0.00	0.51	0.00	0.00	0.00	0.44
Delay/Veh:	0.0	9.9	9.9	0.0	0.0	0.0	0.0	16.2	0.0	0.0	0.0	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:	0.0	9.9	9.9	0.0	0.0	0.0	0.0	16.2	0.0	0.0	0.0	15.6
LOS by Move:	A	A	A	A	A	A	A	B	A	A	A	B
HCM2kAvgQ:	0	7	7	0	0	0	0	5	0	0	0	4

****

Note: Queue reported is the number of cars per lane.

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

****

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: A[9.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	102	0	0	0	0	6	0	0	79	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	111	0	0	0	0	7	0	0	86	0
Added Vol:	0	0	75	0	0	0	0	0	0	0	216	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	186	0	0	0	0	7	0	0	302	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	1.00	0.56	1.00	1.00	1.00	1.00	0.75	1.00	1.00	0.48	1.00
PHF Volume:	0	0	331	0	0	0	0	9	0	0	636	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	331	0	0	0	0	9	0	0	636	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	9	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1079	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1079	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.31	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	9.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #7 I-10 Freeway NB Off Ramp (NS) at Singleton Road (EW)

****

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: B[12.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	2	0	108	0	0	0	0	8	0	0	88	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	2	0	118	0	0	0	0	9	0	0	96	0
Added Vol:	0	0	248	0	0	0	0	0	0	0	149	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	366	0	0	0	0	9	0	0	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:	0.67	1.00	0.67	1.00	1.00	1.00	1.00	0.40	1.00	1.00	0.65	1.00
PHF Volume:	3	0	548	0	0	0	0	22	0	0	377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	548	0	0	0	0	22	0	0	377	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	399	399	22	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	611	542	1061	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	611	542	1061	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.52	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	1057	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		12.1			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	92	160	49	29	69	153	108	327	52	22	777	86
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	100	174	53	32	75	167	118	356	57	24	847	94
Added Vol:	0	27	0	0	9	0	0	55	0	0	156	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	201	53	32	84	167	118	411	57	24	1003	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.86	0.86	0.86	0.81	0.81	0.81	0.73	0.73	0.73
PHF Volume:	140	281	74	37	98	194	146	510	70	33	1368	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	281	74	37	98	194	146	510	70	33	1368	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	281	74	37	98	194	146	510	70	33	1368	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.92	0.92	0.46	1.00	0.85	0.15	1.00	0.85	0.42	0.94	0.94
Lanes:	1.00	1.58	0.42	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.83	0.17
Final Sat.:	1307	2765	733	880	1900	1615	283	1900	1615	800	3259	305
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.10	0.04	0.05	0.12	0.52	0.27	0.04	0.04	0.42	0.42
Crit Moves:						****	****					
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.65	0.62	0.62	0.26	0.31	0.73	0.73	0.38	0.06	0.06	0.60	0.60
Delay/Veh:	30.6	25.5	25.5	22.8	22.7	34.0	18.7	3.8	2.8	2.8	5.0	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:	30.6	25.5	25.5	22.8	22.7	34.0	18.7	3.8	2.8	2.8	5.0	5.0
LOS by Move:	C	C	C	C	C	C	B	A	A	A	A	A
HCM2kAvgQ:	4	4	4	1	2	5	4	4	0	0	8	8

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Calimesa Boulevard (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		7		7		7		7		7		7		7		7		7	
Lanes:	1	0	1	1	0		1	0	1	0	1		1	0	1	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	96		111		89		61		104		88		102		550		120		61		395		43	
Growth Adj:	1.09		1.09		1.09		1.09		1.09		1.09		1.09		1.09		1.09		1.09		1.09		1.09	
Initial Bse:	105		121		97		66		113		96		111		600		131		66		431		47	
Added Vol:	0		18		0		0		30		0		0		180		0		0		109		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	105		139		97		66		143		96		111		780		131		66		540		47	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.94		0.94		0.94		0.87		0.87		0.87		0.95		0.95		0.95		0.90		0.90		0.90	
PHF Volume:	112		148		104		77		166		111		117		820		138		74		597		52	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	112		148		104		77		166		111		117		820		138		74		597		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:	112		148		104		77		166		111		117		820		138		74		597		52	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.56		0.89		0.89		0.60		1.00		0.85		0.41		1.00		0.85		0.23		0.94		0.94	
Lanes:	1.00		1.18		0.82		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.84		0.16	
Final Sat.:	1056		1994		1392		1132		1900		1615		785		1900		1615		445		3282		285	
Capacity Analysis Module:																								
Vol/Sat:	0.11		0.07		0.07		0.07		0.09		0.07		0.15		0.43		0.09		0.17		0.18		0.18	
Crit Moves:	****														****									
Green/Cycle:	0.17		0.17		0.17		0.17		0.17		0.17		0.70		0.70		0.70		0.70		0.70		0.70	
Volume/Cap:	0.62		0.44		0.44		0.40		0.51		0.40		0.21		0.62		0.12		0.24		0.26		0.26	
Delay/Veh:	29.5		22.8		22.8		23.5		24.0		23.1		3.5		5.8		3.1		3.7		3.4		3.4	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	29.5		22.8		22.8		23.5		24.0		23.1		3.5		5.8		3.1		3.7		3.4		3.4	
LOS by Move:	C		C		C		C		C		C		A		A		A		A		A		A	
HCM2kAvgQ:	3		3		3		2		4		2		1		9		1		1		2		2	

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	1 0	1	1 1	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	69	245	93	16	25	295	133	176	9	16	212	25
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	75	267	101	17	27	322	145	192	10	17	231	27
Added Vol:	111	55	7	0	19	8	23	12	20	3	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	322	108	17	46	330	168	204	30	20	235	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.89	0.89	0.89	0.76	0.76	0.76	0.68	0.68	0.68
PHF Volume:	218	376	127	20	52	369	220	267	39	30	348	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	376	127	20	52	369	220	267	39	30	348	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	376	127	20	52	369	220	267	39	30	348	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.92	0.92	0.92	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.25	1.53	0.22	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2195	2664	390	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.10	0.08	0.01	0.03	0.23	0.10	0.10	0.10	0.02	0.18	0.02
Crit Moves:	****					****		****			****	
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.32	0.14	0.14	0.14	0.26	0.26	0.26
Volume/Cap:	0.69	0.60	0.45	0.06	0.16	0.72	0.71	0.71	0.71	0.06	0.69	0.09
Delay/Veh:	31.8	26.4	25.2	22.5	23.0	24.8	29.7	29.7	29.7	17.9	25.7	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	26.4	25.2	22.5	23.0	24.8	29.7	29.7	29.7	17.9	25.7	18.1
LOS by Move:	C	C	C	C	C	C	C	C	C	B	C	B
HCM2kAvgQ:	6	5	3	0	1	8	5	5	5	0	8	1

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Calimesa Boulevard (NS) at Sandalwood Drive (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	1 0	1	1 1	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	42	274	120	23	75	385	204	139	29	31	103	31
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	46	299	131	25	82	420	222	152	32	34	112	34
Added Vol:	158	37	5	0	62	26	15	8	68	8	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	336	136	25	144	446	237	160	100	42	125	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
PHF Volume:	229	378	153	27	156	483	266	178	111	45	136	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	378	153	27	156	483	266	178	111	45	136	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	378	153	27	156	483	266	178	111	45	136	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.90	0.90	0.90	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.44	0.96	0.60	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	2453	1649	1030	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.09	0.02	0.08	0.30	0.11	0.11	0.11	0.03	0.07	0.02
Crit Moves:	****					****		****			****	
Green/Cycle:	0.19	0.23	0.23	0.23	0.27	0.43	0.16	0.16	0.16	0.12	0.12	0.12
Volume/Cap:	0.68	0.46	0.41	0.07	0.30	0.70	0.68	0.68	0.68	0.22	0.61	0.19
Delay/Veh:	28.1	20.3	20.5	18.2	17.8	17.1	26.1	26.1	26.1	24.5	30.2	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:	28.1	20.3	20.5	18.2	17.8	17.1	26.1	26.1	26.1	24.5	30.2	24.5
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	4	3	0	3	9	5	5	5	1	4	1

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.7
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	29	2	27	18	12	7	97	0	3	71	38
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	32	2	29	20	13	8	106	0	3	77	41
Added Vol:	0	22	0	41	4	0	0	75	0	0	216	121
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	54	2	70	24	13	8	181	0	3	293	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:	0.71	0.71	0.71	0.75	0.75	0.75	0.46	0.46	0.46	0.81	0.81	0.81
PHF Volume:	0	76	3	94	31	17	17	395	0	4	361	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	76	3	94	31	17	17	395	0	4	361	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	76	3	94	31	17	17	395	0	4	361	200
Saturation Flow Module:												
Adjustment:	1.00	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	0.96	0.04	0.66	0.22	0.12	0.04	0.96	0.00	0.01	0.64	0.35
Final Sat.:	0	465	19	332	111	62	26	627	0	5	455	252
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.16	0.16	0.28	0.28	0.28	0.63	0.63	xxxx	0.79	0.79	0.79
Crit Moves:			****		****			****			****	
Delay/Veh:	0.0	10.6	10.6	11.6	11.6	11.6	16.4	16.4	0.0	23.3	23.3	23.3
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	10.6	10.6	11.6	11.6	11.6	16.4	16.4	0.0	23.3	23.3	23.3
LOS by Move:	*	B	B	B	B	B	C	C	*	C	C	C
ApproachDel:		10.6			11.6			16.4			23.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			11.6			16.4			23.3	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.3	0.3	1.5	1.5	1.5	3.0	3.0	3.0

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.090
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	60.3
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1!	0 0	0 1	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	34	0	44	48	17	15	95	0	3	84	35
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	37	0	48	52	19	16	104	0	3	92	38
Added Vol:	0	15	0	134	10	0	0	248	0	0	149	86
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	52	0	182	62	19	16	352	0	3	241	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:	0.77	0.77	0.77	0.83	0.83	0.83	0.60	0.60	0.60	0.65	0.65	0.65
PHF Volume:	0	67	0	220	75	22	27	586	0	5	368	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	67	0	220	75	22	27	586	0	5	368	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	67	0	220	75	22	27	586	0	5	368	190
Saturation Flow Module:												
Adjustment:	1.00	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	1.00	0.00	0.69	0.24	0.07	0.04	0.96	0.00	0.01	0.65	0.34
Final Sat.:	0	414	0	340	116	35	25	538	0	5	378	195
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.16	xxxx	0.65	0.65	0.65	1.09	1.09	xxxx	0.98	0.98	0.98
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	12.8	0.0	22.4	22.4	22.4	89.2	89.2	0.0	55.8	55.8	55.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.8	0.0	22.4	22.4	22.4	89.2	89.2	0.0	55.8	55.8	55.8
LOS by Move:	*	B	*	C	C	C	F	F	*	F	F	F
ApproachDel:		12.8			22.4			89.2			55.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.8			22.4			89.2			55.8	
LOS by Appr:		B			C			F			F	
AllWayAvgQ:	0.2	0.2	0.2	1.7	1.7	1.7	12.5	12.5	12.5	7.5	7.5	7.5

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	29	2	27	18	12	7	97	0	3	71	38
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	32	2	29	20	13	8	106	0	3	77	41
Added Vol:	0	22	0	41	4	0	0	75	0	0	216	121
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	54	2	70	24	13	8	181	0	3	293	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:	0.71	0.71	0.71	0.75	0.75	0.75	0.46	0.46	0.46	0.81	0.81	0.81
PHF Volume:	0	76	3	94	31	17	17	395	0	4	361	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	76	3	94	31	17	17	395	0	4	361	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	76	3	94	31	17	17	395	0	4	361	200
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	0.75	0.75	0.98	0.98	1.00	0.95	0.95	0.95
Lanes:	0.00	0.96	0.04	0.66	0.22	0.12	0.04	0.96	0.00	0.01	0.64	0.35
Final Sat.:	0	1817	74	935	314	174	75	1781	0	13	1154	639
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	0.10	0.10	0.10	0.22	0.22	0.00	0.31	0.31	0.31
Crit Moves:					****						****	
Green/Cycle:	0.00	0.21	0.21	0.21	0.21	0.21	0.66	0.66	0.00	0.66	0.66	0.66
Volume/Cap:	0.00	0.20	0.20	0.48	0.48	0.48	0.34	0.34	0.00	0.48	0.48	0.48
Delay/Veh:	0.0	19.8	19.8	22.0	22.0	22.0	4.7	4.7	0.0	5.5	5.5	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.8	19.8	22.0	22.0	22.0	4.7	4.7	0.0	5.5	5.5	5.5
LOS by Move:	A	B	B	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	1	1	3	3	3	4	4	0	6	6	6

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Calimesa Boulevard (NS) at Singleton Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	34	0	44	48	17	15	95	0	3	84	35
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	37	0	48	52	19	16	104	0	3	92	38
Added Vol:	0	15	0	134	10	0	0	248	0	0	149	86
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	52	0	182	62	19	16	352	0	3	241	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:	0.77	0.77	0.77	0.83	0.83	0.83	0.60	0.60	0.60	0.65	0.65	0.65
PHF Volume:	0	67	0	220	75	22	27	586	0	5	368	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	67	0	220	75	22	27	586	0	5	368	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	67	0	220	75	22	27	586	0	5	368	190
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	0.74	0.74	0.97	0.97	1.00	0.95	0.95	0.95
Lanes:	0.00	1.00	0.00	0.69	0.24	0.07	0.04	0.96	0.00	0.01	0.65	0.34
Final Sat.:	0	1900	0	968	331	99	82	1757	0	16	1181	610
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.23	0.23	0.23	0.33	0.33	0.00	0.31	0.31	0.31
Crit Moves:					****			****				
Green/Cycle:	0.00	0.35	0.00	0.35	0.35	0.35	0.51	0.51	0.00	0.51	0.51	0.51
Volume/Cap:	0.00	0.10	0.00	0.65	0.65	0.65	0.65	0.65	0.00	0.61	0.61	0.61
Delay/Veh:	0.0	13.1	0.0	19.3	19.3	19.3	12.2	12.2	0.0	11.4	11.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.1	0.0	19.3	19.3	19.3	12.2	12.2	0.0	11.4	11.4	11.4
LOS by Move:	A	B	A	B	B	B	B	B	A	B	B	B
HCM2kAvgQ:	0	1	0	6	6	6	9	9	0	8	8	8

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec):	95	Critical Vol./Cap.(X):	0.942
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.2
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	92	66	12	60	265	96	297	6	54	583	26
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	20	100	72	13	65	289	105	324	7	59	635	28
Added Vol:	0	18	0	0	6	0	0	55	0	0	156	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	118	72	13	71	289	105	379	7	59	791	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:	0.67	0.67	0.67	0.75	0.75	0.75	0.83	0.83	0.83	0.82	0.82	0.82
PHF Volume:	29	176	107	18	96	387	126	456	8	72	969	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	176	107	18	96	387	126	456	8	72	969	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:	29	176	107	18	96	387	126	456	8	72	969	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.94	0.94	0.36	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.62	0.38	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1317	1114	678	684	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.03	0.05	0.24	0.07	0.24	0.00	0.04	0.51	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.55	0.47	0.47	0.66	0.54	0.54
Volume/Cap:	0.09	0.62	0.62	0.10	0.20	0.94	0.59	0.51	0.01	0.12	0.94	0.04
Delay/Veh:	27.0	33.8	33.8	27.3	27.9	63.7	23.8	17.8	13.3	7.5	35.5	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:	27.0	33.8	33.8	27.3	27.9	63.7	23.8	17.8	13.3	7.5	35.5	10.1
LOS by Move:	C	C	C	C	C	E	C	B	B	A	D	B
HCM2kAvgQ:	1	8	8	0	2	16	3	9	0	1	32	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 5th Street (NS) at County Line Road (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	18	85	65	40	74	153	163	533	17	62	298	50
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	20	93	71	44	81	167	178	581	19	68	325	55
Added Vol:	0	12	0	0	21	0	0	180	0	0	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	105	71	44	102	167	178	761	19	68	434	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:	0.91	0.91	0.91	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92
PHF Volume:	22	115	78	47	109	180	189	811	20	73	470	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	115	78	47	109	180	189	811	20	73	470	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:	22	115	78	47	109	180	189	811	20	73	470	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.94	0.94	0.45	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.60	0.40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1298	1064	720	859	1900	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.05	0.06	0.11	0.10	0.43	0.01	0.04	0.25	0.04
Crit Moves:						****		****		****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.73	0.56	0.56	0.57	0.47	0.47
Volume/Cap:	0.11	0.74	0.74	0.37	0.39	0.76	0.28	0.76	0.02	0.20	0.53	0.08
Delay/Veh:	24.4	37.4	37.4	26.9	26.1	40.1	4.3	14.2	6.3	7.9	12.9	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	37.4	37.4	26.9	26.1	40.1	4.3	14.2	6.3	7.9	12.9	9.7
LOS by Move:	C	D	D	C	C	D	A	B	A	A	B	A
HCM2kAvgQ:	0	6	6	1	2	5	2	14	0	1	7	1

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 0 Critical Vol./Cap.(X): 1.284
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 94.8
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	32	21	29	21	14	76	41	378	11	41	549	13
Added Vol:	0	0	0	0	0	0	0	55	0	0	156	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	21	29	21	14	76	41	433	11	41	705	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	34	22	31	24	16	87	44	456	11	47	800	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	22	31	24	16	87	44	456	11	47	800	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:	34	22	31	24	16	87	44	456	11	47	800	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.25	0.36	0.18	0.13	0.69	0.09	0.89	0.02	0.05	0.93	0.02
Final Sat.:	188	123	175	96	66	354	55	574	14	37	623	12
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.24	0.24	0.24	0.79	0.79	0.79	1.28	1.28	1.28
Crit Moves:		****			****		****				****	
Delay/Veh:	11.3	11.3	11.3	11.6	11.6	11.6	26.2	26.2	26.2	156.3	156	156.3
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:	11.3	11.3	11.3	11.6	11.6	11.6	26.2	26.2	26.2	156.3	156	156.3
LOS by Move:	B	B	B	B	B	B	D	D	D	F	F	F
ApproachDel:		11.3			11.6			26.2			156.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.3			11.6			26.2			156.3	
LOS by Appr:		B			B			D			F	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	3.1	3.1	3.1	27.6	27.6	27.6

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.317
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	101.1
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	8
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	26	47	38	15	45	57	73	502	28	29	318	9
Added Vol:	0	0	0	0	0	0	0	180	0	0	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	47	38	15	45	57	73	682	28	29	427	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	29	51	42	17	50	64	79	739	31	33	476	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	51	42	17	50	64	79	739	31	33	476	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:	29	51	42	17	50	64	79	739	31	33	476	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.42	0.34	0.13	0.38	0.49	0.09	0.87	0.04	0.06	0.92	0.02
Final Sat.:	114	205	167	65	190	241	60	562	23	39	571	12
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.26	0.26	0.26	1.32	1.32	1.32	0.83	0.83	0.83
Crit Moves:		****				****	****			****		
Delay/Veh:	12.2	12.2	12.2	12.2	12.2	12.2	170.8	171	170.8	30.4	30.4	30.4
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:	12.2	12.2	12.2	12.2	12.2	12.2	170.8	171	170.8	30.4	30.4	30.4
LOS by Move:	B	B	B	B	B	B	F	F	F	D	D	D
ApproachDel:		12.2			12.2			170.8			30.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.2			12.2			170.8			30.4	
LOS by Appr:		B			B			F			D	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	29.1	29.1	29.1	3.7	3.7	3.7

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	29	19	27	19	13	70	38	347	10	38	504	12
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	32	21	29	21	14	76	41	378	11	41	549	13
Added Vol:	0	0	0	0	0	0	0	55	0	0	156	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	21	29	21	14	76	41	433	11	41	705	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:	0.94	0.94	0.94	0.88	0.88	0.88	0.95	0.95	0.95	0.88	0.88	0.88
PHF Volume:	34	22	31	24	16	87	44	456	11	47	800	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	22	31	24	16	87	44	456	11	47	800	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:	34	22	31	24	16	87	44	456	11	47	800	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.84	0.84	0.84	0.90	0.90	0.90	0.96	0.96	0.96
Lanes:	0.39	0.25	0.36	0.18	0.13	0.69	0.09	0.89	0.02	0.05	0.93	0.02
Final Sat.:	568	372	529	299	204	1101	146	1526	38	99	1688	31
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.08	0.08	0.08	0.30	0.30	0.30	0.47	0.47	0.47
Crit Moves:					****						****	
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.48	0.48	0.48	0.64	0.64	0.64	0.40	0.40	0.40	0.64	0.64	0.64
Delay/Veh:	26.5	26.5	26.5	31.8	31.8	31.8	3.0	3.0	3.0	4.8	4.8	4.8
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	26.5	26.5	31.8	31.8	31.8	3.0	3.0	3.0	4.8	4.8	4.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	4	4	4	4	4	4	9	9	9

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 3rd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	24	43	35	14	41	52	67	461	26	27	292	8
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	26	47	38	15	45	57	73	502	28	29	318	9
Added Vol:	0	0	0	0	0	0	0	180	0	0	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	47	38	15	45	57	73	682	28	29	427	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	29	51	42	17	50	64	79	739	31	33	476	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	51	42	17	50	64	79	739	31	33	476	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:	29	51	42	17	50	64	79	739	31	33	476	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.89	0.89	0.89	0.91	0.91	0.91	0.93	0.93	0.93
Lanes:	0.24	0.42	0.34	0.13	0.38	0.49	0.09	0.87	0.04	0.06	0.92	0.02
Final Sat.:	369	662	539	221	647	821	162	1513	63	112	1624	33
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.08	0.08	0.08	0.49	0.49	0.49	0.29	0.29	0.29
Crit Moves:		****						****				
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.75	0.75	0.75	0.75	0.75	0.75
Volume/Cap:	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.39	0.39	0.39
Delay/Veh:	33.3	33.3	33.3	32.6	32.6	32.6	4.9	4.9	4.9	2.9	2.9	2.9
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:	33.3	33.3	33.3	32.6	32.6	32.6	4.9	4.9	4.9	2.9	2.9	2.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	4	4	4	9	9	9	4	4	4

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.371
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	115.3
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	40	47	16	3	35	89	105	274	47	25	477	21
Added Vol:	0	0	0	2	0	0	0	55	0	0	156	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	47	16	5	35	89	105	329	47	25	633	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	80	93	32	8	54	138	126	394	56	28	702	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	93	32	8	54	138	126	394	56	28	702	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	93	32	8	54	138	126	394	56	28	702	24
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.45	0.16	0.04	0.27	0.69	0.22	0.68	0.10	0.04	0.93	0.03
Final Sat.:	177	206	72	19	127	326	120	377	54	20	512	18
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.42	0.42	0.42	1.05	1.05	1.05	1.37	1.37	1.37
Crit Moves:		****			****		****			****		
Delay/Veh:	16.8	16.8	16.8	15.6	15.6	15.6	76.7	76.7	76.7	198.0	198	198.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	16.8	16.8	15.6	15.6	15.6	76.7	76.7	76.7	198.0	198	198.0
LOS by Move:	C	C	C	C	C	C	F	F	F	F	F	F
ApproachDel:		16.8			15.6			76.7			198.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.8			15.6			76.7			198.0	
LOS by Appr:		C			C			F			F	
AllWayAvgQ:	0.8	0.8	0.8	0.7	0.7	0.7	10.3	10.3	10.3	28.8	28.8	28.8

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.028
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.1
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	11	16	8	8	14	34	32	477	22	7	293	1
Added Vol:	0	0	0	6	0	0	0	180	0	0	109	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	16	8	14	14	34	32	657	22	7	402	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:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	15	22	10	15	16	37	34	713	24	7	420	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	22	10	15	16	37	34	713	24	7	420	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	22	10	15	16	37	34	713	24	7	420	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:	0.31	0.47	0.22	0.22	0.23	0.55	0.04	0.93	0.03	0.02	0.96	0.02
Final Sat.:	161	242	113	120	125	297	33	694	23	11	673	14
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.12	0.12	0.12	1.03	1.03	1.03	0.62	0.62	0.62
Crit Moves:		****		****					****	****		
Delay/Veh:	10.2	10.2	10.2	10.2	10.2	10.2	61.6	61.6	61.6	16.1	16.1	16.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.2	10.2	10.2	10.2	10.2	61.6	61.6	61.6	16.1	16.1	16.1
LOS by Move:	B	B	B	B	B	B	F	F	F	C	C	C
ApproachDel:		10.2			10.2			61.6			16.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.2			10.2			61.6			16.1	
LOS by Appr:		B			B			F			C	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	11.2	11.2	11.2	1.5	1.5	1.5

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	43	15	3	32	82	96	251	43	23	438	19
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	40	47	16	3	35	89	105	274	47	25	477	21
Added Vol:	0	0	0	2	0	0	0	55	0	0	156	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	47	16	5	35	89	105	329	47	25	633	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.51	0.51	0.51	0.65	0.65	0.65	0.83	0.83	0.83	0.90	0.90	0.90
PHF Volume:	80	93	32	8	54	138	126	394	56	28	702	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	93	32	8	54	138	126	394	56	28	702	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	93	32	8	54	138	126	394	56	28	702	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	0.89	0.89	0.89	0.75	0.75	0.75	0.97	0.97	0.97
Lanes:	0.39	0.45	0.16	0.04	0.27	0.69	0.22	0.68	0.10	0.04	0.93	0.03
Final Sat.:	553	643	224	69	458	1172	310	974	139	68	1716	59
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.12	0.12	0.12	0.40	0.40	0.40	0.41	0.41	0.41
Crit Moves:		****									****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.64	0.64	0.64	0.52	0.52	0.52	0.63	0.63	0.63	0.64	0.64	0.64
Delay/Veh:	25.3	25.3	25.3	21.6	21.6	21.6	8.0	8.0	8.0	7.7	7.7	7.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	25.3	25.3	21.6	21.6	21.6	8.0	8.0	8.0	7.7	7.7	7.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	5	5	5	4	4	4	7	7	7	9	9	9

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 2nd Street (NS) at County Line Road (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	15	7	7	13	31	29	438	20	6	269	1
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	11	16	8	8	14	34	32	477	22	7	293	1
Added Vol:	0	0	0	6	0	0	0	180	0	0	109	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	16	8	14	14	34	32	657	22	7	402	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:	0.73	0.73	0.73	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	15	22	10	15	16	37	34	713	24	7	420	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	22	10	15	16	37	34	713	24	7	420	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	22	10	15	16	37	34	713	24	7	420	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.85	0.85	0.85	0.97	0.97	0.97	0.99	0.99	0.99
Lanes:	0.31	0.47	0.22	0.22	0.23	0.55	0.04	0.93	0.03	0.02	0.96	0.02
Final Sat.:	510	765	357	357	371	884	82	1703	56	29	1811	36
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.04	0.04	0.04	0.42	0.42	0.42	0.23	0.23	0.23
Crit Moves:					****			****				
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	0.27	0.27	0.27	0.39	0.39	0.39	0.54	0.54	0.54	0.30	0.30	0.30
Delay/Veh:	27.5	27.5	27.5	28.5	28.5	28.5	3.4	3.4	3.4	2.4	2.4	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	27.5	27.5	28.5	28.5	28.5	3.4	3.4	3.4	2.4	2.4	2.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	2	7	7	7	3	3	3

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.065
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	47.6
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	54	8	12	34	66	74	209	13	16	371	13
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	22	59	9	13	37	72	81	228	14	17	404	14
Added Vol:	0	0	0	2	0	0	0	57	0	0	157	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	59	9	15	37	72	81	285	14	17	561	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.76	0.76	0.76	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	28	75	11	20	49	95	101	358	18	20	645	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	75	11	20	49	95	101	358	18	20	645	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	75	11	20	49	95	101	358	18	20	645	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.66	0.10	0.29	0.71	1.00	0.21	0.75	0.04	0.03	0.94	0.03
Final Sat.:	113	305	45	128	315	496	129	456	23	19	606	16
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.16	0.16	0.19	0.78	0.78	0.78	1.06	1.06	1.06
Crit Moves:		****				****		****			****	
Delay/Veh:	12.5	12.5	12.5	11.8	11.8	11.1	26.3	26.3	26.3	77.0	77.0	77.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	11.8	11.8	11.1	26.3	26.3	26.3	77.0	77.0	77.0
LOS by Move:	B	B	B	B	B	B	D	D	D	F	F	F
ApproachDel:		12.5			11.4			26.3			77.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.5			11.4			26.3			77.0	
LOS by Appr:		B			B			D			F	
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.2	2.9	2.9	2.9	12.2	12.2	12.2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.075
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	48.7
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	66	13	15	33	47	70	348	29	8	211	8
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	17	72	14	16	36	51	76	379	32	9	230	9
Added Vol:	0	0	0	6	0	0	0	187	0	0	116	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	72	14	22	36	51	76	566	32	9	346	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.82	0.82	0.82	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	18	76	15	27	44	63	82	608	34	10	384	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	76	15	27	44	63	82	608	34	10	384	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	76	15	27	44	63	82	608	34	10	384	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.69	0.14	0.38	0.62	1.00	0.11	0.84	0.05	0.02	0.94	0.04
Final Sat.:	82	339	67	174	280	511	76	566	32	15	587	27
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.16	0.16	0.12	1.07	1.07	1.07	0.65	0.65	0.65
Crit Moves:		****			****			****			****	
Delay/Veh:	11.8	11.8	11.8	11.6	11.6	10.3	78.4	78.4	78.4	18.5	18.5	18.5
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:	11.8	11.8	11.8	11.6	11.6	10.3	78.4	78.4	78.4	18.5	18.5	18.5
LOS by Move:	B	B	B	B	B	B	F	F	F	C	C	C
ApproachDel:		11.8			11.0			78.4			18.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.8			11.0			78.4			18.5	
LOS by Appr:		B			B			F			C	
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.1	13.1	13.1	13.1	1.7	1.7	1.7

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0	1 0	0 1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	54	8	12	34	66	74	209	13	16	371	13
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	22	59	9	13	37	72	81	228	14	17	404	14
Added Vol:	0	0	0	2	0	0	0	57	0	0	157	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	59	9	15	37	72	81	285	14	17	561	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.76	0.76	0.76	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	28	75	11	20	49	95	101	358	18	20	645	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	75	11	20	49	95	101	358	18	20	645	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	75	11	20	49	95	101	358	18	20	645	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.91	0.91	0.85	0.78	0.78	0.78	0.98	0.98	0.98
Lanes:	0.24	0.66	0.10	0.29	0.71	1.00	0.21	0.75	0.04	0.03	0.94	0.03
Final Sat.:	413	1114	165	500	1228	1615	316	1116	56	55	1762	48
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.04	0.04	0.06	0.32	0.32	0.32	0.37	0.37	0.37
Crit Moves:		****									****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.50	0.50	0.50	0.30	0.30	0.44	0.44	0.44	0.44	0.50	0.50	0.50
Delay/Veh:	25.8	25.8	25.8	24.1	24.1	25.3	3.4	3.4	3.4	3.7	3.7	3.7
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:	25.8	25.8	25.8	24.1	24.1	25.3	3.4	3.4	3.4	3.7	3.7	3.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	1	1	2	4	4	4	6	6	6

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 California Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	66	13	15	33	47	70	348	29	8	211	8
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	17	72	14	16	36	51	76	379	32	9	230	9
Added Vol:	0	0	0	6	0	0	0	187	0	0	116	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	72	14	22	36	51	76	566	32	9	346	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.82	0.82	0.82	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	18	76	15	27	44	63	82	608	34	10	384	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	76	15	27	44	63	82	608	34	10	384	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	76	15	27	44	63	82	608	34	10	384	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.98	0.98	0.85	0.99	0.99	0.99	0.99	0.99	0.99
Lanes:	0.17	0.69	0.14	0.38	0.62	1.00	0.11	0.84	0.05	0.02	0.94	0.04
Final Sat.:	312	1286	253	714	1150	1615	212	1577	88	44	1762	80
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.04	0.04	0.04	0.39	0.39	0.39	0.22	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.08	0.08	0.05	0.05	0.05	0.55	0.55	0.55	0.31	0.31	0.31
Volume/Cap:	0.70	0.70	0.70	0.70	0.70	0.71	0.70	0.70	0.70	0.70	0.70	0.70
Delay/Veh:	40.1	40.1	40.1	47.5	47.5	51.5	12.0	12.0	12.0	22.0	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	40.1	40.1	47.5	47.5	51.5	12.0	12.0	12.0	22.0	22.0	22.0
LOS by Move:	D	D	D	D	D	D	B	B	B	C	C	C
HCM2kAvgQ:	4	4	4	3	3	3	11	11	11	8	8	8

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.071
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	64.7
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	27	119	6	20	82	107	46	140	15	16	282	17
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	29	130	7	22	89	117	50	153	16	17	307	19
Added Vol:	105	33	4	0	15	0	0	18	41	7	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	163	11	22	104	117	50	171	57	24	361	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:	0.78	0.78	0.78	0.65	0.65	0.65	0.76	0.76	0.76	0.89	0.89	0.89
PHF Volume:	173	210	14	33	160	178	66	224	75	28	408	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	210	14	33	160	178	66	224	75	28	408	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:	173	210	14	33	160	178	66	224	75	28	408	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:	0.44	0.53	0.03	0.09	0.43	0.48	0.18	0.61	0.21	0.06	0.89	0.05
Final Sat.:	181	219	14	37	179	200	74	251	84	26	381	20
Capacity Analysis Module:												
Vol/Sat:	0.96	0.96	0.96	0.89	0.89	0.89	0.89	0.89	0.89	1.07	1.07	1.07
Crit Moves:		****			****			****			****	
Delay/Veh:	62.5	62.5	62.5	47.3	47.3	47.3	48.5	48.5	48.5	93.7	93.7	93.7
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:	62.5	62.5	62.5	47.3	47.3	47.3	48.5	48.5	48.5	93.7	93.7	93.7
LOS by Move:	F	F	F	E	E	E	E	E	E	F	F	F
ApproachDel:		62.5			47.3			48.5			93.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		62.5			47.3			48.5			93.7	
LOS by Appr:		F			E			E			F	
AllWayAvgQ:	5.8	5.8	5.8	4.1	4.1	4.1	4.2	4.2	4.2	9.7	9.7	9.7

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.269
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	80.8
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	11	140	15	7	124	43	69	277	24	6	160	16
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	12	153	16	8	135	47	75	302	26	7	174	17
Added Vol:	88	34	21	0	47	0	0	60	133	19	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	187	37	8	182	47	75	362	159	26	209	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
PHF Volume:	110	205	41	8	199	51	86	415	182	28	230	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	205	41	8	199	51	86	415	182	28	230	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:	110	205	41	8	199	51	86	415	182	28	230	19
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.58	0.11	0.03	0.77	0.20	0.12	0.61	0.27	0.10	0.83	0.07
Final Sat.:	148	276	55	15	349	90	68	327	144	47	382	32
Capacity Analysis Module:												
Vol/Sat:	0.74	0.74	0.74	0.57	0.57	0.57	1.27	1.27	1.27	0.60	0.60	0.60
Crit Moves:	****			****				****			****	
Delay/Veh:	27.4	27.4	27.4	19.1	19.1	19.1	156.6	157	156.6	20.0	20.0	20.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	27.4	27.4	19.1	19.1	19.1	156.6	157	156.6	20.0	20.0	20.0
LOS by Move:	D	D	D	C	C	C	F	F	F	C	C	C
ApproachDel:	27.4			19.1			156.6			20.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	27.4			19.1			156.6			20.0		
LOS by Appr:	D			C			F			C		
AllWayAvgQ:	2.3	2.3	2.3	1.1	1.1	1.1	22.0	22.0	22.0	1.2	1.2	1.2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	27	119	6	20	82	107	46	140	15	16	282	17
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	29	130	7	22	89	117	50	153	16	17	307	19
Added Vol:	105	33	4	0	15	0	0	18	41	7	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	163	11	22	104	117	50	171	57	24	361	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:	0.78	0.78	0.78	0.65	0.65	0.65	0.76	0.76	0.76	0.89	0.89	0.89
PHF Volume:	173	210	14	33	160	178	66	224	75	28	408	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	210	14	33	160	178	66	224	75	28	408	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:	173	210	14	33	160	178	66	224	75	28	408	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.69	0.69	0.89	0.89	0.89	0.84	0.84	0.84	0.96	0.96	0.96
Lanes:	0.44	0.53	0.03	0.09	0.43	0.48	0.18	0.61	0.21	0.06	0.89	0.05
Final Sat.:	575	696	45	151	723	808	289	982	330	110	1631	84
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.22	0.22	0.22	0.23	0.23	0.23	0.25	0.25	0.25
Crit Moves:		****									****	
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.64	0.64	0.64	0.47	0.47	0.47	0.58	0.58	0.58	0.64	0.64	0.64
Delay/Veh:	14.1	14.1	14.1	11.1	11.1	11.1	15.7	15.7	15.7	16.6	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	14.1	14.1	11.1	11.1	11.1	15.7	15.7	15.7	16.6	16.6	16.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	7	7	7	5	5	5	6	6	6	8	8	8

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Bryant Street (NS) at County Line Road (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	11	140	15	7	124	43	69	277	24	6	160	16
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	12	153	16	8	135	47	75	302	26	7	174	17
Added Vol:	88	34	21	0	47	0	0	60	133	19	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	187	37	8	182	47	75	362	159	26	209	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
PHF Volume:	110	205	41	8	199	51	86	415	182	28	230	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	205	41	8	199	51	86	415	182	28	230	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:	110	205	41	8	199	51	86	415	182	28	230	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.96	0.96	0.96	0.89	0.89	0.89	0.91	0.91	0.91
Lanes:	0.31	0.58	0.11	0.03	0.77	0.20	0.12	0.61	0.27	0.10	0.83	0.07
Final Sat.:	461	860	172	59	1404	361	213	1027	452	175	1437	120
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.14	0.14	0.14	0.40	0.40	0.40	0.16	0.16	0.16
Crit Moves:		****						****				
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.74	0.74	0.74	0.44	0.44	0.44	0.74	0.74	0.74	0.29	0.29	0.29
Delay/Veh:	24.2	24.2	24.2	16.6	16.6	16.6	13.7	13.7	13.7	7.6	7.6	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	24.2	24.2	16.6	16.6	16.6	13.7	13.7	13.7	7.6	7.6	7.6
LOS by Move:	C	C	C	B	B	B	B	B	B	A	A	A
HCM2kAvgQ:	8	8	8	4	4	4	11	11	11	3	3	3

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.9
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	8	100	2	5	64	25	18	55	3	0	68	8
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	9	109	2	5	70	27	20	60	3	0	74	9
Added Vol:	49	142	1	0	62	0	0	0	31	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	251	3	5	132	27	20	60	34	2	74	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:	0.71	0.71	0.71	0.71	0.71	0.71	0.68	0.68	0.68	0.79	0.79	0.79
PHF Volume:	82	355	4	8	186	38	29	88	50	3	94	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	355	4	8	186	38	29	88	50	3	94	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:	82	355	4	8	186	38	29	88	50	3	94	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.80	0.01	0.03	0.80	0.17	0.17	0.53	0.30	0.02	0.88	0.10
Final Sat.:	129	562	7	22	528	109	101	308	176	13	484	57
Capacity Analysis Module:												
Vol/Sat:	0.63	0.63	0.63	0.35	0.35	0.35	0.29	0.29	0.29	0.19	0.19	0.19
Crit Moves:	****				****			****			****	
Delay/Veh:	15.6	15.6	15.6	10.7	10.7	10.7	10.5	10.5	10.5	10.0	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	15.6	15.6	10.7	10.7	10.7	10.5	10.5	10.5	10.0	10.0	10.0
LOS by Move:	C	C	C	B	B	B	B	B	B	A	A	A
ApproachDel:	15.6			10.7			10.5			10.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.6			10.7			10.5			10.0		
LOS by Appr:	C			B			B			A		
AllWayAvgQ:	1.5	1.5	1.5	0.5	0.5	0.5	0.3	0.3	0.3	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	1.201
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	71.8
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	4	91	0	8	80	29	60	89	4	0	40	5
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	4	99	0	9	87	32	65	97	4	0	44	5
Added Vol:	81	143	7	0	199	0	0	0	95	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	242	7	9	286	32	65	97	99	6	44	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.45	0.45	0.45	0.81	0.81	0.81	0.93	0.93	0.93	0.80	0.80	0.80
PHF Volume:	190	538	16	11	354	39	70	104	106	7	54	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	538	16	11	354	39	70	104	106	7	54	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:	190	538	16	11	354	39	70	104	106	7	54	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:	0.26	0.72	0.02	0.03	0.87	0.10	0.25	0.37	0.38	0.11	0.79	0.10
Final Sat.:	158	448	13	16	512	57	132	196	201	48	346	43
Capacity Analysis Module:												
Vol/Sat:	1.20	1.20	1.20	0.69	0.69	0.69	0.53	0.53	0.53	0.16	0.16	0.16
Crit Moves:		****			****		****				****	
Delay/Veh:	125.9	126	125.9	21.0	21.0	21.0	16.3	16.3	16.3	11.7	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	125.9	126	125.9	21.0	21.0	21.0	16.3	16.3	16.3	11.7	11.7	11.7
LOS by Move:	F	F	F	C	C	C	C	C	C	B	B	B
ApproachDel:	125.9			21.0			16.3			11.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	125.9			21.0			16.3			11.7		
LOS by Appr:	F			C			C			B		
AllWayAvgQ:	20.1	20.1	20.1	1.9	1.9	1.9	1.0	1.0	1.0	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	100	2	5	64	25	18	55	3	0	68	8
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	9	109	2	5	70	27	20	60	3	0	74	9
Added Vol:	49	142	1	0	62	0	0	0	31	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	251	3	5	132	27	20	60	34	2	74	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:	0.71	0.71	0.71	0.71	0.71	0.71	0.68	0.68	0.68	0.79	0.79	0.79
PHF Volume:	82	355	4	8	186	38	29	88	50	3	94	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	355	4	8	186	38	29	88	50	3	94	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:	82	355	4	8	186	38	29	88	50	3	94	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.97	0.97	0.97	0.90	0.90	0.90	0.98	0.98	0.98
Lanes:	0.19	0.80	0.01	0.03	0.80	0.17	0.17	0.53	0.30	0.02	0.88	0.10
Final Sat.:	319	1385	18	61	1471	304	295	901	515	44	1627	191
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.13	0.13	0.13	0.10	0.10	0.10	0.06	0.06	0.06
Crit Moves:		****						****				
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.41	0.41	0.41	0.20	0.20	0.20	0.41	0.41	0.41	0.24	0.24	0.24
Delay/Veh:	5.9	5.9	5.9	4.9	4.9	4.9	19.9	19.9	19.9	18.7	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.9	5.9	5.9	4.9	4.9	4.9	19.9	19.9	19.9	18.7	18.7	18.7
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	2	2	2	3	3	3	2	2	2

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Bryant Street (NS) at Avenue L (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	91	0	8	80	29	60	89	4	0	40	5
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	4	99	0	9	87	32	65	97	4	0	44	5
Added Vol:	81	143	7	0	199	0	0	0	95	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	242	7	9	286	32	65	97	99	6	44	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.45	0.45	0.45	0.81	0.81	0.81	0.93	0.93	0.93	0.80	0.80	0.80
PHF Volume:	190	538	16	11	354	39	70	104	106	7	54	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	538	16	11	354	39	70	104	106	7	54	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:	190	538	16	11	354	39	70	104	106	7	54	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.97	0.97	0.97	0.85	0.85	0.85	0.95	0.95	0.95
Lanes:	0.26	0.72	0.02	0.03	0.87	0.10	0.25	0.37	0.38	0.11	0.79	0.10
Final Sat.:	386	1094	32	49	1614	178	405	601	615	197	1435	179
Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	0.49	0.22	0.22	0.22	0.17	0.17	0.17	0.04	0.04	0.04
Crit Moves:		****						****				
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.77	0.77	0.77	0.34	0.34	0.34	0.77	0.77	0.77	0.17	0.17	0.17
Delay/Veh:	11.4	11.4	11.4	5.1	5.1	5.1	31.2	31.2	31.2	18.9	18.9	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	11.4	11.4	5.1	5.1	5.1	31.2	31.2	31.2	18.9	18.9	18.9
LOS by Move:	B	B	B	A	A	A	C	C	C	B	B	B
HCM2kAvgQ:	12	12	12	4	4	4	7	7	7	1	1	1

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Singleton Road (NS) at JP Ranch Drive (EW)

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: B[12.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	93	0				0	60	0				0	0	0				0	0	0			
Growth Adj:	1.09	1.09	1.09				1.09	1.09	1.09				1.09	1.09	1.09				1.09	1.09	1.09			
Initial Bse:	0	101	0				0	65	0				0	0	0				0	0	0			
Added Vol:	6	67	29				60	23	12				35	0	18				71	0	89			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	6	168	29				60	88	12				35	0	18				71	0	89			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	6	177	31				63	93	13				37	0	19				75	0	94			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	6	177	31				63	93	13				37	0	19				75	0	94			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5	6.2				7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0	3.3				3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	106	xxxx	xxxxx				208	xxxx	xxxxx				478	446	99				440	437	192			
Potent Cap.:	1498	xxxx	xxxxx				1375	xxxx	xxxxx				501	510	962				531	516	854			
Move Cap.:	1498	xxxx	xxxxx				1375	xxxx	xxxxx				429	484	962				500	489	854			
Volume/Cap:	0.00	xxxx	xxxx				0.05	xxxx	xxxx				0.09	0.00	0.02				0.15	0.00	0.11			
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.1	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	7.4	xxxx	xxxxx				7.7	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	528	xxxxx				xxxx	650	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.4	xxxxx				xxxxx	1.0	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	12.6	xxxxx				xxxxx	12.5	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	B	*				*	B	*			
ApproachDel:	xxxxxx						xxxxxx						12.6						12.5					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Singleton Road (NS) at JP Ranch Drive (EW)

Average Delay (sec/veh): 7.4 Worst Case Level Of Service: C[22.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	86	0	0	75	0	0	0	0	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	94	0	0	82	0	0	0	0	0	0	0
Added Vol:	20	45	95	185	76	40	23	0	12	65	0	163
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	139	95	185	158	40	23	0	12	65	0	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	146	100	195	166	42	24	0	13	68	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	146	100	195	166	42	24	0	13	68	0	172
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	208	xxxx	xxxxx	246	xxxx	xxxxx	901	865	187	821	836	196
Potent Cap.:	1375	xxxx	xxxxx	1332	xxxx	xxxxx	261	294	860	296	306	850
Move Cap.:	1375	xxxx	xxxxx	1332	xxxx	xxxxx	180	242	860	252	251	850
Volume/Cap:	0.02	xxxx	xxxx	0.15	xxxx	xxxx	0.13	0.00	0.01	0.27	0.00	0.20
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	247	xxxxx	xxxx	507	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	2.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.1	xxxxx	xxxxx	18.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			22.1			18.3		
ApproachLOS:	*			*			C			C		

Note: Queue reported is the number of cars per lane.

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #17 Singleton Road (NS) at JP Ranch Drive (EW)

****

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: B[12.6]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	93	0				0	60	0				0	0	0				0	0	0			
Growth Adj:	1.09	1.09	1.09				1.09	1.09	1.09				1.09	1.09	1.09				1.09	1.09	1.09			
Initial Bse:	0	101	0				0	65	0				0	0	0				0	0	0			
Added Vol:	6	67	29				60	23	12				35	0	18				71	0	89			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	6	168	29				60	88	12				35	0	18				71	0	89			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	6	177	31				63	93	13				37	0	19				75	0	94			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	6	177	31				63	93	13				37	0	19				75	0	94			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5	6.2				7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0	3.3				3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	106	xxxx	xxxxx				208	xxxx	xxxxx				478	446	99				440	437	192			
Potent Cap.:	1498	xxxx	xxxxx				1375	xxxx	xxxxx				501	510	962				531	516	854			
Move Cap.:	1498	xxxx	xxxxx				1375	xxxx	xxxxx				429	484	962				500	489	854			
Volume/Cap:	0.00	xxxx	xxxx				0.05	xxxx	xxxx				0.09	0.00	0.02				0.15	0.00	0.11			
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.1	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	7.4	xxxx	xxxxx				7.7	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	528	xxxxx				xxxx	650	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.4	xxxxx				xxxxx	1.0	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	12.6	xxxxx				xxxxx	12.5	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	B	*				*	B	*			
ApproachDel:	xxxxxx						xxxxxx						12.6						12.5					
ApproachLOS:	*						*						B						B					

****

Note: Queue reported is the number of cars per lane.

****

JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #17 Singleton Road (NS) at JP Ranch Drive (EW)

****

Average Delay (sec/veh): 7.4 Worst Case Level Of Service: C[22.1]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	86	0	0	75	0	0	0	0	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	94	0	0	82	0	0	0	0	0	0	0
Added Vol:	20	45	95	185	76	40	23	0	12	65	0	163
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	139	95	185	158	40	23	0	12	65	0	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	146	100	195	166	42	24	0	13	68	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	146	100	195	166	42	24	0	13	68	0	172
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	208	xxxx	xxxxx	246	xxxx	xxxxx	901	865	187	821	836	196
Potent Cap.:	1375	xxxx	xxxxx	1332	xxxx	xxxxx	261	294	860	296	306	850
Move Cap.:	1375	xxxx	xxxxx	1332	xxxx	xxxxx	180	242	860	252	251	850
Volume/Cap:	0.02	xxxx	xxxx	0.15	xxxx	xxxx	0.13	0.00	0.01	0.27	0.00	0.20
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	247	xxxxx	xxxx	507	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	2.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.1	xxxxx	xxxxx	18.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			22.1			18.3		
ApproachLOS:	*			*			C			C		

****

Note: Queue reported is the number of cars per lane.

****

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Singleton Road (NS) at Lariat Road (EW)

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[11.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	93	0	0	60	0	0	0	0	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	101	0	0	65	0	0	0	0	0	0	0
Added Vol:	12	46	18	9	92	10	30	0	35	54	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	147	18	9	157	10	30	0	35	54	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	155	19	9	166	11	32	0	37	57	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	155	19	9	166	11	32	0	37	57	0	28
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	176	xxxx	xxxxx	174	xxxx	xxxxx	394	389	171	398	385	165
Potent Cap.:	1412	xxxx	xxxxx	1415	xxxx	xxxxx	569	549	878	566	552	885
Move Cap.:	1412	xxxx	xxxxx	1415	xxxx	xxxxx	544	540	878	535	543	885
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.06	0.00	0.04	0.11	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	684	xxxxx	xxxx	617	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.8	xxxxx	xxxxx	11.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.8			11.8		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #18 Singleton Road (NS) at Lariat Road (EW)

****

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[13.9]

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	86	0				0	75	0				0	0	0				0	0	0			
Growth Adj:	1.09	1.09	1.09				1.09	1.09	1.09				1.09	1.09	1.09				1.09	1.09	1.09			
Initial Bse:	0	94	0				0	82	0				0	0	0				0	0	0			
Added Vol:	40	122	60				30	90	33				20	0	23				35	0	18			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	40	216	60				30	172	33				20	0	23				35	0	18			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	42	227	63				32	181	35				21	0	24				37	0	19			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	42	227	63				32	181	35				21	0	24				37	0	19			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5	6.2				7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0	3.3				3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	216	xxxx	xxxxx				290	xxxx	xxxxx				614	636	198				616	622	259			
Potent Cap.:	1366	xxxx	xxxxx				1283	xxxx	xxxxx				407	398	848				405	406	785			
Move Cap.:	1366	xxxx	xxxxx				1283	xxxx	xxxxx				380	376	848				377	383	785			
Volume/Cap:	0.03	xxxx	xxxx				0.02	xxxx	xxxx				0.06	0.00	0.03				0.10	0.00	0.02			
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx				0.1	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	7.7	xxxx	xxxxx				7.9	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				A	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	540	xxxxx				xxxx	458	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.3	xxxxx				xxxxx	0.4	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	12.3	xxxxx				xxxxx	13.9	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	B	*				*	B	*			
ApproachDel:	xxxxxx						xxxxxx						12.3						13.9					
ApproachLOS:	*						*						B						B					

****

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Singleton Road (NS) at Lariat Road (EW)

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[11.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	93	0	0	60	0	0	0	0	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	101	0	0	65	0	0	0	0	0	0	0
Added Vol:	12	46	18	9	92	10	30	0	35	54	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	147	18	9	157	10	30	0	35	54	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	155	19	9	166	11	32	0	37	57	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	155	19	9	166	11	32	0	37	57	0	28
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	176	xxxx	xxxxx	174	xxxx	xxxxx	394	389	171	398	385	165
Potent Cap.:	1412	xxxx	xxxxx	1415	xxxx	xxxxx	569	549	878	566	552	885
Move Cap.:	1412	xxxx	xxxxx	1415	xxxx	xxxxx	544	540	878	535	543	885
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.06	0.00	0.04	0.11	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	684	xxxxx	xxxx	617	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.8	xxxxx	xxxxx	11.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.8			11.8		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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JP Ranch
Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Projects
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #18 Singleton Road (NS) at Lariat Road (EW)

****

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[13.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	86	0	0	75	0	0	0	0	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	94	0	0	82	0	0	0	0	0	0	0
Added Vol:	40	122	60	30	90	33	20	0	23	35	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	216	60	30	172	33	20	0	23	35	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	227	63	32	181	35	21	0	24	37	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	42	227	63	32	181	35	21	0	24	37	0	19
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	216	xxxx	xxxxx	290	xxxx	xxxxx	614	636	198	616	622	259
Potent Cap.:	1366	xxxx	xxxxx	1283	xxxx	xxxxx	407	398	848	405	406	785
Move Cap.:	1366	xxxx	xxxxx	1283	xxxx	xxxxx	380	376	848	377	383	785
Volume/Cap:	0.03	xxxx	xxxx	0.02	xxxx	xxxx	0.06	0.00	0.03	0.10	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	540	xxxxx	xxxx	458	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.3	xxxxx	xxxxx	13.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			12.3			13.9		
ApproachLOS:	*			*			B			B		

****

Note: Queue reported is the number of cars per lane.

****

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APPENDIX E

Traffic Signal Warrant Worksheets

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

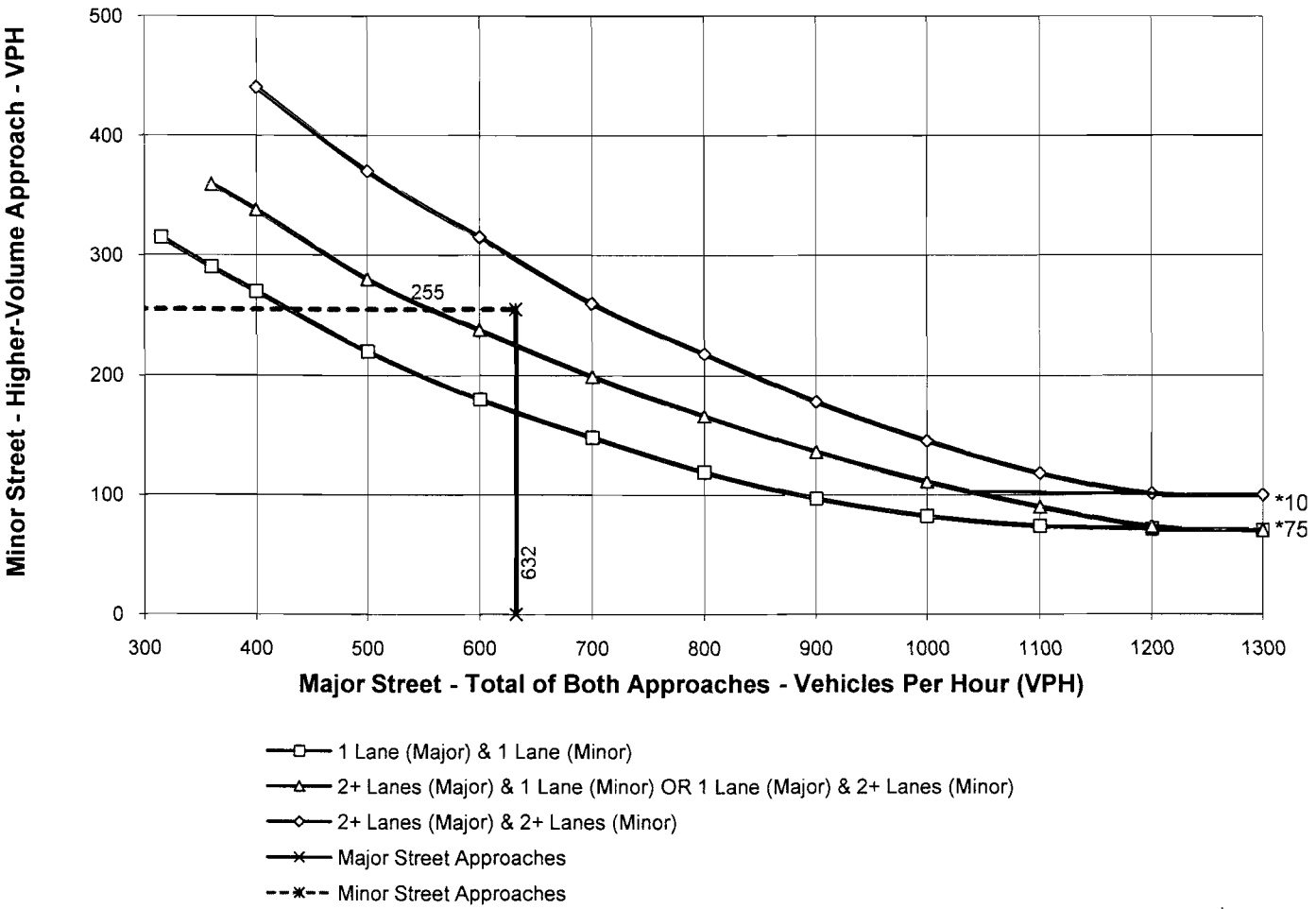
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing**

Major Street Name = **I-10 Freeway SB Ramps** Total of Both Approaches (VPH) = **632**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **County Line Road** High Volume Approach (VPH) = **255**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

November 2003

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing**

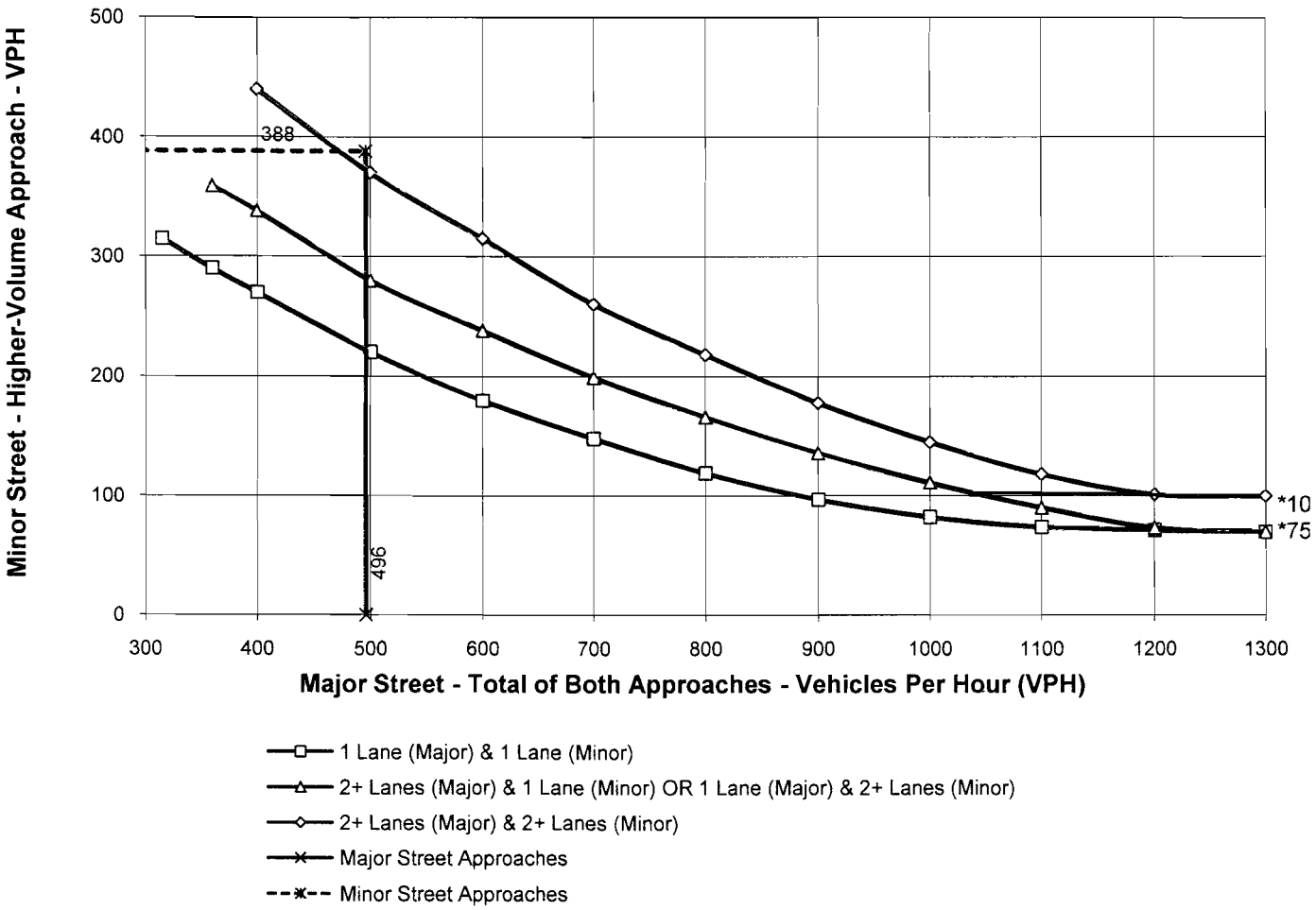
Major Street Name = **Sandalwood Drive** Total of Both Approaches (VPH) = **496**

Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-10 Freeway SB Ramps** High Volume Approach (VPH) = **388**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

November 2003

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

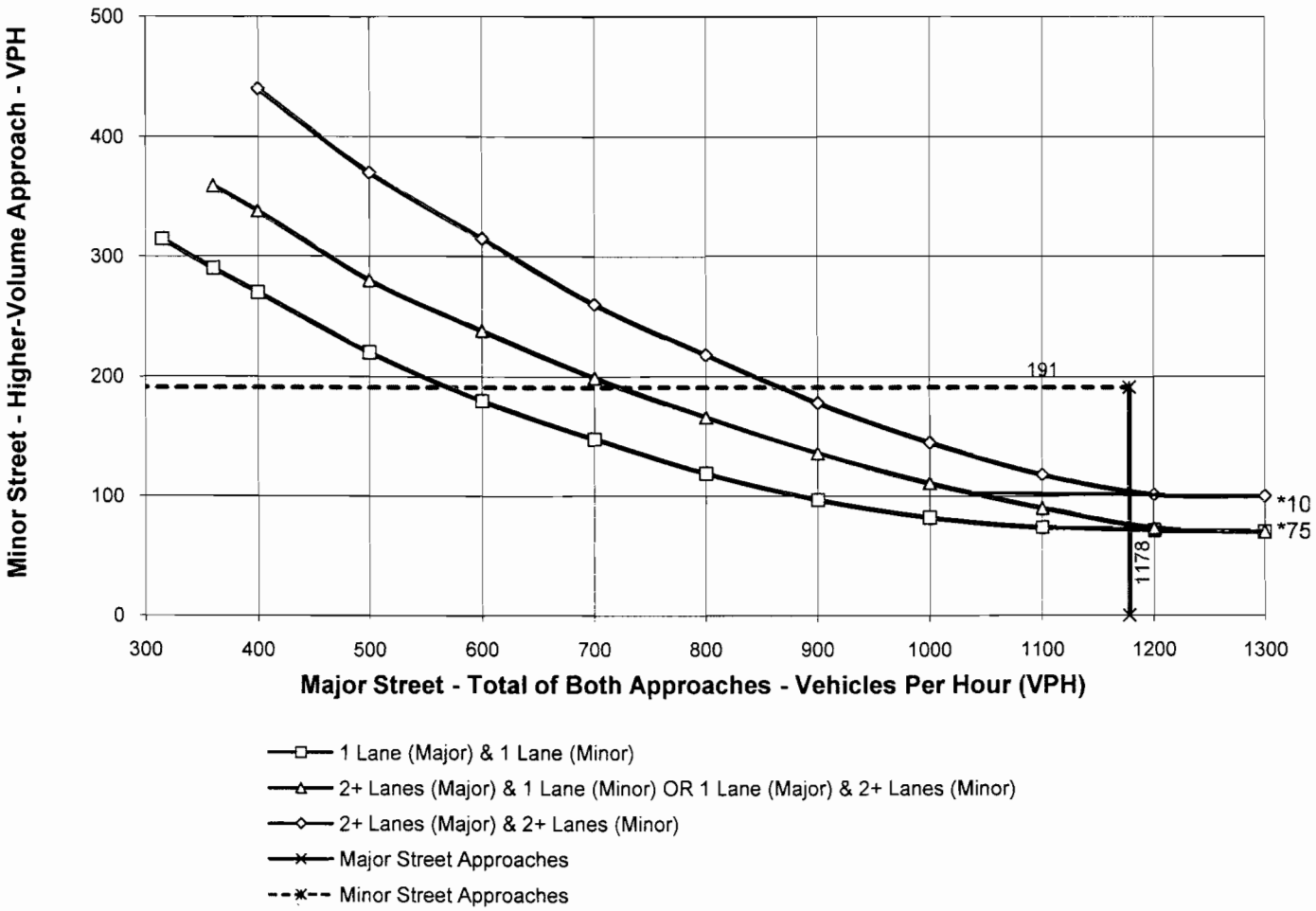
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing**

Major Street Name = **County Line Road** Total of Both Approaches (VPH) = **1178**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-10 Freeway NB Ramps** High Volume Approach (VPH) = **191**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing**

Major Street Name = **County Line Road**

Total of Both Approaches (VPH) = **881**

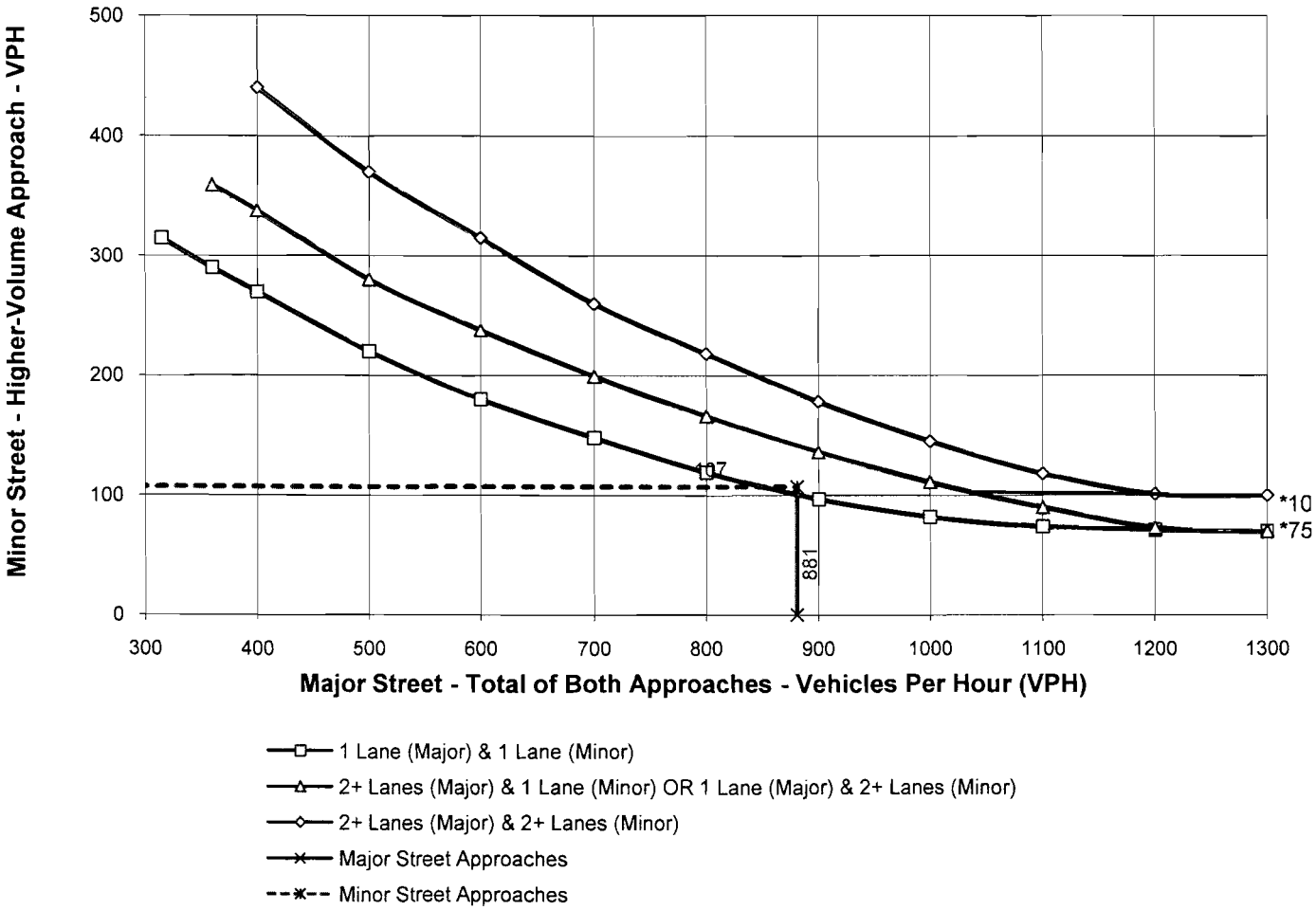
Number of Approach Lanes Major Street = **1**

Minor Street Name = **3rd Street**

High Volume Approach (VPH) = **107**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing**

Major Street Name = **County Line Road**

Total of Both Approaches (VPH) = **870**

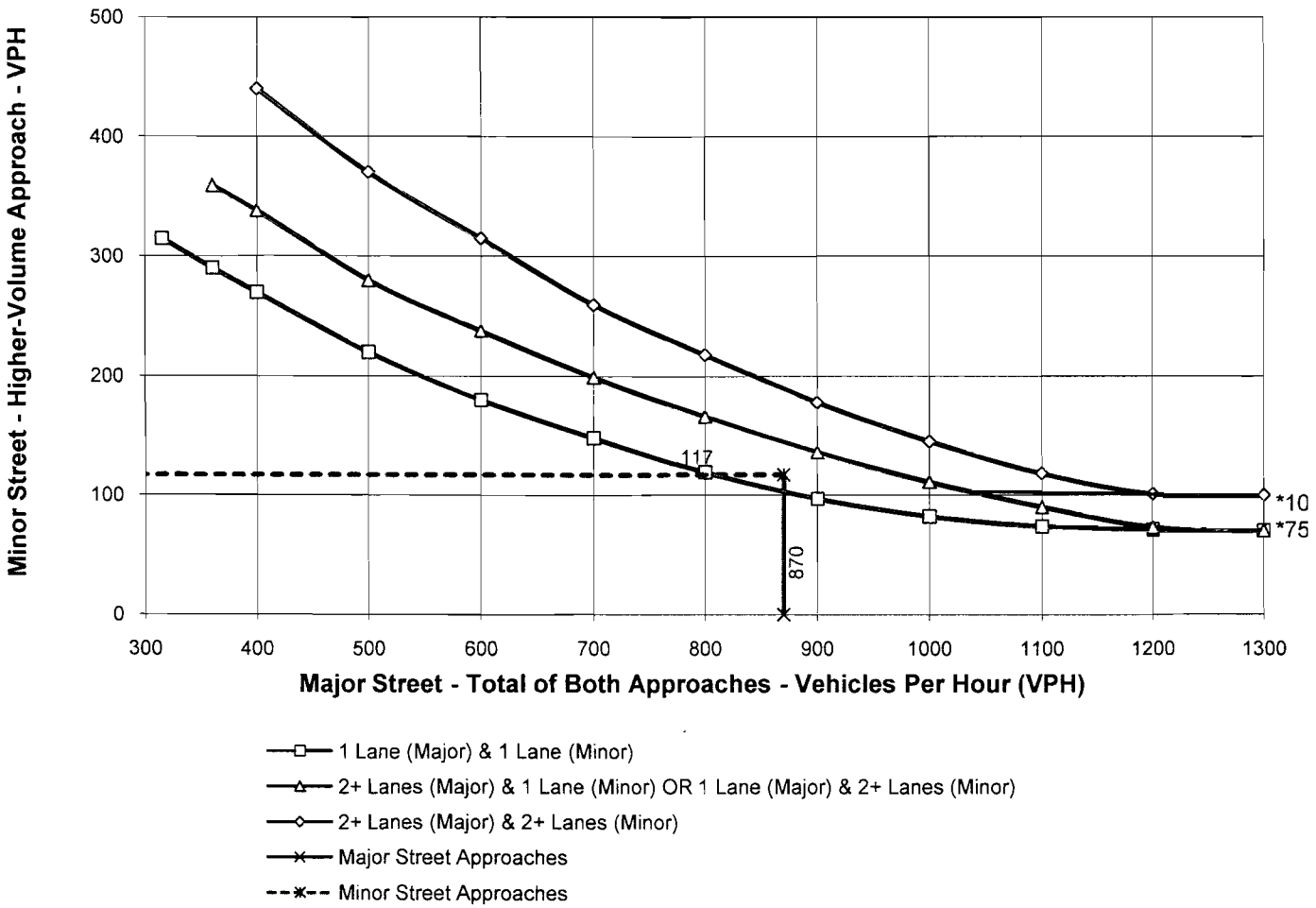
Number of Approach Lanes Major Street = **1**

Minor Street Name = **2nd Street**

High Volume Approach (VPH) = **117**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

November 2003

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

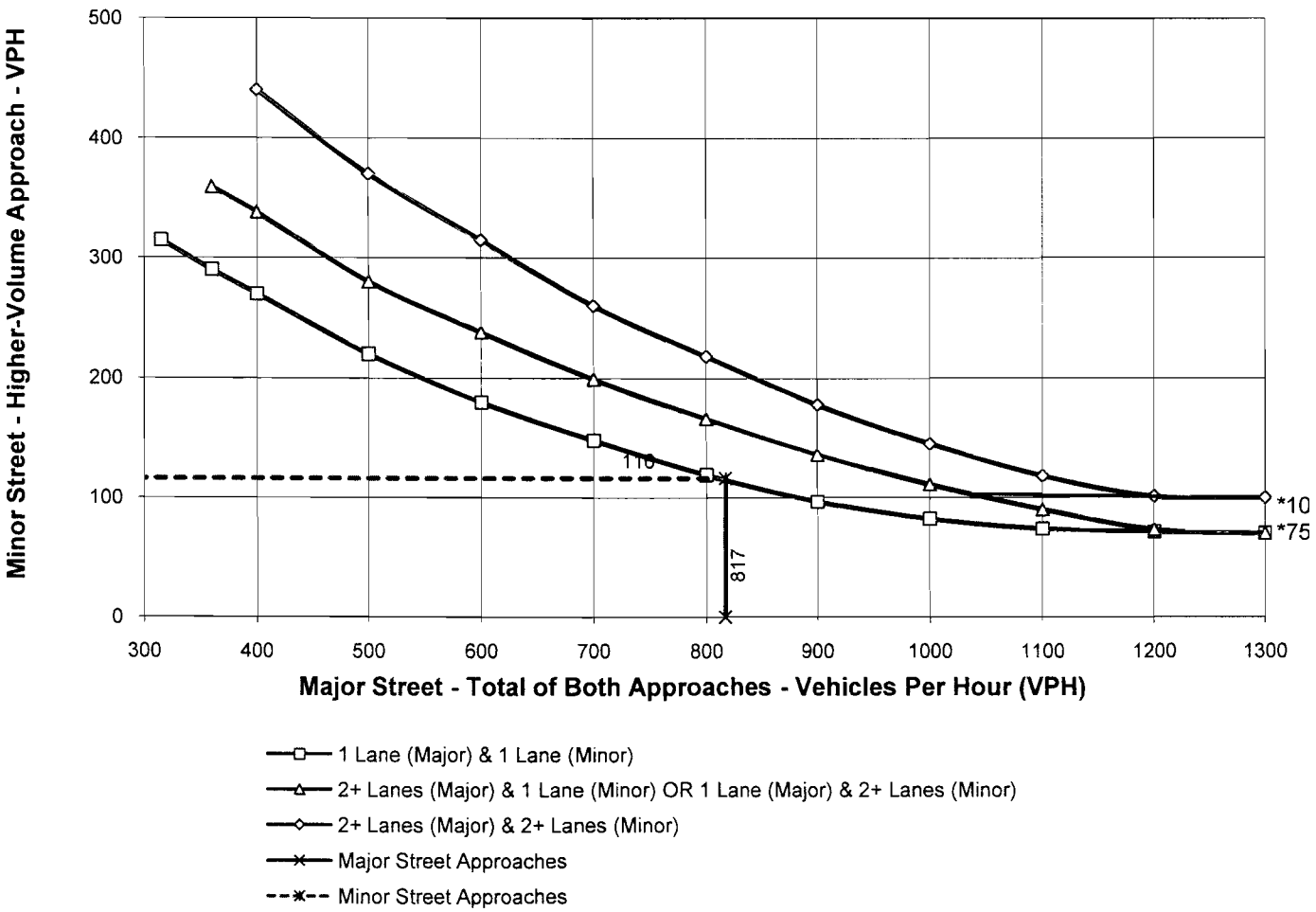
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing Plus Ambient Growth Plus Project (Year 2017)**

Major Street Name = **County Line Road**
Total of Both Approaches (VPH) = **817**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **California Street**
High Volume Approach (VPH) = **116**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

November 2003

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

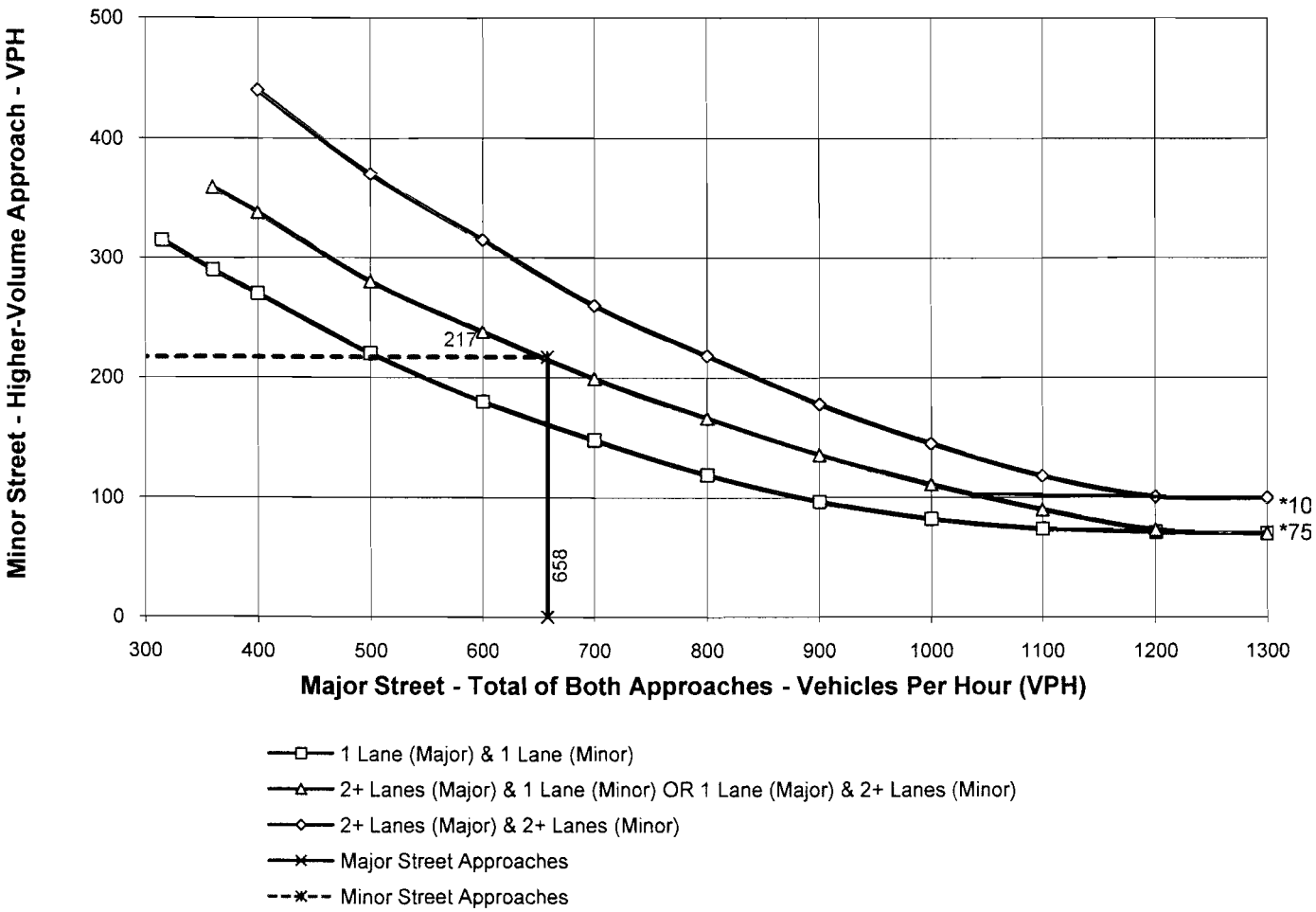
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing Plus Ambient Growth Plus Project (Year 2017)**

Major Street Name = **County Line Road**
Total of Both Approaches (VPH) = **658**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Bryant Street**
High Volume Approach (VPH) = **217**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

November 2003

2003 Edition

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

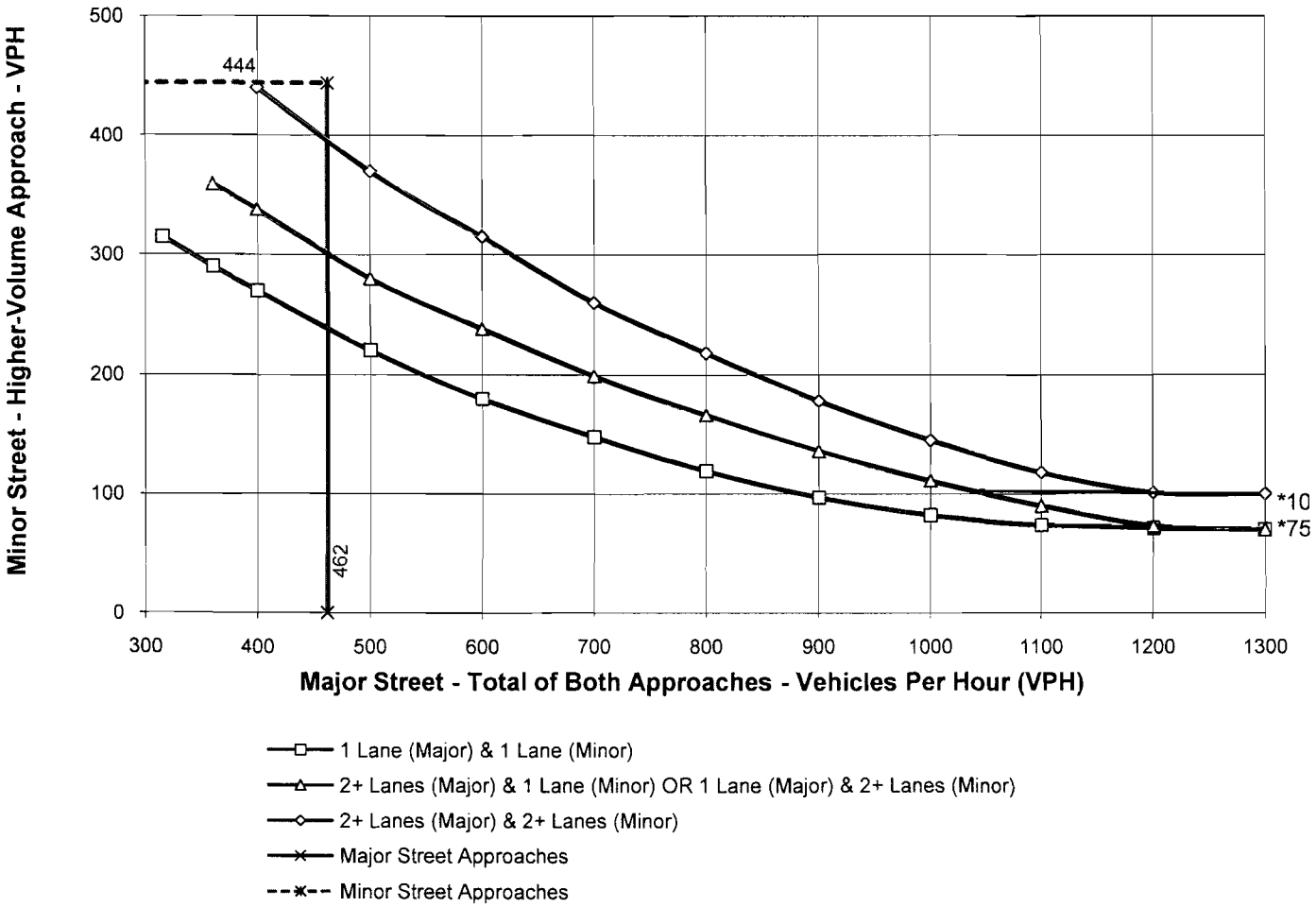
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Proj**

Major Street Name = **Calimesa Boulevard** Total of Both Approaches (VPH) = **462**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-10 Freeway NB Off Ramp** High Volume Approach (VPH) = **444**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

November 2003

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing Plus Ambient Growth Plus Project (Year 2017) Plus Cumulative Proj**

Major Street Name = **Singleton Road**

Total of Both Approaches (VPH) = **543**

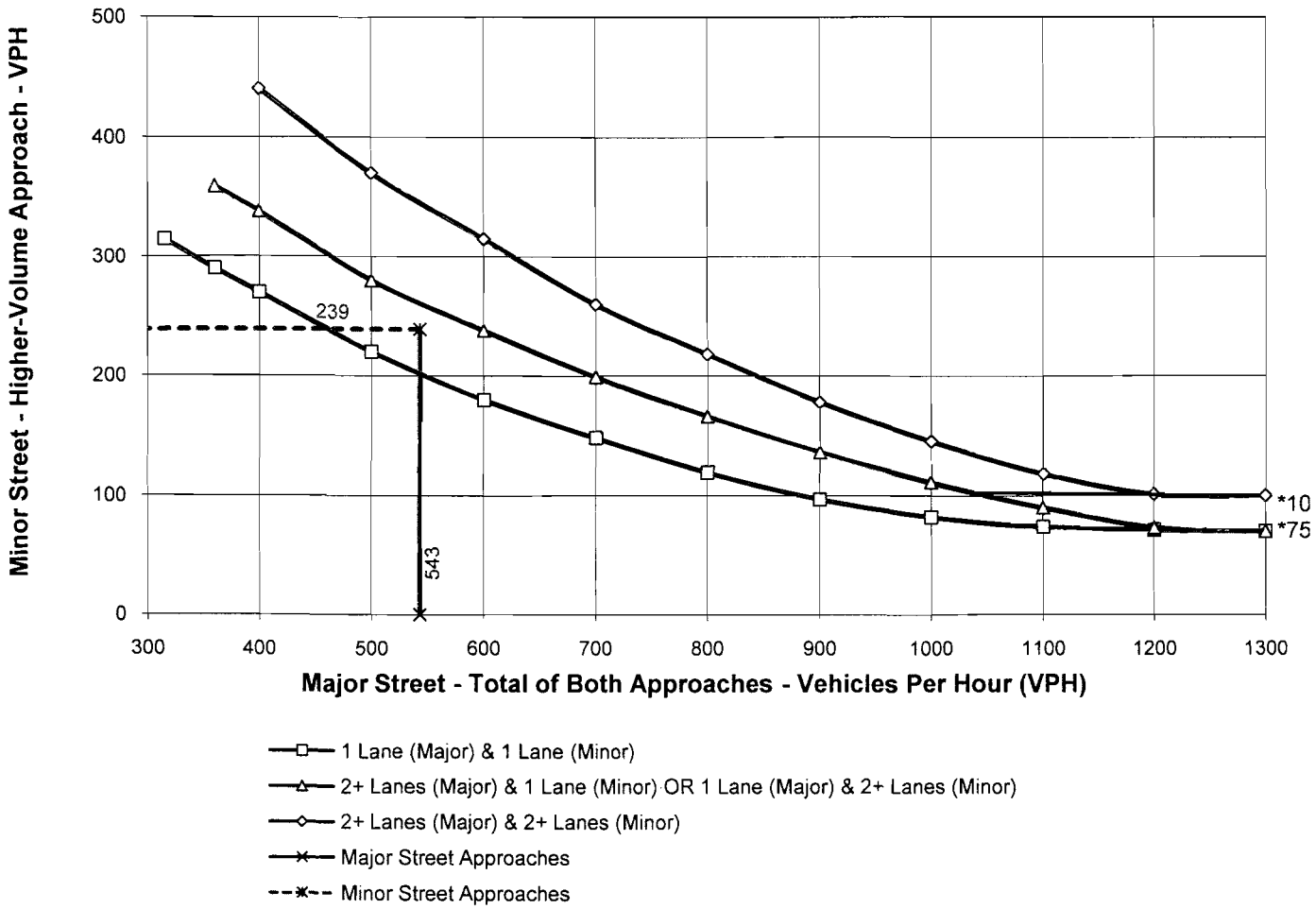
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Calimesa Boulevard**

High Volume Approach (VPH) = **239**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

November 2003

WARRANT 3, PEAK HOUR (70% FACTOR)
(Rural Areas)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing Plus Ambient Growth Plus Project (Year 2022) Plus Cumulative Proj**

Major Street Name = **Bryant Street**

Total of Both Approaches (VPH) = **661**

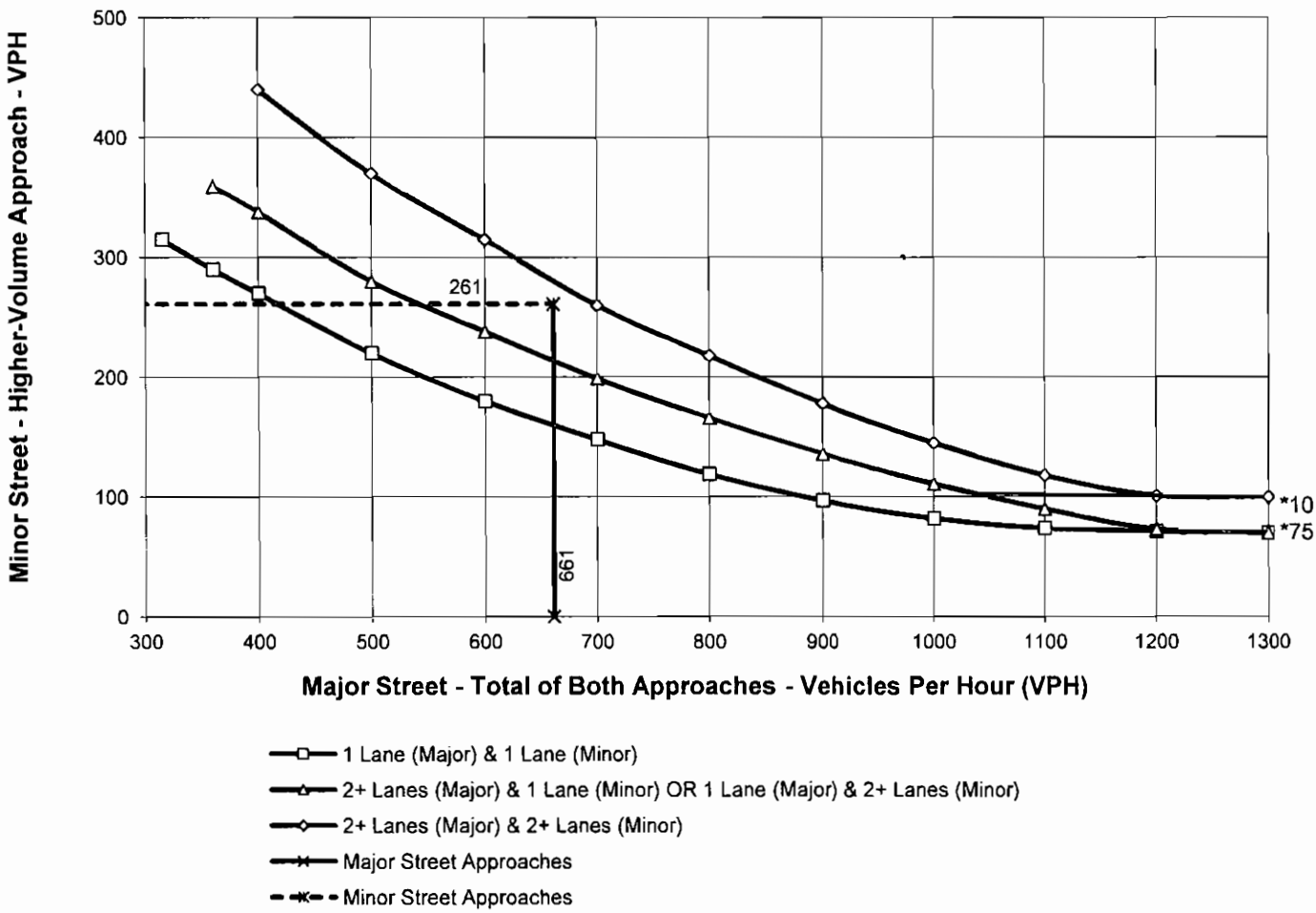
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Avenue L**

High Volume Approach (VPH) = **261**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

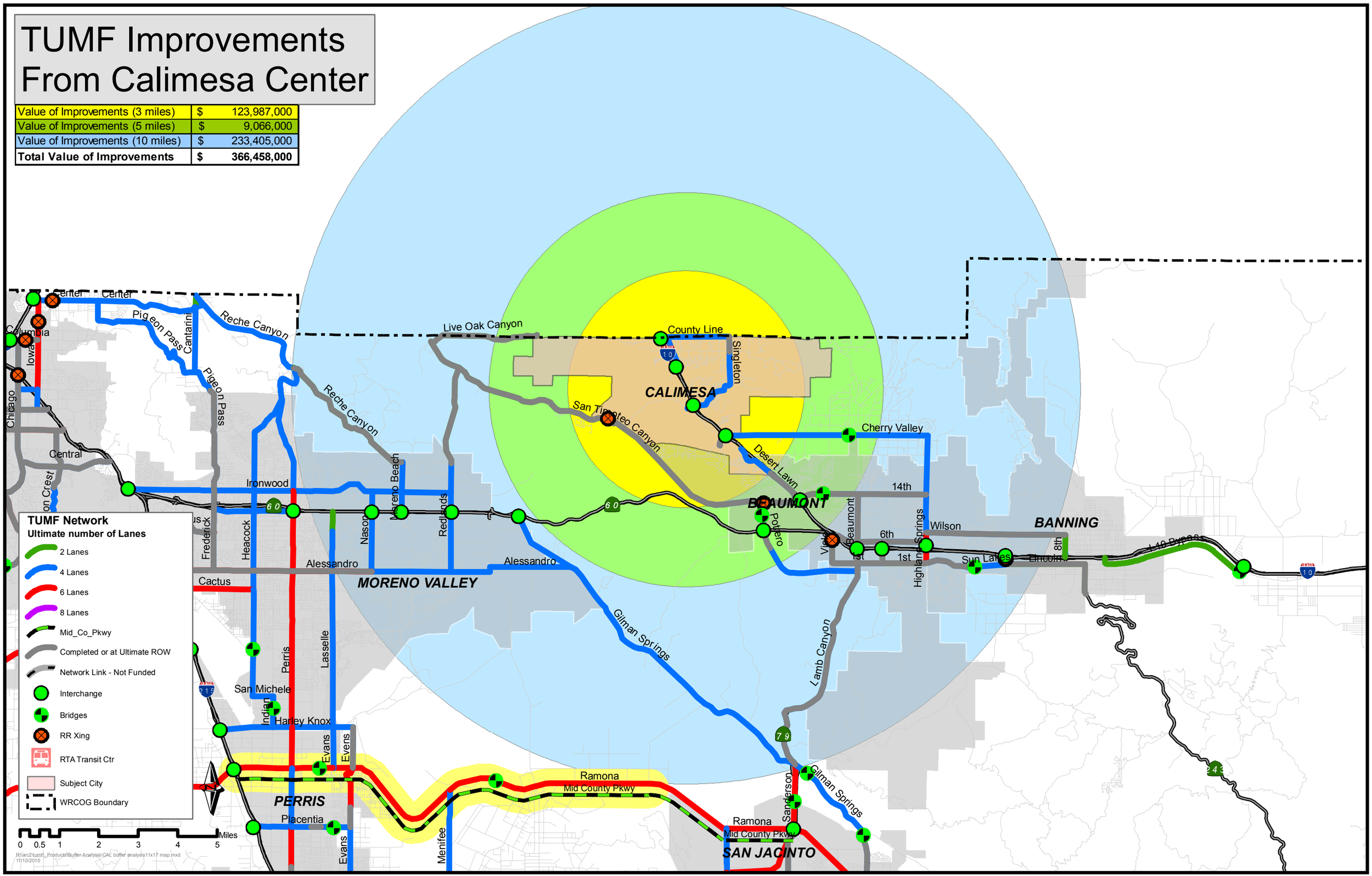
November 2003

APPENDIX F

Transportation Uniform Mitigation Fee (TUMF) Improvements

TUMF Improvements From Calimesa Center

Value of Improvements (3 miles)	$	123,987,000
Value of Improvements (5 miles)	$	9,066,000
Value of Improvements (10 miles)	$	233,405,000
Total Value of Improvements	**$**	**366,458,000**





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