APPENDIX "C"

GENERAL PLAN TRAFFIC STUDY

URBAN
CROSSROADS

41 Corporate Park, Suite 300
Irvine, CA 92606

Prepared by:

John Kain, AICP
Carleton Waters, P.E.
Marlie Whiteman, P.E.
Archie Tan, E.I.T.

REGISTERED PROFESSIONAL ENGINEER
CARLETON WATERS
No. 52916
Exp. 12/31/06
CIVIL
STATE OF CALIFORNIA

Prepared for:

Mr. John Bridges
COTTON/BRIDGES/ASSOCIATES
6336 Greenwich Drive, Suite F
San Diego, CA 92122-5922

CITY OF SAN JACINTO
GENERAL PLAN TRAFFIC STUDY

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CITY OF SAN JACINTO
GENERAL PLAN TRAFFIC STUDY

1.0 TRANSPORTATION PLANNING CONTEXT

This Traffic Study has been prepared in support of the ongoing effort to update the San Jacinto General Plan Circulation Element. The Circulation Element emphasizes the upgrade and maintenance of a transportation system for the City that responds to demands of the current and planned land uses, as set forth in the Land Use Element. This study establishes acceptable intersection service levels and identifies improvements required to maintain the desired service levels at key locations. The use of alternative travel modes such as transit and biking is also accommodated in the proposed network.

San Jacinto has a circulation system consisting of arterial roadways and local streets. The Ramona Expressway, State Route 79, State Street, Warren Road, and Sanderson Avenue provide regional access to the city. Established transit service also connects the City to the nearby communities.

For vehicular transportation, a hierarchical roadway network is established with designated roadway types and design standards. The roadway type is linked to anticipated traffic levels. As growth within the City occurs, capacity analysis should be performed and improvements made to the roadway system. Because local circulation is linked with the regional system, the element also focuses on participation in regional programs to alleviate traffic congestion and construct capacity improvements. Alternative transportation modes are also emphasized to reduce dependency on the automobile and thereby improve environmental quality.

Plans prepared by Caltrans, the County and other regional agencies guide development/improvement of the regional transportation system. Strategies to handle anticipated traffic levels from future regional development are currently being developed as discussed below.

1.1 Regional Transportation Plan

The Regional Transportation Plan (RTP) is a component of the Regional Comprehensive Plan and Guide prepared by the Southern California Association of Governments (SCAG) to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st century. The RTP, which SCAG periodically updates to address changing conditions in the Southland, has been developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions, and private citizens. The RTP sets broad goals for the region and provides strategies to reduce problems related to congestion and mobility.

1.2 Riverside County Integrated Project

Transportation corridors west and south of the City of San Jacinto are being analyzed as part of the Community and Environmental Transportation Acceptability Process (CETAP) undertaken jointly by the County of Riverside and the Riverside County Transportation Commission (RCTC). CETAP is one component of the Riverside County Integrated Project (RCIP), which also includes the Riverside County General Plan update and a Multi-Species Habitat Conservation Plan (MSHCP) for western Riverside County. The purpose of the RCIP is to integrate the processes of planning land use, transportation improvements and preserving habitat for endangered species. A primary objective of the RCIP is to accommodate projected population growth within Riverside County by focusing development within areas that will be readily accessible, will provide a good quality of life for future residents, and will minimize environmental and community impacts, including impacts to sensitive habitats and endangered species. The RCIP process has achieved approval of the General Plan update (October 7, 2003), the MSHCP (June 17, 2003), and agency action on two CETAP transportation corridors internal to Riverside

County (Winchester to Temecula (EIR certified October 8, 2003); Hemet to Corona/Lake Elsinore (supported June 11, 2003)).

According to current projections by SCAG population and employment are expected to more than double in western Riverside County within the next 20 years. Due to the fast pace of development, opportunities are being lost to preserve land for habitat conservation and regional transportation facilities. Therefore, an important goal of CETAP is to complete environmental documentation and preserve right-of-way for regional transportation facilities. These facilities are intended to address the mobility needs for both people and goods, with the potential for incorporating the needs for highways and transit, as well as utilities, where appropriate. These facilities may follow existing transportation routes, or traverse presently undeveloped areas.

Through early CETAP planning studies, four major transportation corridors have been identified for more detailed analysis, including Winchester to Temecula, Hemet to Corona/Lake Elsinore, Riverside County to Orange County, and Moreno Valley to San Bernardino County. In July, 2000, the RCTC Board and the Riverside County Board of Supervisors directed the initiation of engineering and environmental studies for the Winchester to Temecula and Hemet to Corona/Lake Elsinore corridors, which have been moving forward in parallel.

1.3 SR-79 Project

Realigning SR-79 as an expressway from Lamb Canyon Road on the north to Newport Road on the south would offer significant traffic capacity and continuity between communities to meet increasing traffic demands in this expanding region of Riverside County. Improvements to SR-79 north of Lamb Canyon Road have been completed, and Caltrans is preparing improvement plans for the widening of SR-79 from Newport Road on the north to Keller Road on the south.

As a result of this gap closure project, traffic would be improved between SR79, SR-74, I-215, I-15, and I-10.

RCTC, in cooperation with Caltrans District 8, the County of Riverside and the cities of Hemet and San Jacinto, has prepared a draft Project Study Report for the realignment of approximately 15 miles of SR-79 in the vicinity of San Jacinto. This is the second step in the process for developing a new expressway. To date, the public agencies have met and discussed the type of roadway to be built; the environmental, social and economic issues associated with realignment; and reviewed new data. Out of these discussions, the team has verified the alignment alternatives to be evaluated further. The currently proposed concept for SR-79 as analyzed in this updated report includes a freeway section in the City of San Jacinto.

1.4 Congestion Management Program

The Riverside Congestion Management Program (CMP) is updated every five years in accordance with Proposition 111, passed in June 1990. The CMP was established in the State of California to more directly link land use, transportation and air quality and to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds, alleviate traffic congestion and related impacts, and improve air quality.

The Circulation Element describes how the future transportation system will function. This is important for congestion management, since deficiencies along the CMP system must be mitigated when they occur. The ability to address such deficiencies now, instead of when they occur, is critical. Understanding the reason for these deficiencies and identifying ways to reduce the impact of future growth and development along a critical CMP corridor will conserve scarce funding resources and help target hose resources appropriately.

2.0 EXISTING CONDITIONS

Urban Crossroads, Inc. inventoried the study area during 2001 to identify existing transportation conditions, and conducted the necessary field work to document the relevant issues. In addition, responsible or potentially affected agencies, groups and individuals, including RCTC, WRCOG and SCAG, were contacted to identify issues regarding traffic and circulation aspects of the General Plan.

Exhibit A contains existing roadway cross-sections and intersection lane configurations for the San Jacinto area. Exhibit B shows available average daily traffic (ADT) count data.

2.1 Existing Roadway Characteristics

Bridge Street is currently a two (2) lane undivided roadway in the study area.

Warren Road is currently a two (2) lane undivided roadway in the study area. Warren Road carries approximately 6,000 to 8,800 vehicles per day (VPD). North of the Ramona Expressway, Warren Road carries approximately 200 VPD.

Lamb Canyon Road is a four (4) lane divided roadway through the study area north of Gilman Springs Road. There is an existing urban interchange with Gilman Springs Road.

Lyon Avenue is a two (2) lane undivided roadway in the study area. It currently serves between 1,300 and 2,300 vehicles per day.

Palm Avenue is a two (2) lane undivided highway.

State Street is a four (4) lane undivided roadway south of Cottonwood Avenue to north of Esplanade Avenue and carries between 15,100 and 17,700 VPD. It is a four (4) lane divided roadway north of Cottonwood Avenue and south of Ramona Boulevard and carries 19,900 VPD. North of Ramona Boulevard, and south of

EXHIBIT A

CITY OF SAN JACINTO
EXISTING ROADWAY NETWORK

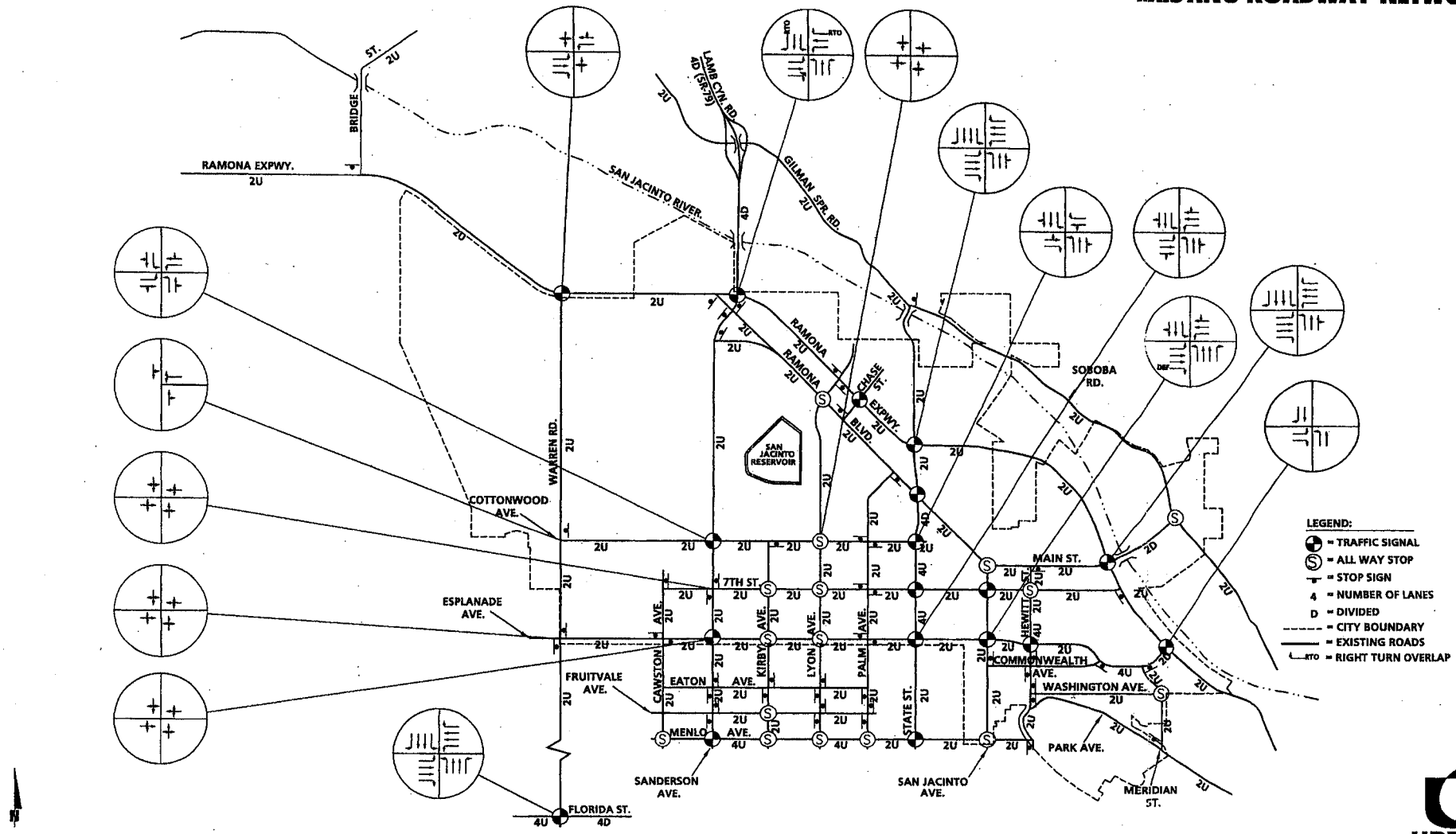

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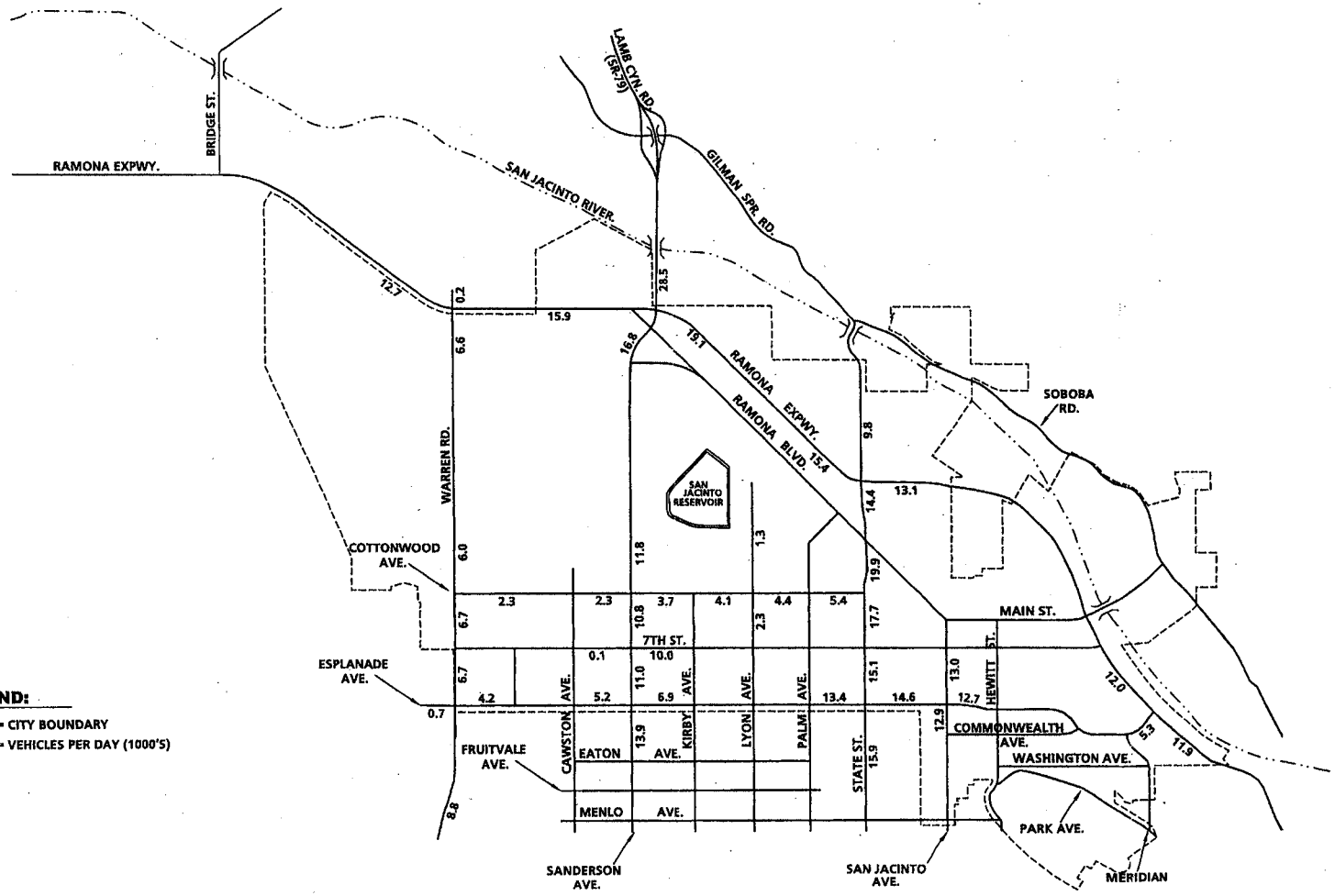
EXHIBIT B

EXISTING AVERAGE DAILY TRAFFIC (ADT)



Esplanade Avenue it is a two (2) lane undivided roadway and carries between 9,800 to 15,900 VPD.

San Jacinto Avenue is a two (2) lane undivided roadway and carries approximately 13,000 vehicles per day in the study area.

Hewitt Street is a two (2) lane undivided highway in the study area except just north of Esplanade Avenue, where it is four (4) lanes, undivided.

Gilman Springs Road is a two (2) lane undivided roadway in the study area. It provides access to the City of San Jacinto from the Moreno Valley area.

Meridian Street, Cawston Avenue and Kirby Avenue are two (2) lane undivided roadways in the study area.

Ramona Expressway is a two (2) lane undivided roadway. It carries approximately 11,900 to 19,100 VPD. The Ramona Expressway provides regional access to the City of San Jacinto from the surrounding communities.

Cottonwood Avenue is currently a two (2) lane undivided roadway in the study area. It carries approximately 2,300 to 5,400 VPD.

Eaton Avenue is currently a two (2) lane undivided roadway in the study area.

Menlo Avenue is a four (4) lane undivided roadway through the study area west of Palm Avenue. East of Palm Avenue it becomes a two (2) lane undivided roadway.

Ramona Boulevard and Soboba Road are two (2) lane undivided roadways.

Florida Street provides access to the City of San Jacinto from surrounding areas. It is a four (4) lane undivided roadway east and west of Warren Road.

Seventh Street is a two (2) lane undivided roadway. It carries approximately 100 to 1,000 VPD.

Sanderson Avenue is a two (2) lane undivided roadway south of the Ramona Expressway. On this segment, Sanderson carries from 10,800 to 16,800 VPD. North of the Ramona Expressway, it is a four (4) lane divided section carrying 28,500 VPD.

Main Street is a two (2) lane divided roadway east of the Ramona Expressway. It is a two (2) lane undivided road east of San Jacinto Avenue.

Esplanade Avenue is a two (2) lane undivided roadway throughout the study area. Just west of Warren Road, it carries 700 vehicles per day. East of Warren Road, average daily traffic (ADT) volume is 4,200. The highest segment of Esplanade Avenue is east of State Street, with a volume of 14,600 VPD.

2.2 Intersection Service Levels

Exhibits C and D contain existing AM and PM peak hour intersection turning movement counts, respectively. Traffic count data sheets are contained in Appendix "A."

The current technical guide to the evaluation of traffic operations is the 2000 Highway Capacity Manual (HCM) (Transportation Research Board Special Report 209). The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

EXHIBIT C

EXISTING AM PEAK HOUR INTERSECTION VOLUMES

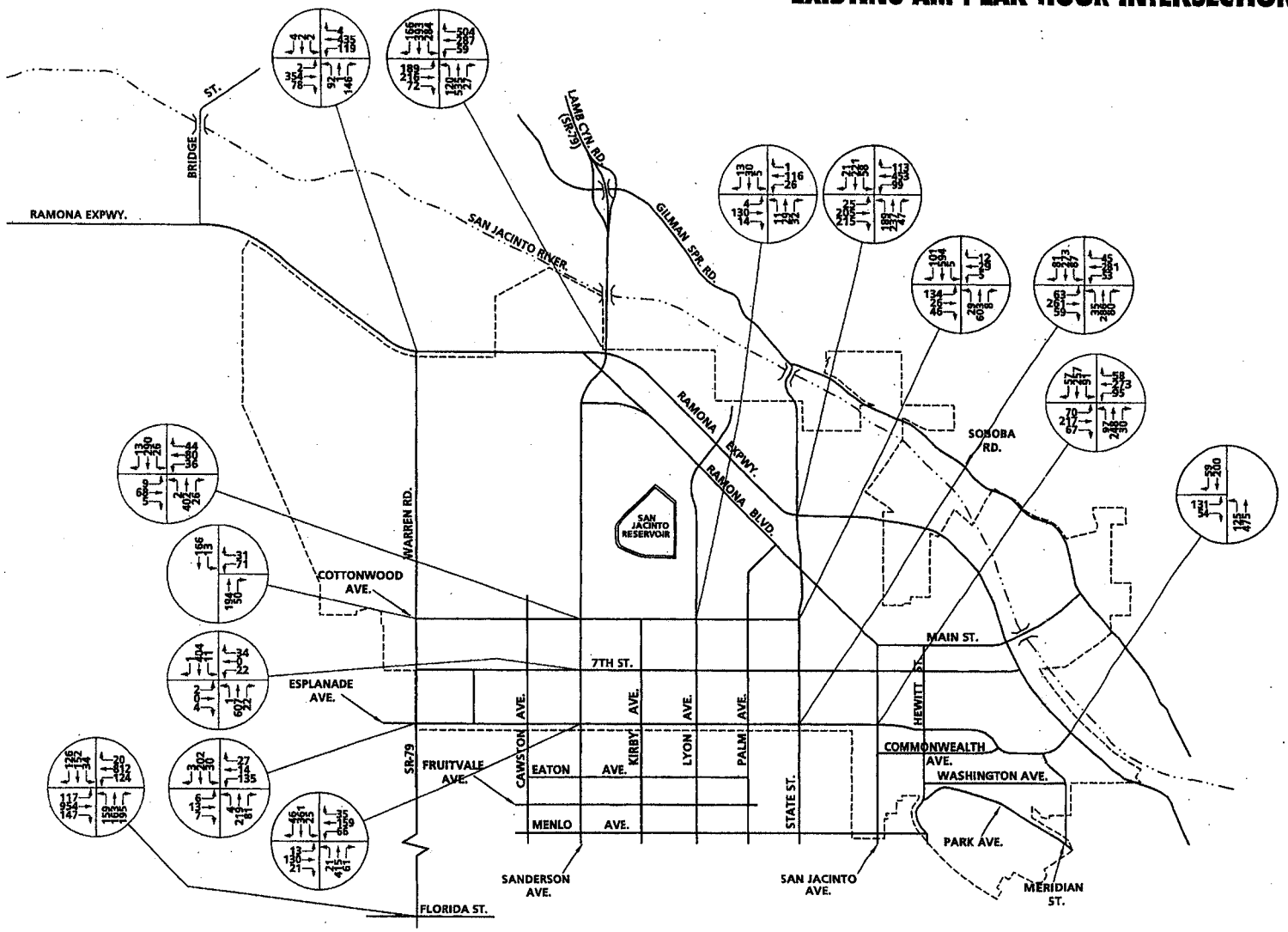


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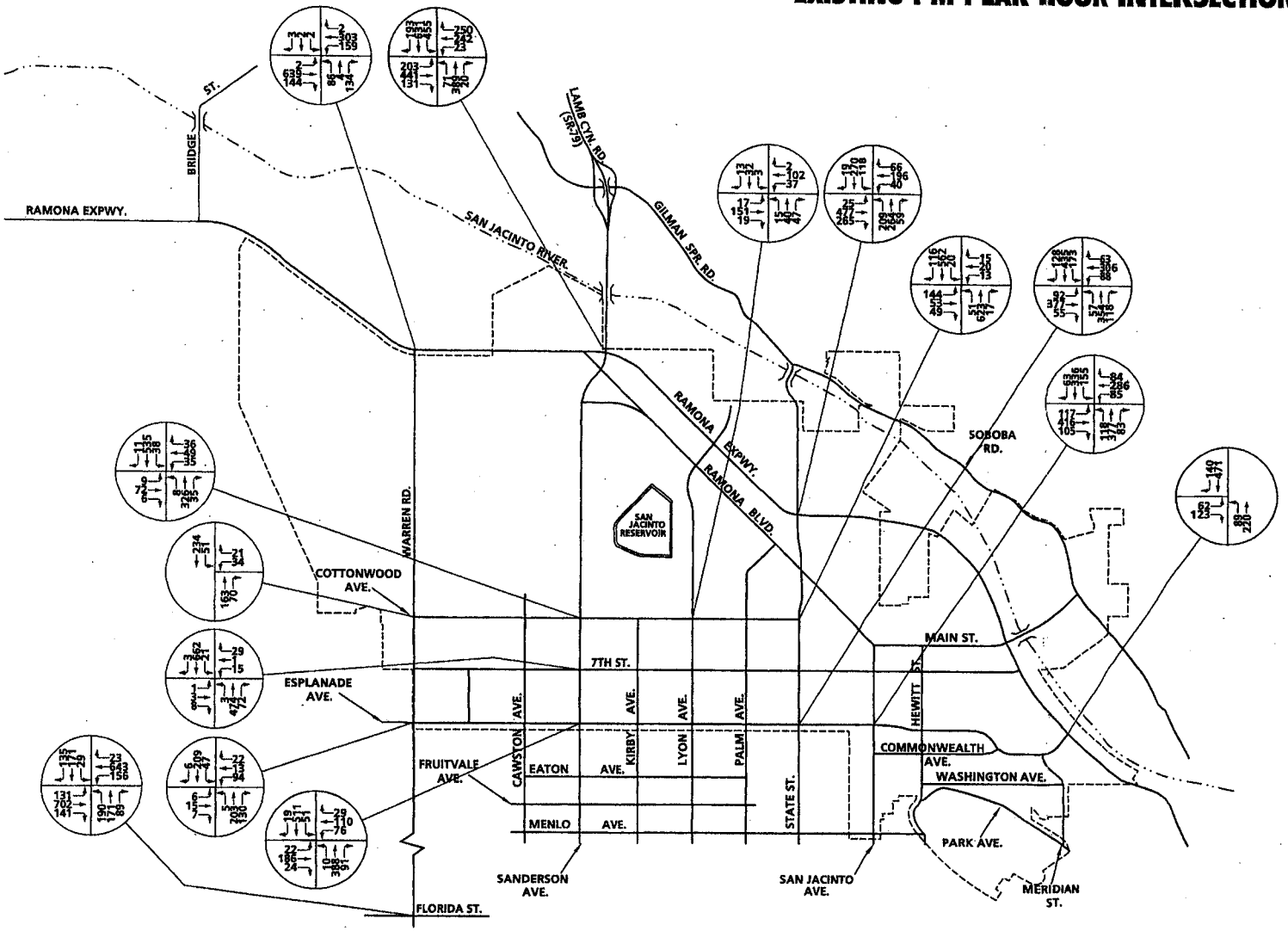
EXHIBIT D

EXISTING PM PEAK HOUR INTERSECTION VOLUMES



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The definitions of level of service for uninterrupted flow (flow unrestrained by the existence of traffic control devices) are:

- LOS "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

- LOS "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.

- LOS "C" is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

- LOS "D" represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.

- LOS "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.

- LOS "F" is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

The definitions of level of service for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control.

The level of service is typically dependent on the quality of traffic flow at the intersections along a roadway. The HCM methodology expresses the level of service at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. The levels of service determined in this study are determined using the HCM methodology.

For signalized intersections, average total delay per vehicle for the overall intersection is used to determine level of service. Levels of service at the signalized study area intersection has been evaluated using an HCM intersection analysis program.

For all way stop (AWS) controlled intersections, the ability of vehicles to enter the intersection is not controlled by the occurrence of gaps in the flow of the main street. The AWS controlled intersection has been evaluated using the HCM methodology for this type of multi-way stop controlled intersection configuration. The level of service criteria for this type of intersection analysis is also based on average total delay per vehicle for the overall intersection.

The study area intersections, which are currently stop sign controlled with stop control on the minor street only, have been analyzed using the unsignalized intersection methodology of the HCM. For these intersections, the calculation of level of service is dependent on the occurrence of gaps occurring in the traffic flow of the main street. Using data collected describing the intersection configuration and traffic volumes at the study area location, the level of service has been calculated. The level of service criteria for this type of intersection analysis is based on average total delay per vehicle for the worst minor street movement(s).

The level of services are defined for the various analysis methodologies as follows:

LEVEL OF SERVICE	AVERAGE TOTAL DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED	UNSIGNALIZED
A	0 to 10.00	0 to 10.00
B	10.01 to 20.00	10.01 to 15.00
C	20.01 to 35.00	15.01 to 25.00
D	35.01 to 55.00	25.01 to 35.00
E	55.01 to 80.00	35.01 to 50.00
F	80.01 and up	50.01 and up

Existing peak hour traffic operations have been evaluated for key study area intersections. The results of this analysis are summarized in Table 1, along with the existing intersection geometrics and traffic control devices at the analysis locations.

For existing traffic conditions, most of the study area intersections are currently operating at Level of Service "C" or better during the peak hours. However, the intersection of Sanderson Avenue/Ramona Expressway operates at Level of service "D". Existing HCM calculation worksheets are provided in Appendix "B".

TABLE 1

INTERSECTION ANALYSIS FOR EXISTING CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Warren Rd. (NS) at:																	
• Ramona Expressway (EW)	TS	0	1	0	0	0	0	1	1	1	1	1	0		18.5		B
• Cottonwood Ave. (EW)	CSS	0	1	0	0	1	0	0	0	0	0	1	0		11.7		B
• Esplanade Ave. (EW)	CSS	0	1	0	0	1	0	0	1	0	0	1	0		17.0		C
• Florida Ave. (EW)	TS	1	2	1	1	2	1	1	2	1	1	2	1		26.1		C
Sanderson Ave. (NS) at:																	
• Ramona Expressway (EW)	TS	1	1	1	1	1	1>	1	1	1>>	1	1	1>		40.1		D
• Cottonwood Ave. (EW)	TS	1	1	0	1	1	0	1	1	0	1	1	0		7.3		A
• 7th St. (EW)	CSS	0	1	0	0	1	0	0	1	0	0	1	0		19.9		C
• Esplanade Ave. (EW)	TS	1	1	0	1	1	0	0	1	0	0	1	1		16.7		B
Lyon Ave. (NS) at:																	
• Cottonwood Ave. (EW)	AWS	0	1	0	0	1	0	0	1	0	0	1	0		8.4		A
State St. (NS) at:																	
• Ramona Expressway (EW)	TS	0	1	0	0	0	0	1	1	1	1	1	0		24.7		C
• Cottonwood Ave. (EW)	TS	1	2	0	1	2	0	0	1	1	0	1	1		29.7		C
• Esplanade Ave. (EW)	TS	1	2	0	1	2	0	1	2	0	1	2	0		24.5		C
San Jacinto (NS) at:																	
• Esplanade Ave. (EW)	TS	1	2	1	1	2	0	1	2	1	1	2	0		16.3		B
Ramona Expressway (NS) at:																	
• Esplanade Ave. (EW)	TS	1	1	0	0	1	1	1	0	1	0	0	0		13.2		B

[1] When a right turn 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; > = Right Turn Overlap; >> = Free Right Turn

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.5.1015 (2000). 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] AWS = All Way Stop
CSS = Cross Street Stop
TS = Traffic Signal

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3.0 ACCOMMODATIONS FOR ALTERNATIVE TRAVEL MODES

Public transportation and alternative modes of travel such as bicycling are an important component of a comprehensive circulation system. Public and alternative modes of transportation offer an alternative to the use of automobiles and help reduce air pollution and road congestion. To promote the increased usage of these modes of transportation, adequate facilities must be provided. In addition, truck route orientation and availability of regional and local airport services are important transportation components.

3.1 Trail System

The Riverside County General Plan contains a bikeway map for unincorporated county areas as shown on Exhibit E. A description of the types of bike facilities follows.

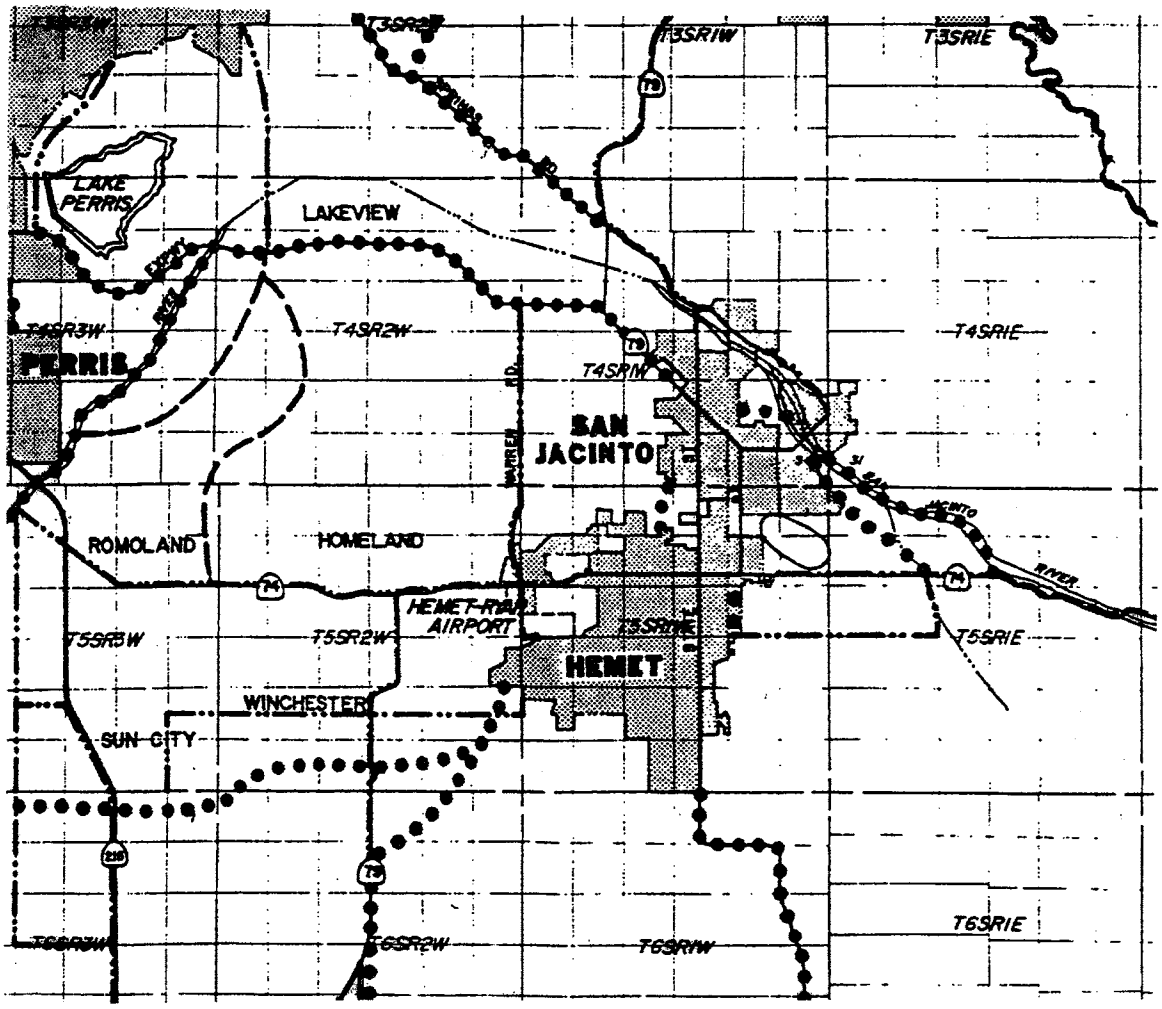
A Class I bikeway (off-road) provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. Crossflows with motorized vehicles are minimized. Minimum width for a two-way bikeway is eight (8) feet. Desirable width is 10-12 feet. The minimum shoulder width is two (2) feet on each side.

A Class II bikeway (on-road) provides a restricted right-of-way on a roadway's shoulder designated for the exclusive or semi-exclusive use of bicycles. Through travel by motor vehicles or pedestrians is prohibited. Crossflows by pedestrians and motorists are permitted. Vehicle parking is prohibited. The typical lane width for a bikeway is eight (8) feet. A reduction in width to allow for added turning lanes may be permitted. In such cases, a five (5) foot width, or gutter width plus three (3) feet, whichever is greater is the minimum width.

Exhibit F shows design cross-sections for bikeways, per the Caltrans Highway Design Manual, 5th Edition. According to the Manual on Uniform Traffic Control

EXHIBIT E

EXISTING RIVERSIDE COUNTY GENERAL PLAN BIKE FACILITIES



LEGEND

- CLASS I — BIKE PATH – BIKES ONLY
- CLASS II — BIKE LANE – DELINEATED LANE WITHIN ROAD RIGHT OF WAY
- CLASS III — SHARED ROUTE – EXISTING ROADS

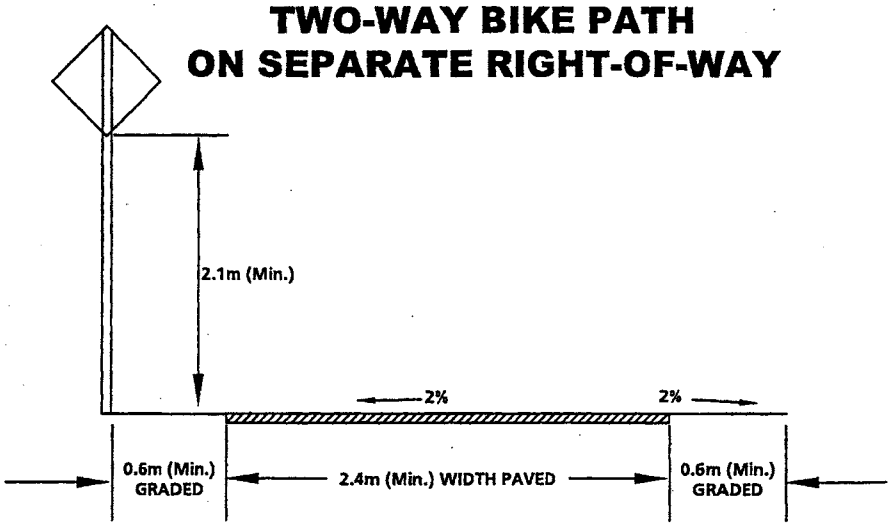
NOTE: ALL STREETS NOT OTHERWISE RESTRICTED ARE TO BE CONSIDERED AS CLASS III SHARED ROUTES.

N

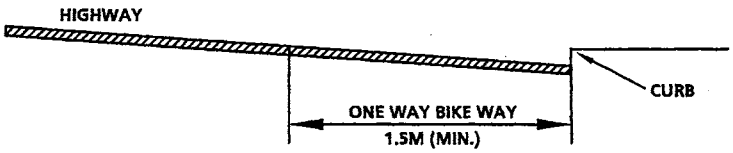
EXHIBIT F

STANDARD BIKE PATH CROSS-SECTIONS

CLASS I
TWO-WAY BIKE PATH
ON SEPARATE RIGHT-OF-WAY



CLASS II
TYPICAL CROSS-SECTION
OF BIKE WAY ALONG HIGHWAY



SOURCE: CALTRANS HIGHWAY DESIGN MANUAL, 5 TH EDITION

Devices Millennium Edition (US Department of Transportation, 2001), bicycle signs shall be standard in shape, legend, and color. All signs shall be retroreflectorized for use on bikeways, including shared-use paths and bicycle lane facilities. On shared-use paths, lateral sign clearance shall be a minimum of 0.9 m (3 ft) and a maximum of 1.8 m (6 ft) from the near edge of the sign to the near edge of the path. Mounting height for ground-mounted signs on shared-use paths shall be a minimum of 1.2 m (4 ft) and a maximum of 1.5 m (5 ft), measured from the bottom edge of the sign to the near edge of the path surface. When overhead signs are used on shared-use paths, the clearance from the bottom edge of the sign to the path surface directly under the sign shall be a minimum of 2.4 m (8 ft).

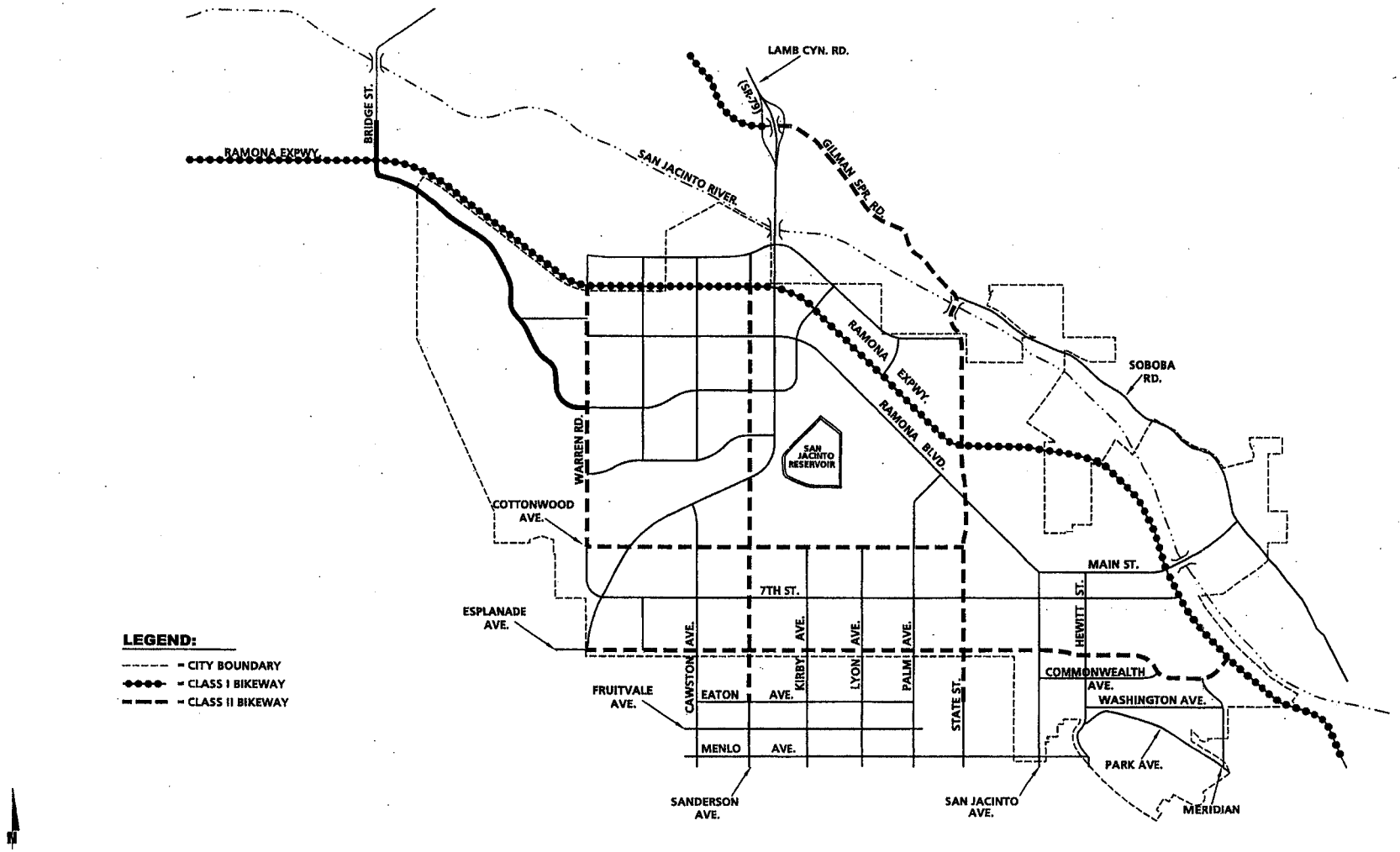
The proposed bikeway facilities in the study area are shown on Exhibit G. Class I and Class II bikeways are located on or adjacent to the following roadway segments:

- Ramona Expressway (Class I), West City Limit to East City Limit
- Warren Road (Class II), Cottonwood to Ramona Expressway
- Sanderson Avenue (Class II), South City Limit To Ramona Expressway
- State Street (Class II), South City Limit to North City Limit
- Cottonwood Avenue (Class II), Warren Road to State Street
- Esplanade Avenue, West City Limit to Ramona Expressway

Enhanced local bicycle and pedestrian linkages are anticipated. The goal is to link residential areas, schools, parks and commercial centers so that residents can travel within the community without driving. New development projects will be required to include safe and attractive sidewalks, walkways, and bike lanes, and homeowners associations will be encouraged to construct links to adjacent areas and communities where appropriate.

EXHIBIT G

CITY OF SAN JACINTO BIKEWAY NETWORK



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3.2 Bus Routes

Public bus service is provided by the Riverside Transit Agency. The existing bus routes provide limited access to employment centers, shopping and recreational areas within the City.

Three bus routes currently operate in the City of San Jacinto (see Exhibit H). Route 31 provides access along State Street and to the north and south ends of the City. Route 32 serves Mount San Jacinto Community College. Route 42 provides service from the eastern portion of the City to shopping areas in the south.

The City of San Jacinto is committed to ensuring that public transportation improves as a viable alternative to the automobile for residents. To achieve this objective, the City will coordinate with The Riverside Transit Agency in developing future scheduling and route alignments to serve San Jacinto.

3.3 Metrolink

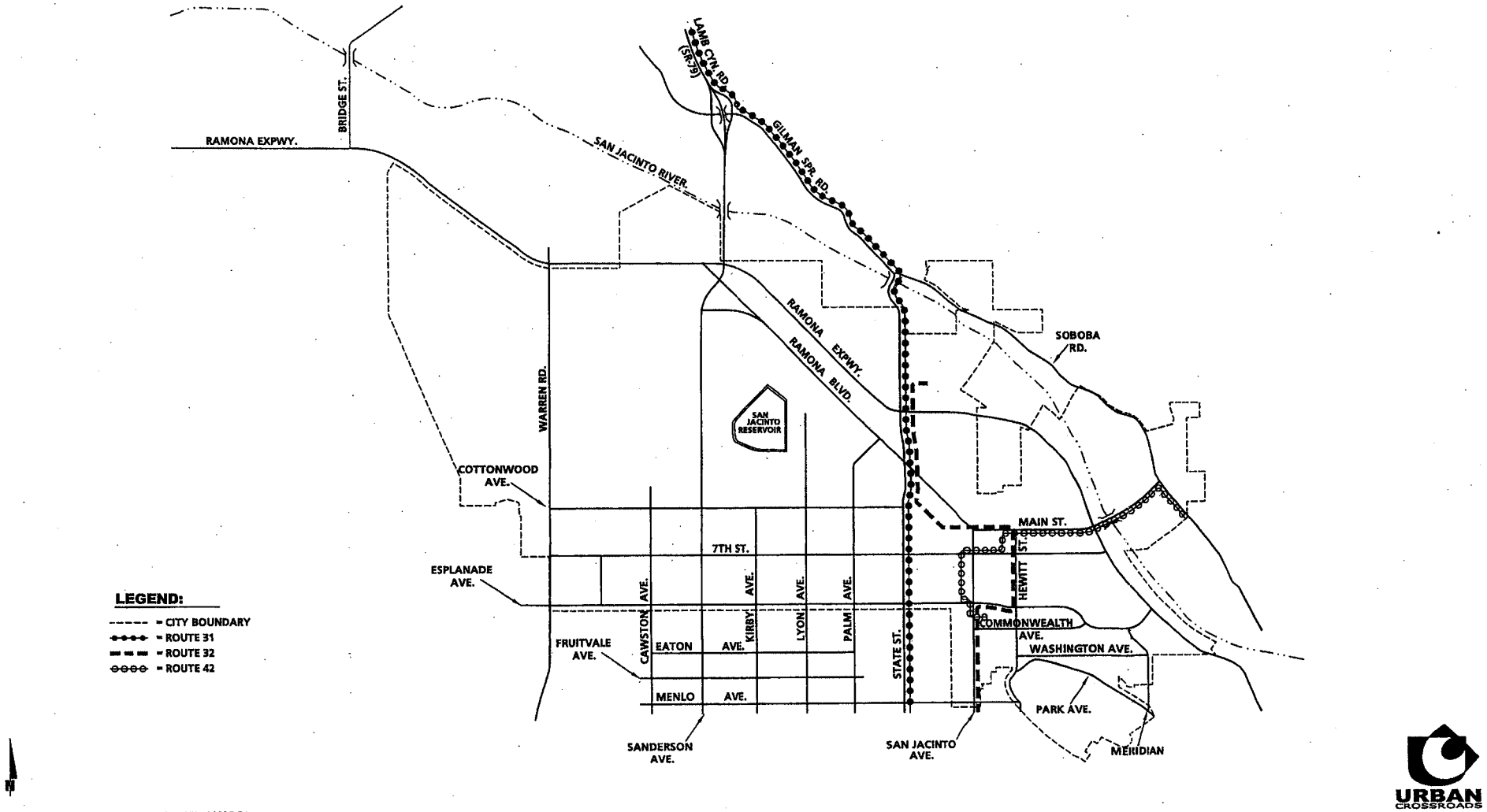
Commuter rail in the Southern California region has significantly grown along with the Riverside Metrolink system, which now provides service from Riverside County to Orange County and Los Angeles County. The long term plan calls for extension of the Riverside Transit Corridor, in accordance with performance standards, along the San Jacinto branch line to the City of Hemet.

3.4 Truck Routes

San Jacinto experiences moderate amounts of truck traffic generated by commercial and light industrial uses. Truck traffic will increase in future years to support new businesses. Noise impacts and congestion can be caused by truck

EXHIBIT H

EXISTING BUS ROUTES



URBAN CROSSROADS

traffic in urban areas. To avoid such impacts, truck routes will be oriented to the Ramona Expressway and on SR-79 through the study area.

To minimize noise impacts on residential areas, truck routes will be consolidated along arterial roadways. In evaluating routes for truck traffic traveling through the City, steps will be taken to minimize the amount of truck traffic on roadways in residential areas that are sensitive to congestion and noise impacts.

3.5 Aviation Facilities

There are several major commercial airports in Southern California used for passenger service by residents of San Jacinto including: Palm Springs Regional, Ontario International Airport (San Bernardino County), Orange County-John Wayne Airport, Los Angeles International Airport, and Lindbergh Field (San Diego County). Of these, only Palm Springs International Airport is located in Riverside County. In addition to the regional air passenger airport facilities, the March Inland Port/Air Reserve is located in Riverside County along SR-215 near Perris. This airport provides regional air cargo service and also continues to function as the Air Reserve Base in Riverside County.

Closer to the City of San Jacinto, two public-use general aviation airports are in operation: French Valley Airport and Hemet-Ryan Airport.

4.0 PROPOSED GENERAL PLAN CONDITIONS

The arterial roadway system in San Jacinto is defined using a hierarchical classification system. Roadway functional classifications are differentiated by size, function, and capacity. The arterial roadway functional classification system is generally derived from the Riverside County General Plan Circulation System. The proposed General Plan circulation system has been updated to more closely reflect City plans.

A well-planned and designed street and highway system facilitates the movement of vehicles and provides convenient access to surrounding developments. The City of San Jacinto's efforts to develop a system of collector and arterial highways and roads provide the basis for a safe, efficient roadway system. Exhibit I shows the proposed future streets and highways system at build-out in addition to functional classifications.

4.1 Functional Classifications

Functional classification is the process by which street and highways are grouped into classes, or systems, according to the type of service they are intended to provide. Fundamental to this process is the recognition that individual streets and highways do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads.

Typical cross-sections for the different street functional classifications are shown on Exhibit J. Note, however, that these typical sections represent general guidelines; the official sections used for implementation will be those contained in the latest City of San Jacinto Improvement Standards.

There are six basic categories within the functional classification hierarchy in San Jacinto, ranging from an eight-lane divided roadways with the highest capacity, to two-lane undivided roadways with the lowest capacity. Table 2 summarizes the

EXHIBIT I

PROPOSED CITY OF SAN JACINTO GENERAL PLAN NETWORK

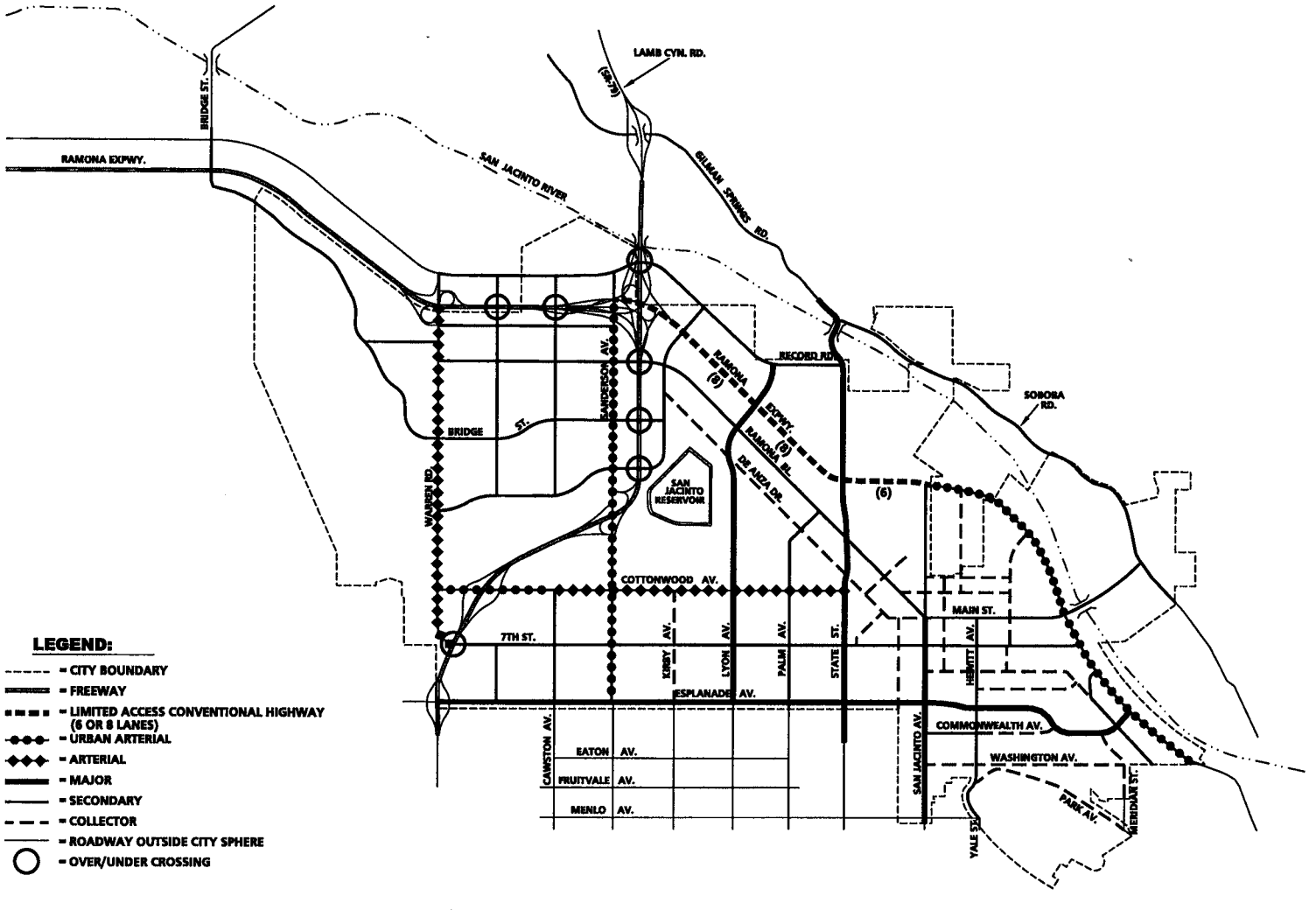


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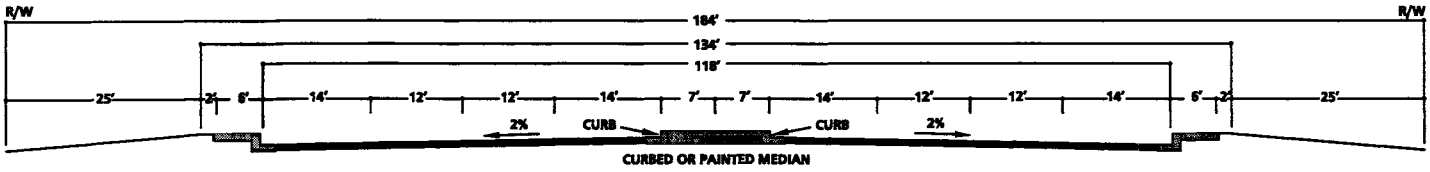
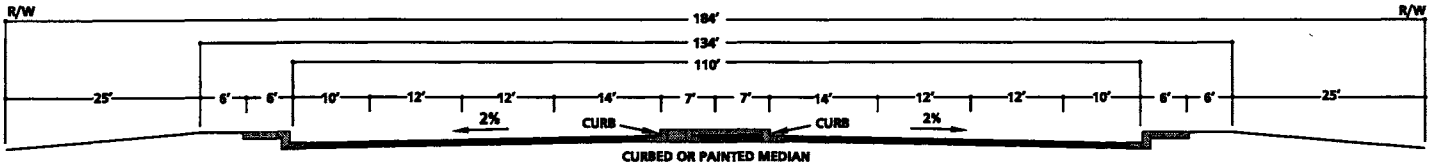
EXHIBIT J

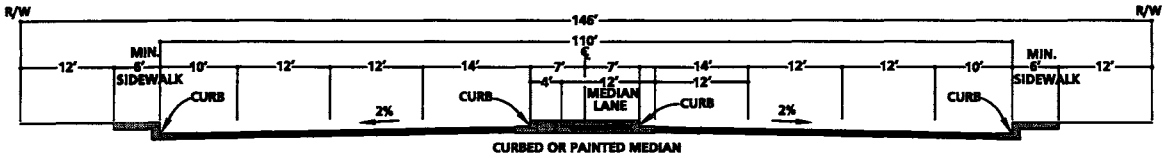
CITY OF SAN JACINTO
GENERAL PLAN ROADWAY CROSS-SECTIONS



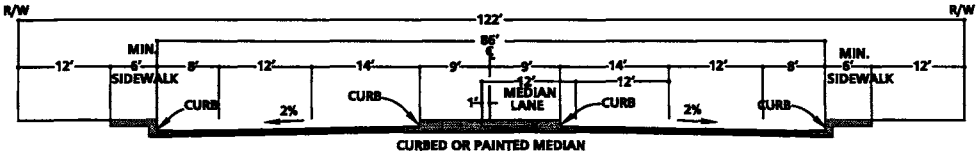
LIMITED ACCESS CONVENTIONAL HIGHWAY - 8 LANES



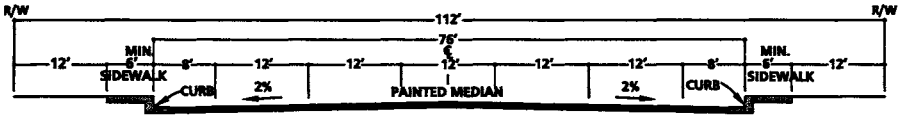
LIMITED ACCESS CONVENTIONAL HIGHWAY - 6 LANES



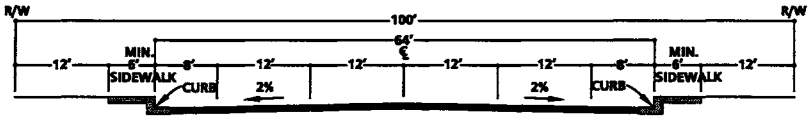
URBAN ARTERIAL HIGHWAY



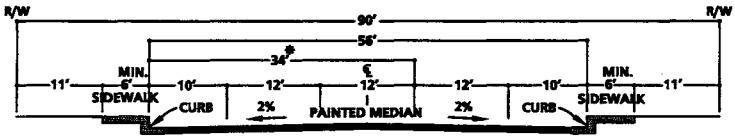
ARTERIAL HIGHWAY



MAJOR HIGHWAY

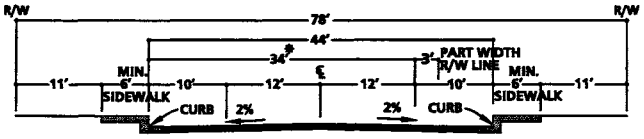


SECONDARY HIGHWAY



INDUSTRIAL COLLECTOR

*PART WIDTH STREET SECTION FOR AN INTERIOR COMMERCIAL OR INDUSTRIAL STREET



COLLECTOR

* PART WIDTH STREET SECTION FOR ALL COLLECTOR STREET - 34' IMPROVEMENTS ON 48' R/W

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functional classifications. Table 3 presents approximate daily capacity values for the various roadway types.

A description of the City roadway classifications follows:

Limited Access Conventional Highway – A Limited Access Conventional Highway is a high speed facility with no driveway access and restricted access to side streets. This limits weaving and other capacity issues. It serves a large amount of through traffic.

Urban Arterial – An Urban Arterial will typically have six (6) lanes. Urban Arterials carry a large volume of through traffic not handled by other limited access highways and freeways.

Arterial – Arterials are typically four (4) lane divided roadways. An Arterial distributes traffic between local streets and higher volume facilities.

Major– A Major is also typically a four (4) lane divided roadway; however, the center median is striped and an increased amount of access is permitted. Majors function similarly to Arterials, distributing traffic through the system.

Secondary – A Secondary is a four (4) lane roadway, often undivided. Although some Secondaries serve as through routes, most provide more direct access to surrounding land uses than Majors or Arterials.

Collector– A collector is a two (2) lane, unrestricted access roadway. It differs from a local street in its ability to handle some through traffic movements between Secondary, Major and Arterial facilities.

TABLE 2

OVERVIEW OF STREET CLASSIFICATIONS

CLASSIFICATION	DEFINITION	REQUIRED OF RIGHT-OF-WAY WIDTH (APPROXIMATE)	NUMBER OF LANES REQUIRED (APPROXIMATE)
Limited Access Conventional Highway	Highways that carry large volumes of traffic relatively long distances through an urban or rural area. Also serve considerable local traffic traveling over short distances. Priority is placed on through-traffic rather than access to fronting property. Direct access to individual fronting parcel is limited. Should be continuous through the community they serve and link to arterial routes.	134-184 feet	6 to 8 lanes, additional turn lanes needed at key intersections.
Urban Arterial	Highways carrying moderately high volumes of long distance and local traffic. Although access to abutting property is permitted, priority is given to through traffic mobility.	134 feet	6 lanes with raised median, additional turn lanes may be required at key intersections.
Arterial	Highway carrying the traffic of local and collector streets to and from freeways and other major streets with controlled intersections and generally provide direct access to properties.	110 feet	4 lanes with raised median, additional turn lanes may be required at intersections.
Major	Highway that complements the Arterial system. Normally links and may be continuous over shorter distances than arterials.	100 feet	4 lanes with striped median, additional turn lanes may be required at intersections.
Secondary	Roadway intended to carry traffic between the local street system and the arterial highway system.	88 feet	4 lanes, with turn lanes where needed, and additional right-of-way may be required at some intersections.
Collector	Roadway providing access to abutting property and activity nodes, and linking properties to the secondary or major system.	66-78 feet	2 lanes

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TABLE 3

DAILY LINK VOLUME CAPACITIES FOR CITY OF SAN JACINTO ROADWAYS[1]

ROADWAY CLASSIFICATION	NUMBER OF LANES	MAXIMUM TWO-WAY TRAFFIC VOLUME (ADT)[2]
Collector	2	13,000
Secondary	4	25,900
Major	4	34,100
Arterial[3]	2	18,000
Arterial	4	35,900
Urban Arterial	4	35,900
Urban Arterial	6	53,900
Urban Arterial	8	71,800
Limited Access Conventional Highway	4	40,900
Limited Access Conventional Highway	6	61,300
Limited Access Conventional Highway	8	81,700

[1] All capacity figures are based on optimum conditions and are intended as guidelines for planning purposes only.

[2] Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables defined in the Riverside County Congestion Management Program.

[3] Two-lane roadways designated as future arterials that conform to arterial design standards for vertical and horizontal alignment are analyzed as arterials.

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4.2 Projected Daily Volumes

Urban Crossroads, Inc. has utilized regionally derived traffic model projections to analyze future conditions. The projections incorporate data from Southern California Association of Government's (SCAG) Comprehensive Transportation Plan (CTP) regional model (Riverside County Integrated Project version).

The CTP modeling area covers the entire SCAG area (all of Los Angeles, Orange, and Ventura Counties, and the urbanized western portion of Riverside and San Bernardino Counties) with concentration on Riverside County.

Forecasts were reviewed in comparison to existing count data to assess reasonableness. Proposed General Plan Buildout (Post-2050) refined forecasts are shown graphically on Exhibit K. The highest volumes are along SR-79 with volumes on both ends of the City greater than 120,000 vehicles per day. Ramona Expressway is projected to carry daily traffic volumes in excess of 90,000 VPD west of Warren Road, an increase of almost 80,000 vehicles over existing conditions.

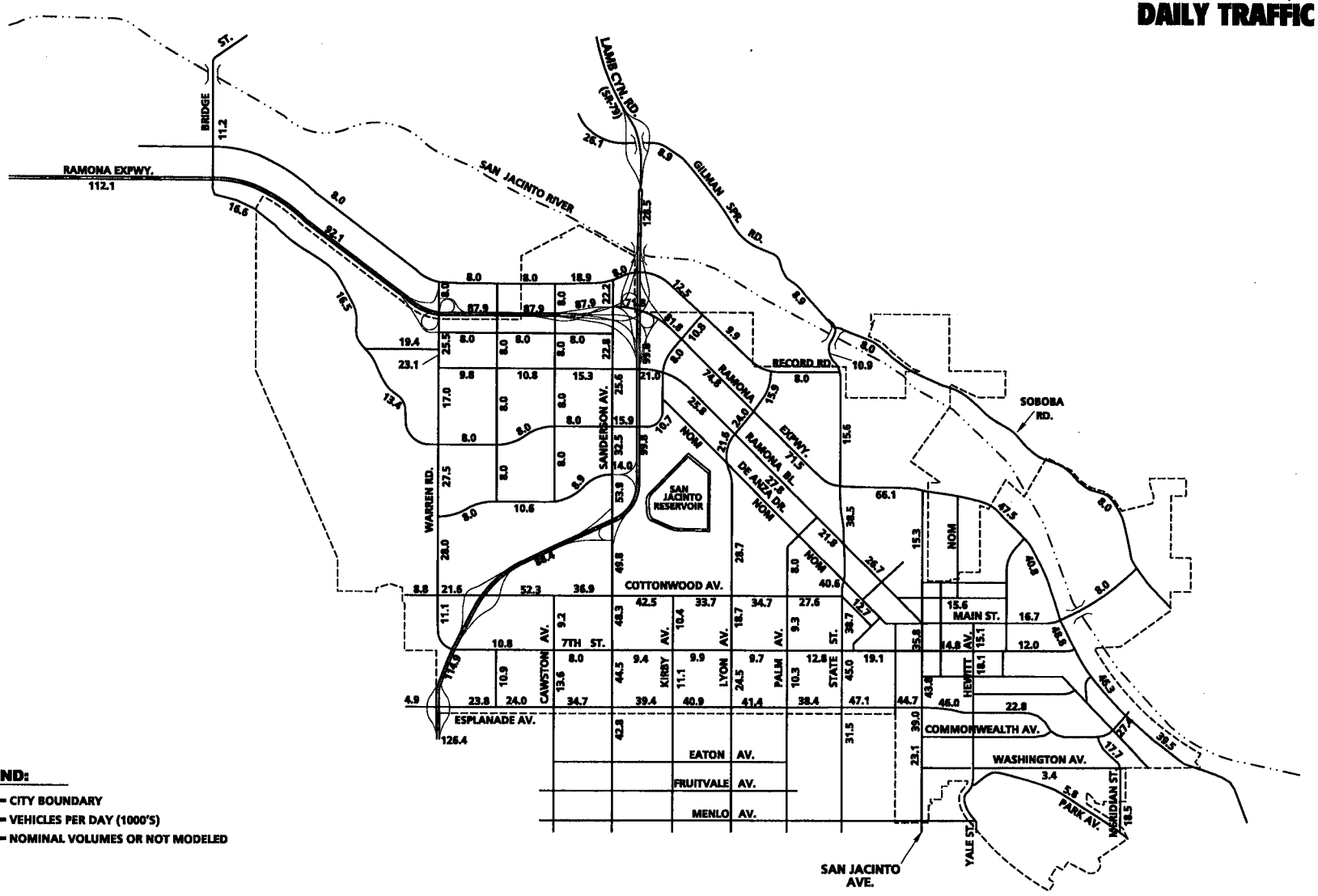
Esplanade Avenue is classified as a Major Highway throughout the City of San Jacinto. It will be a four (4) lane divided roadway projected to carry approximately 23,800 to 47,100 vehicles per day (VPD) for Buildout (Post-2050) conditions.

State Street is classified as a Major Highway, already constructed to its ultimate cross-section of four (4) lanes wide through the study area south of Ramona Boulevard. This stretch carries approximately 31,500 to 45,000 VPD at Buildout (Post-2050). North of Ramona Expressway, traffic levels drop to approximately 15,000 VPD.

Bridge Street is classified as a Secondary Highway through the study area west of Warren Road. On that stretch, it is projected to carry from 11,200 to 16,600

EXHIBIT K

PROPOSED GENERAL PLAN BUILDOUT (POST 2050) DAILY TRAFFIC VOLUMES



LEGEND:

- ------ = CITY BOUNDARY
- 10.0 = VEHICLES PER DAY (1000'S)
- NOM = NOMINAL VOLUMES OR NOT MODELED

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vehicles per day at Buildout. East of Warren Road, the highest daily traffic volume is 15,900 VPD.

Warren Road is classified as an Arterial Highway on the Riverside County General Plan Circulation Map and on the proposed City of San Jacinto General Plan network. Buildout forecast volumes on Warren Road south of the Ramona Expressway range from 11,100 to 28,000 VPD. In the Buildout forecasts, the section of Warren Road north of the Ramona Expressway is classified as a Secondary with a volume of 8,000 VPD.

State Route 79 is classified as Freeway within the City of San Jacinto. In Buildout, projected volumes range from 88,400 to 128,500 VPD.

Lyon Avenue is classified as a Secondary Highway for the portion north of the Ramona Expressway with a Buildout volume of 15,900 VPD. The stretch of Lyon Avenue south of the Ramona Expressway and north of Cottonwood Avenue is classified as a Major Highway. It has a Buildout volume ranging from 21,600 to 28,700 VPD. The segment of Lyon Avenue south of Cottonwood Avenue and north of Esplanade Avenue is classified as a Secondary Highway. It has a Buildout volume from 18,700 to 24,500 VPD.

Palm Avenue is a Secondary Highway, south of Ramona Boulevard and north of Esplanade Avenue with a Buildout volume from 8,000 to 10,300 VPD.

San Jacinto Avenue was classified as a Secondary Highway in the initial General Plan Buildout network. The section from the Ramona Expressway to Main Street remains a Secondary Highway and carries a Buildout volume of 15,300 VPD. The segment south of Main Street to Commonwealth Avenue is recommended to be upgraded to a Major Highway. Buildout volumes range from 35,800 to 43,800 VPD. The portion south of Commonwealth Avenue is a Secondary Highway and has a Buildout volume of 23,100 VPD.

Hewitt Avenue is classified as a Secondary Highway with Buildout volumes ranging from 15,100 to 18,100 VPD.

Cawston Avenue is a Secondary Highway in the City of San Jacinto. The Buildout volumes range from 9,200 to 13,600 VPD.

Kirby Avenue is a Secondary Highway north of Esplanade Avenue. Buildout volumes range from 10,400 to 11,100 VPD.

Ramona Expressway was initially classified as an Urban Arterial between Main Street and Warren Road, a Major south of Main Street, and a Limited Access Conventional Highway west of Warren Road. The proposed General Plan includes the Ramona Expressway as a Freeway west of State Route 79 with a Buildout volume of 87,900 VPD (which increases approaching the west study area boundary to 112,000 VPD). The segment between State Route 79 and State Street is recommended for classification as an 8 lane Limited Access Conventional Highway. Between State Street and San Jacinto Avenue, Ramona Expressway is recommended as a 6 lane Limited Access Conventional Highway. Volumes range between 66,100 and 81,800 VPD. The portion between San Jacinto Avenue and Main Street is an Urban Arterial. Buildout volumes range from 40,800 to 47,500 VPD. South of Main Street, the Ramona Expressway is a Major Highway, carrying Buildout volumes from 39,500 to 48,800 VPD.

Cottonwood Avenue was initially classified as an Arterial in the study area. In the proposed plan, it is classified as an Urban Arterial west of Cawston Avenue with Buildout volumes ranging from 21,600 to 52,300 VPD. From Cawston Avenue to State Street, Cottonwood Avenue is an Arterial Highway. Buildout volumes range from 27,600 to 42,500 VPD.

Ramona Boulevard is classified as a Secondary Highway in the study area. Buildout volumes range from 8,000 to 27,800 VPD.

Soboba Road is classified as a Secondary Highway in the study area, carrying approximately 8,000 VPD.

Sanderson Avenue was classified as a Secondary Highway to the north of Ramona Expressway, a Major Highway to the south of the Ramona Expressway and north of State Route 79, and as an Arterial Highway from south of State Route 79 to Esplanade Avenue. It is still classified as a Secondary Highway from Record Road to the Ramona Expressway and carries 22,200 VPD for Buildout conditions. The segment between the Ramona Expressway and State Route 79 is classified as a Major Highway. Buildout volumes range between 22,800 and 32,500 VPD. The section from State Route 79 to Esplanade Avenue is an Urban Arterial. Buildout volumes range from 44,500 to 53,900 VPD.

Main Street is classified as a Secondary Highway in the study area. Buildout volumes are between 8,000 to 20,700 VPD.

Record Road is classified as a Secondary Highway in the study area. Record Road has Buildout volumes ranging from 8,000 to 18,900 VPD.

Seventh Street is classified as a Secondary Highway in the study area. Seventh Street has Buildout volumes ranging from 8,000 to 19,100 VPD.

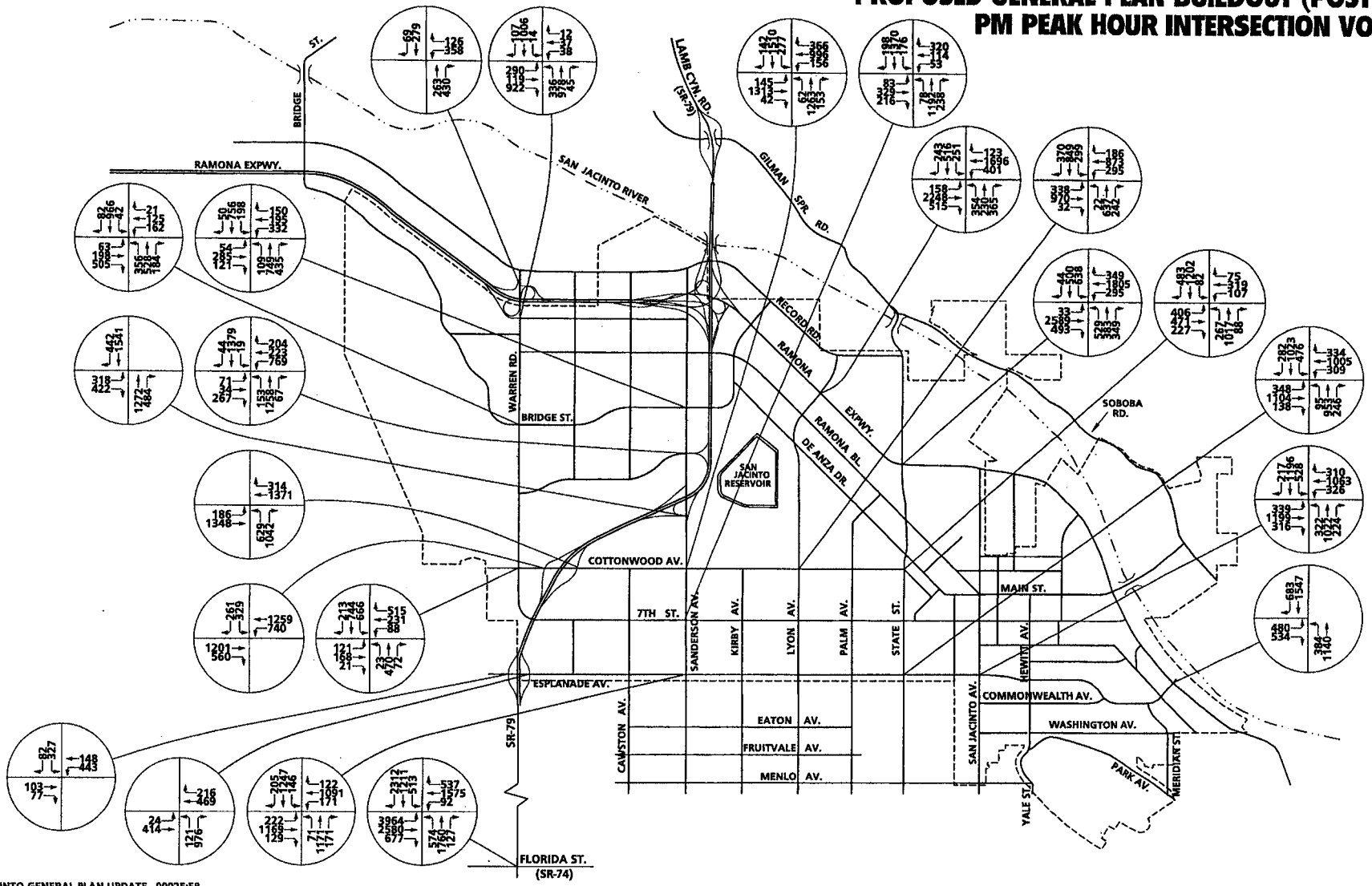
Commonwealth Avenue is a Secondary Highway between San Jacinto Avenue and Hewitt Avenue.

4.3 Future Intersection Service Levels

Peak hour turning movements for twenty-two (22) intersections have been evaluated. The analysis was performed on the buildout forecasts. Exhibit L contains the forecast PM peak hour intersection volumes. Appendices "C" and "D" contain proposed General Plan intersection analysis for these 22 intersections for

EXHIBIT L

PROPOSED GENERAL PLAN BUILDOUT (POST 2050) PM PEAK HOUR INTERSECTION VOLUMES



typical and augmented lane configurations, respectively. The results of this analysis are summarized in Tables 4 and 5. Notes in Table 5 show the three locations with spot improvements beyond typical roadway widths necessary to achieve Level of Service "D."

The assessment of General Plan buildout conditions indicates that segments of Ramona Expressway (west of Warren Road) and State Route 79 will not achieve Level of Service "D" peak hour operations without further regional network improvements. This conclusion is consistent with Preliminary RCIP findings.

TABLE 4

PROPOSED GENERAL PLAN INTERSECTION ANALYSIS FOR BUILDOUT POST 2050 (TYPICAL GENERAL PLAN CROSS-SECTIONS)

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												PM DELAY[2] (SECS.)	PM LEVEL OF SERVICE
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND				
		L	T	R	L	T	R	L	T	R	L	T	R		
Warren Rd. (NS) at:															
• Ramona Expressway WB (EW)[4]	TS	0	2	1>>	0	2	1>>	0	0	0	1	0	1	11.5	B
• Ramona Expressway EB (EW)[4]	TS	1	2	1	1	2	1	1	0.5	1.5	1	1	1	29.0	C
• Bridge St. (EW)	TS	1	2	1	1	2	1	1	2	0	1	2	0	32.0	C
• Cottonwood Av. (EW)	TS	1	2	1	1	2	1	1	2	1	1	2	1	35.0	C
SR-79 SB (NS) at:															
• Esplanade Av. (EW)[4]	TS	0	0	0	1	0	1	0	2	0	1	2	0	25.8	C
• Cottonwood Av. (EW)[4]	TS	0	0	0	1	0	1	0	3	1	1	3	0	--[5]	F
SR-79 Corridor (NS) at:															
• SR-74 (EW)	TS	1	4	1	1	4	1	1	4	1	1	4	1	--[5]	F
SR-79 NB (NS) at:															
• Esplanade Av. (EW)[4]	TS	1	0	1	0	0	0	1	2	0	0	2	0	46.0	D
• Cottonwood Av. (EW)[4]	TS	1	0	1	0	0	0	1	3	0	0	3	1	--[5]	F
Sanderson Av. (NS) at:															
• Bridge St. (EW)	TS	1	2	0	1	2	0	1	2	0	1	2	0	43.2	D
• SR-79 SB (EW)[4]	TS	1	3	0	1	3	0	1	2	0	1	2	0	--[5]	F
• SR-79 NB (EW)[4]	TS	0	3	1	0	3	1	1	0	1	0	0	0	13.7	B
• Cottonwood Av. (EW)	TS	1	3	1	1	3	1	1	2	1	1	2	1	47.5	D
• 7th St. (EW)	TS	1	3	1	1	3	1	1	2	0	1	2	0	17.5	C
• Esplanade Av. (EW)	TS	1	3	1	1	3	1	1	2	0	1	2	0	42.5	D
Lyon Av. (NS) at:															
• Ramona Expressway (EW)	TS	1	2	0	1	2	0	1	4	1	1	4	1	--[5]	F
• Cottonwood Av. (EW)	TS	1	2	0	1	2	0	1	2	1	1	2	1	53.7	D
State St. (NS) at:															
• Ramona Expressway (EW)	TS	1	2	0	1	2	0	1	4	1	1	4	1	--[5]	F
• Cottonwood Av. (EW)	TS	1	2	0	1	2	0	1	2	1	1	2	1	--[5]	F
• Esplanade Av. (EW)	TS	1	2	0	1	2	0	1	2	0	1	2	0	--[5]	F
San Jacinto Av. (NS) at:															
• Esplanade Av. (EW)	TS	1	2	0	1	2	0	1	2	0	1	2	0	--[5]	F
Ramona Expressway (NS) at:															
• Esplanade Av. (EW)	TS	1	2	0	0	2	0	1.5	0	1.5	0	0	0	--[5]	F

[1] When a right turn 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; > = Right Turn Overlap; >> = Free Right Turn

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.5.1015 (2000). 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] AWS = All Way Stop
CSS = Cross Street Stop
TS = Traffic Signal

[4] Intersection geometry consistent with ultimate SR-79 design.

[5] -- = Delay High, Intersection Unstable, volume may exceed capacity.

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TABLE 5

PROPOSED GENERAL PLAN INTERSECTION ANALYSIS FOR BUILDOUT POST 2050 (AUGMENTED GENERAL PLAN CROSS-SECTIONS)

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												PM DELAY[2] (SECS.)	PM LEVEL OF SERVICE
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND				
		L	T	R	L	T	R	L	T	R	L	T	R		
Warren Rd. (NS) at:															
• Ramona Expressway WB (EW)[4]	TS	0	2	1>>	0	2	1>>	0	0	0	1	0	1	11.5	B
• Ramona Expressway EB (EW)[4]	TS	1	2	1	1	2	1	1	0.5	1.5	1	1	1	29.0	C
• Bridge St. (EW)	TS	1	2	1	1	2	1	1	2	0	1	2	0	32.0	C
• Cottonwood Av. (EW)	TS	1	2	1	1	2	1	1	2	1	1	2	1	35.0	C
SR-79 SB (NS) at:															
• Esplanade Av. (EW)[4]	TS	0	0	0	1	0	1	0	2	0	1	2	0	25.8	C
• Cottonwood Av. (EW)[4]	TS	0	0	0	1	0	1	0	3	1	2	3	0	23.0	C
SR-79 Corridor (NS) at:															
• SR-74 (EW)		Freeway to Freeway Interchange Required													
SR-79 NB (NS) at:															
• Esplanade Av. (EW)[4]	TS	1	0	1	0	0	0	1	2	0	0	2	0	46.0	D
• Cottonwood Av. (EW)[4]	TS	1.5	0	1.5	0	0	0	1	3	0	0	3	1	22.2	C
Sanderson Av. (NS) at:															
• Bridge St. (EW)	TS	1	2	0	1	2	0	1	2	0	1	2	0	43.2	D
• SR-79 SB (EW)[4]	TS	1	3	0	1	3	0	1	2	0	2	2	0	39.2	D
• SR-79 NB (EW)[4]	TS	0	3	1	0	3	1	1	0	1	0	0	0	13.7	B
• Cottonwood Av. (EW)	TS	1	3	1	1	3	1	1	2	1	1	2	1	47.5	D
• 7th St. (EW)	TS	1	3	1	1	3	1	1	2	0	1	2	0	17.5	C
• Esplanade Av. (EW)	TS	1	3	1	1	3	1	1	2	0	1	2	0	42.5	D
Lyon Av. (NS) at:															
• Ramona Expressway (EW)	TS	2	2	0	2	2	0	1	4	1	1	4	1	33.7	D
• Cottonwood Av. (EW)	TS	1	2	0	1	2	0	1	2	1	1	2	1	53.7	D
State St. (NS) at:															
• Ramona Expressway (EW)	TS	2	2	0	2	2	0	1	4	1	2	4	1	31.0	D
• Cottonwood Av. (EW)[5]	TS	1	2	0	1	2	0	2	2	1	1	2	1	52.9	D
• Esplanade Av. (EW)[5]	TS	1	2	1	2	2	1	2	2	0	2	2	0	37.3	D
San Jacinto Av. (NS) at:															
• Esplanade Av. (EW)[5]	TS	2	2	1	2	2	1	2	2	1	2	2	1	35.1	D
Ramona Expressway (NS) at:															
• Esplanade Av. (EW)	TS	1	2	0	0	2	1	1.5	0	1.5	0	0	0	23.3	C

[1] When a right turn 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; > = Right Turn Overlap; >> = Free Right Turn

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.5.1015 (2000). 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] AWS = All Way Stop
CSS = Cross Street Stop
TS = Traffic Signal

[4] Intersection geometry consistent with ultimate SR-79 design.

[5] Augmented cross-section may require roadway widening at the intersection.

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5.0 IMPLEMENTATION

The intent of the General Plan Circulation Element is to establish a transportation system that is safe, achievable, efficient, environmentally and financially sound, accessible, and coordinated with the Land Use Element. It is important to implement a circulation network that will serve projected future travel demand, minimize congestion, achieve the shortest feasible travel times and distances, and address future growth and development in the City.

The City's transportation system must be planned, constructed, and maintained in a manner that maintains a high level of environmental quality. Transportation system improvements should be implemented to minimize disturbance of the natural environment and other sensitive environmental features covered under California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA) guidelines.

5.1 Level of Service

As the City continues to grow. transportation demand management and systems management will be necessary to preserve and increase available roadway "capacity." Level of Service (LOS) standards are used to assess the performance of a street or highway system and the capacity of a roadway.

An important goal when planning the transportation system is to maintain an acceptable level of service along the highways and local roadway network. To accomplish this, the City utilizes a minimum intersection peak hour level of service in an attempt to control congestion that may result as new development occurs.

The City of San Jacinto must provide and maintain a highway system with adequate capacity and acceptable levels of service to accommodate projected travel demands associated with buildout of the Land Use Element. This can

be accomplished by maintaining LOS "D" or better during peak hours at intersections along the designated street and highway system. Strategies that result in improvements to the transportation system, coupled with local job creation, will allow City residents to have access to a wide range of job opportunities within reasonable commute times

5.2 Development Monitoring

Projects that propose an increase in currently approved density and intensity of land use, must prepare a traffic analysis that evaluates the long-term impacts of the project, demonstrating that the planned road system can support the proposed project, together with those land uses already allowed in the area. The analysis would project average daily traffic roadway links for the buildout situation of the entire area to demonstrate conformance with the peak hour intersection Level of Service "D" standard.

In addition, any individual development proposal may be required to provide a traffic analysis to assess peak hour impacts at affected intersections, identifying needed mitigation measures to achieve or maintain the peak hour Level of Service "D" standard. Such impacts may be mitigated by construction of all improvements necessary to achieve the target Level of Service, by payment of a fee or fees if an appropriate funding mechanism is in place, or by any other appropriate means. Project traffic mitigation may include, but is not limited to, compliance with standard conditions of approval, or the construction of improvements or payment of fees necessary to mitigate the incremental impact for each development proposal.

5.3 Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) are utilized to improve the safety and performance of the surface transportation system using new technology in detection, communication, computing, and traffic control. These systems

increase the efficiency and safety of the regional transportation system and can be applied to arterials, transit, trucks, and private vehicles. Further, traveler information is critical in order to lessen the impact of accidents and other special events in the City, which ultimately may reduce delay and congestion.

The Inland Empire ITS Strategic plan was approved by the Riverside County Transportation Commission (RCTC) in 1997. The Plan contains a list of goals and policies to be followed by responsible agencies within the County to achieve a viable ITS infrastructure that improves mobility and enhances safety within the region. Nine Core ITS components have been identified by RCTC that are needed to deploy a comprehensive set of ITS services throughout the metropolitan areas. These components include traffic signal control, transit management, incident management, electronic fare payment, electronic toll collection, railroad grade crossings, emergency management services, and regional multimodal traveler information.

The City should encourage the integration of Intelligent Transportation Systems (ITS) consistent with the principles and recommendations referenced in the Inland Empire ITS Strategic Plan as the transportation system is implemented.

5.4 Transportation Demand Management

Transportation demand management (TDM) strategies reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility along congested corridors. The goal of TDM is to reduce single occupant motor vehicle trips during peak hours and modify the vehicular demand for travel to increase the ability of the existing system to carry more people.

A reduction in peak hour trips, overall roadway congestion, and a decrease in non-attainment pollutants can be achieved through the implementation of TDM

strategies. Examples of the strategies include: telecommuting, flexible work hours, and electronic commerce that enables people to work and shop from home. According to the Southern California Association of Governments (SCAG), vanpools will become more prevalent for short-to-medium range commute trips, and will supplement to the traditional long-distance usage.

In the last decade, the region's number of trips and amount of travel has grown at a faster rate than the population growth. TDM strategies are designed to counter this trend. The region cannot build its way out of congestion; it has neither the financial resources nor the willingness to bear the environmental impacts of such a strategy. TDM is one of the many approaches that will be used to maintain mobility and access as the region continues to grow and prosper.

City TDM strategies should be consistent with South Coast Air Quality Management District (SCAQMD) and County TDM Guidelines.

APPENDIX A

TRAFFIC COUNT WORKSHEETS

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: WARREN RD. DATE: 09/04/01 CITY: SAN JACINTO

E-W STREET: RAMONA EXPRESSWAY DAY: TUESDAY Intersection I.D.: PROJECT# 0907001A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
RECEIVING:		X			X			X			X		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	1	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	31	1	24	0	0	0	0	69	13	26	130	0	294
7:15 AM	25	0	34	0	1	0	1	95	11	30	153	1	351
7:30 AM	18	0	40	1	0	1	0	98	26	33	112	2	331
7:45 AM	16	0	28	0	1	2	1	84	19	31	79	1	262
8:00 AM	33	1	44	1	0	1	0	77	22	25	91	0	295
8:15 AM	20	0	27	0	0	0	0	105	16	17	88	1	274
8:30 AM	14	0	36	0	1	0	1	89	21	22	115	0	299
8:45 AM	21	1	20	0	0	0	0	93	15	29	122	2	303
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 178	NT 3	NR 253	SL 2	ST 3	SR 4	EL 3	ET 710	ER 143	WL 213	WT 890	WR 7	TOTAL 2409

AM Peak Hr Begins at 715 AM

PEAK VOLUMES =	NL 92	NT 1	NR 146	SL 2	ST 2	SR 4	EL 2	ET 354	ER 78	WL 119	WT 435	WR 4	TOTAL 1239

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: WARREN RD. DATE: 09/04/01 CITY: SAN JACINTO

E-W STREET: RAMONA EXPRESSWAY DAY: TUESDAY PROJECT# 0907001P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	1	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	22	1	31	0	1	0	1	145	33	38	81	0	353
4:15 PM	18	3	23	1	0	2	0	132	41	43	76	1	340
4:30 PM	25	0	36	1	1	0	0	153	38	39	61	0	354
4:45 PM	27	1	41	0	0	0	2	181	30	45	87	0	414
5:00 PM	16	0	34	0	1	1	0	173	35	32	79	1	372
5:15 PM	10	0	32	1	1	0	1	139	30	26	82	1	323
5:30 PM	13	1	26	0	0	0	1	144	28	30	88	0	331
5:45 PM	11	0	19	0	0	0	0	121	23	27	84	0	285
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 142	NT 6	NR 242	SL 3	ST 4	SR 3	EL 5	ET 1188	ER 258	WL 280	WT 638	WR 3	TOTAL 2772
PM Peak Hr Begins at				415	PM								
PEAK VOLUMES =	86	4	134	2	2	3	2	639	144	159	303	2	1480

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: WARREN RD. DATE: 09/04/01 CITY: SAN JACINTO

E-W STREET: COTTONWOOD AVE. DAY: TUESDAY Intersection I.D.:

PROJECT# 0907002A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
RECEIVING:		X			X			X			X		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		1	0	0	1					0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		50	10	3	33					19		10	125
7:15 AM		50	14	3	37					18		10	132
7:30 AM		48	13	5	48					15		7	136
7:45 AM		46	13	2	48					19		4	132
8:00 AM		52	10	1	42					12		5	122
8:15 AM		34	6	2	24					12		3	81
8:30 AM		39	7	6	31					8		6	97
8:45 AM		37	17	3	27					6		3	93
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	0	356	90	25	290	0	0	0	0	109	0	48	918

AM Peak Hr Begins at 700 AM

PEAK VOLUMES =	0	194	50	13	166	0	0	0	0	71	0	31	525

ADDITIONS: 1-WAY STOP, WEST

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: WARREN RD. DATE: 09/04/01 CITY: SAN JACINTO

E-W STREET: COTTONWOOD AVE DAY: TUESDAY

PROJECT# 0907002P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		1	0	0	1					0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		44	21	13	50					7		7	142
4:15 PM		33	20	15	64					9		4	145
4:30 PM		45	16	16	65					12		6	160
4:45 PM		41	13	7	55					6		4	126
5:00 PM		33	14	2	42					14		7	112
5:15 PM		45	19	12	57					8		2	143
5:30 PM		30	18	10	44					9		3	114
5:45 PM		33	12	12	42					7		2	108
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	304	133	87	419	0	0	0	0	72	0	35	1050
PM Peak Hr Begins at				400	PM								
PEAK VOLUMES =	0	163	70	51	234	0	0	0	0	34	0	21	573

ADDITIONS: 1-WAY STOP, WEST

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: WARREN RD. DATE: 09/04/01 CITY: SAN JACINTO

E-W STREET: ESPLANADE AVE. DAY: TUESDAY Intersection I.D.:
PROJECT# 0907003A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
RECEIVING:		X			X			X			X		
	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	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	48	21	6	47	2	1	4	1	39	1	9	179
7:15 AM	1	61	18	6	44	1	2	4	2	38	7	11	195
7:30 AM	0	53	20	8	56	1	0	3	3	40	3	3	190
7:45 AM	1	47	29	7	53	0	3	1	1	25	2	6	175
8:00 AM	2	58	14	9	49	1	1	5	1	32	2	7	181
8:15 AM	1	36	16	7	33	0	0	5	3	28	1	6	136
8:30 AM	0	41	15	7	28	3	1	2	1	20	2	4	124
8:45 AM	2	42	16	5	27	1	1	3	2	17	3	16	135
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	7	386	149	55	337	9	9	27	14	239	21	62	1315

AM Peak Hr Begins at 715 AM

PEAK VOLUMES =	4	219	81	30	202	3	6	13	7	135	14	27	741

ADDITIONS: 2-WAY STOP , EAST/WEST

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: WARREN RD. DATE: 09/04/01 CITY: SAN JACINTO

E-W STREET: ESPLANADE AVE. DAY: TUESDAY

PROJECT# 0907003P

	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	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	64	42	7	51	0	2	2	1	16	4	5	195
4:15 PM	2	43	33	15	56	1	1	4	0	21	3	4	183
4:30 PM	2	47	25	13	53	2	3	4	1	12	2	11	175
4:45 PM	0	49	36	8	55	1	1	5	1	28	3	3	190
5:00 PM	1	55	30	15	57	2	2	3	2	30	3	4	204
5:15 PM	2	52	39	11	44	1	0	3	3	24	5	4	188
5:30 PM	0	51	33	10	37	3	2	4	0	20	2	3	165
5:45 PM	2	35	26	12	46	2	2	4	0	9	5	4	147
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	10	396	264	91	399	12	13	29	8	160	27	38	1447
PM Peak Hr Begins at				430	PM								
PEAK VOLUMES =	5	203	130	47	209	6	6	15	7	94	13	22	757

ADDITIONS: 2-WAY STOP, EAST/WEST

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: WARREN RD. DATE: 09/06/01 CITY: SAN JACINTO

E-W STREET: FLORIDA AVE. DAY: THURSDAY Intersection I.D.:

PROJECT# 0907004A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
RECEIVING:		X			X			X			X		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	25	28	43	7	32	24	30	232	37	20	182	1	661
7:15 AM	32	40	42	8	28	29	33	244	51	16	194	2	719
7:30 AM	27	34	40	6	44	38	28	237	36	36	207	2	735
7:45 AM	50	42	63	13	33	21	29	262	30	29	205	3	780
8:00 AM	38	33	42	6	39	35	26	245	40	30	200	7	741
8:15 AM	44	54	50	9	36	32	34	210	41	29	200	8	747
8:30 AM	32	38	48	8	33	25	26	250	51	33	170	7	721
8:45 AM	28	38	36	12	20	32	22	219	38	20	189	4	658
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 276	NT 307	NR 364	SL 69	ST 265	SR 236	EL 228	ET 1899	ER 324	WL 213	WT 1547	WR 34	TOTAL 5762

AM Peak Hr Begins at 730 AM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	159	163	195	34	152	126	117	954	147	124	812	20	3003

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: WARREN RD. DATE: 09/06/01 CITY: SAN JACINTO

E-W STREET: FLORIDA AVE. DAY: THURSDAY

PROJECT# 0907004P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	44	34	18	3	31	24	31	144	33	29	144	10	545
4:15 PM	48	38	15	4	44	28	29	139	30	34	150	11	570
4:30 PM	58	32	15	6	47	32	33	163	47	24	178	6	641
4:45 PM	57	55	23	9	52	39	43	211	24	37	179	6	735
5:00 PM	38	46	23	4	35	35	34	140	38	53	146	6	598
5:15 PM	37	38	28	10	37	29	21	188	32	42	140	5	607
5:30 PM	27	40	23	4	23	28	31	193	16	36	125	10	556
5:45 PM	37	30	28	7	20	21	34	186	23	24	142	5	557
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	346	313	173	47	289	236	256	1364	243	279	1204	59	4809
PM Peak Hr Begins at				430	PM								
PEAK VOLUMES =	190	171	89	29	171	135	131	702	141	156	643	23	2581

ADDITIONS: SIGNALIZED

A10

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: SANDERSON AVE. DATE: 09/06/01 CITY: SAN JACINTO

E-W STREET: RAMONA EXPRESSWAY DAY: THURSDAY Intersection I.D.:
PROJECT# 0907005A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
RECEIVING:		X			X			X			X		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	1	1	1	1	1	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	40	157	5	62	84	34	55	37	8	16	78	151	727
7:15 AM	32	135	1	86	108	47	49	61	21	21	94	148	803
7:30 AM	28	149	15	85	112	54	44	68	24	10	63	108	760
7:45 AM	20	94	6	51	89	31	41	50	19	12	52	97	562
8:00 AM	15	53	3	40	40	22	50	62	13	20	74	128	520
8:15 AM	19	108	11	38	74	37	58	59	24	17	48	98	591
8:30 AM	37	126	31	71	109	29	49	55	23	10	67	96	703
8:45 AM	41	113	14	69	117	36	43	46	31	13	71	117	711
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 232	NT 935	NR 86	SL 502	ST 733	SR 290	EL 389	ET 438	ER 163	WL 119	WT 547	WR 943	TOTAL 5377

AM Peak Hr Begins at 700 AM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	120	535	27	284	393	166	189	216	72	59	287	504	2852

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: SANDERSON AVE. DATE: 09/06/01 CITY: SAN JACINTO

E-W STREET: RAMONA EXPRESSWAY DAY: THURSDAY PROJECT# 0907005P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	1	1	1	1	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	21	79	5	96	157	35	45	109	27	4	46	81	705
4:15 PM	20	84	4	116	142	50	32	96	26	6	54	77	707
4:30 PM	19	101	5	118	169	51	48	103	38	4	60	48	764
4:45 PM	15	93	3	120	163	53	56	126	40	5	67	68	809
5:00 PM	20	113	7	122	148	38	50	114	32	9	51	62	766
5:15 PM	17	82	5	95	151	51	49	98	21	5	64	72	710
5:30 PM	14	79	6	121	136	42	40	107	24	3	53	67	692
5:45 PM	8	67	9	110	150	40	32	84	25	2	35	39	601
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 134	NT 698	NR 44	SL 898	ST 1216	SR 360	EL 352	ET 837	ER 233	WL 38	WT 430	WR 514	TOTAL 5754
PM Peak Hr Begins at				430	PM								
PEAK VOLUMES =	71	389	20	455	631	193	203	441	131	23	242	250	3049

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: SANDERSON AVE. DATE: 09/05/01 CITY: SAN JACINTO

E-W STREET: COTTONWOOD AVE. DAY: WEDNESDAY Intersection I.D.:

PROJECT# 0907006A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
RECEIVING:		X			X			X			X		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	1	0	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	103	5	2	79	2	1	14	0	7	20	14	250
7:15 AM	1	96	4	4	76	3	2	13	0	6	22	10	237
7:30 AM	1	113	4	6	46	2	2	13	1	7	22	11	228
7:45 AM	0	106	13	9	92	4	1	18	1	5	9	7	265
8:00 AM	0	87	5	7	76	4	4	24	3	18	27	16	271
8:15 AM	1	86	8	4	92	2	1	7	2	5	9	9	226
8:30 AM	1	94	6	5	75	1	0	12	3	4	10	10	221
8:45 AM	2	93	7	5	78	1	0	6	1	4	8	2	207
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 9	NT 778	NR 52	SL 42	ST 614	SR 19	EL 11	ET 107	ER 11	WL 56	WT 127	WR 79	TOTAL 1905

AM Peak Hr Begins at 715 AM

PEAK VOLUMES =	NL 2	NT 402	NR 26	SL 26	ST 290	SR 13	EL 9	ET 68	ER 5	WL 36	WT 80	WR 44	TOTAL 1001

ADDITIONS: SIGNALIZED

A13

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: SANDERSON AVE. DATE: 09/05/01 CITY: SAN JACINTO

E-W STREET: COTTONWOOD AVE. DAY: WEDNESDAY

PROJECT# 0907006P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6	106	12	8	133	2	5	31	2	8	9	8	330
4:15 PM	1	71	6	6	121	2	1	28	4	10	16	10	276
4:30 PM	6	75	14	5	123	3	1	28	3	11	12	9	290
4:45 PM	2	76	5	9	97	1	4	13	3	7	9	11	237
5:00 PM	1	86	9	6	93	4	2	10	0	11	14	8	244
5:15 PM	0	74	8	11	228	3	1	24	1	8	15	8	381
5:30 PM	5	90	13	12	117	3	2	25	2	9	11	9	298
5:45 PM	3	69	9	10	88	1	2	14	2	8	6	7	219
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	24	647	76	67	1000	19	18	173	17	72	92	70	2275
PM Peak Hr Begins at				445	PM								
PEAK VOLUMES =	8	326	35	38	535	11	9	72	6	35	49	36	1160

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: SANDERSON AVE. DATE: 01/24/02 CITY: SAN JACINTO

E-W STREET: 7TH ST. DAY: THURSDAY PROJECT# 0228001A

	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	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	75	2	1	58	0	1	0	0	3	0	3	143
7:15 AM	0	101	6	3	71	0	0	0	0	4	0	5	190
7:30 AM	0	186	5	3	83	0	1	0	1	2	0	6	287
7:45 AM	0	129	8	2	102	0	0	0	0	5	0	10	256
8:00 AM	1	142	6	2	109	0	0	0	1	9	0	9	279
8:15 AM	0	150	3	4	110	1	1	0	2	6	0	9	286
8:30 AM	1	124	5	3	106	2	0	0	1	6	0	7	255
8:45 AM	1	109	5	3	93	0	1	0	1	6	0	4	223
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	3	1016	40	21	732	3	4	0	6	41	0	53	1919

AM Peak Hr Begins at 730 AM

PEAK VOLUMES =	1	607	22	11	404	1	2	0	4	22	0	34	1108

ADDITIONS: 2-WAY STOP, EAST & WEST

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: SANDERSON AVE. DATE: 01/24/02 CITY: SAN JACINTO

E-W STREET: 7TH ST. DAY: THURSDAY PROJECT# 0228001P

	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	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	76	12	4	115	0	0	1	1	2	0	5	216
4:15 PM	1	82	13	3	121	1	0	0	1	5	0	4	231
4:30 PM	0	101	16	5	144	0	1	0	0	3	1	6	277
4:45 PM	0	136	17	6	152	1	0	0	2	3	0	9	326
5:00 PM	2	119	21	3	180	0	0	1	1	4	0	8	339
5:15 PM	1	116	16	5	169	0	1	0	2	5	1	6	322
5:30 PM	0	103	18	7	161	2	0	2	3	3	0	6	305
5:45 PM	0	99	15	5	154	1	0	2	1	4	0	5	286
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	4	832	128	38	1196	5	2	6	11	29	2	49	2302
PM Peak Hr Begins at				445	PM								
PEAK VOLUMES =	3	474	72	21	662	3	1	3	8	15	1	29	1292

ADDITIONS: 2-WAY STOP, EAST & WEST

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: SANDERSON AVE. DATE: 09/05/01 CITY: SAN JACINTO

E-W STREET: ESPLANADE AVE. DAY: WEDNESDAY Intersection I.D.:

PROJECT# 0907007A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
RECEIVING:		X			X			X			X		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	112	13	1	80	9	2	25	7	18	35	6	311
7:15 AM	5	120	15	4	96	12	1	30	7	19	51	9	369
7:30 AM	2	103	14	6	86	12	4	37	4	15	40	8	331
7:45 AM	11	80	19	14	99	13	6	38	3	14	33	12	342
8:00 AM	4	70	8	7	75	4	4	12	2	14	28	10	238
8:15 AM	3	98	13	5	104	3	5	27	4	19	32	11	324
8:30 AM	2	88	12	10	99	5	3	23	5	8	24	11	290
8:45 AM	5	80	10	10	109	10	3	21	6	17	30	14	315
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	35	751	104	57	748	68	28	213	38	124	273	81	2520

AM Peak Hr Begins at 700 AM

PEAK VOLUMES =	21	415	61	25	361	46	13	130	21	66	159	35	1353

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: SANDERSON AVE. DATE: 09/05/01 CITY: SAN JACINTO

E-W STREET: ESPLANADE AVE. DAY: WEDNESDAY

PROJECT# 0907007P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	3	90	21	13	97	4	1	40	7	25	26	6	333
4:15 PM	1	69	13	10	120	2	5	29	3	24	21	7	304
4:30 PM	2	118	19	16	143	5	4	50	7	27	33	5	429
4:45 PM	1	76	17	14	125	6	5	53	8	9	20	7	341
5:00 PM	1	95	28	10	117	2	4	41	5	19	31	8	361
5:15 PM	6	99	27	11	126	6	9	42	4	21	26	9	386
5:30 PM	7	87	32	12	112	5	5	38	5	15	21	6	345
5:45 PM	3	54	31	15	103	5	5	33	9	13	17	4	292
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	24	688	188	101	943	35	38	326	48	153	195	52	2791
PM Peak Hr Begins at				430	PM								
PEAK VOLUMES =	10	388	91	51	511	19	22	186	24	76	110	29	1517

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: LYON AVE. DATE: 09/05/01 CITY: SAN JACINTO

E-W STREET: COTTONWOOD AVE. DAY: WEDNESDAY Intersection I.D.:

PROJECT# 0907008A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
RECEIVING:		X			X			X			X		
	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	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	10	8	2	8	4	1	30	4	11	32	1	116
7:15 AM	2	9	7	0	6	2	2	32	1	3	28	0	92
7:30 AM	3	7	11	1	10	3	0	49	8	8	36	0	136
7:45 AM	1	3	6	2	6	4	1	19	1	4	20	0	67
8:00 AM	6	6	5	3	3	1	5	20	2	7	20	3	81
8:15 AM	1	5	4	2	6	10	5	24	0	10	27	0	94
8:30 AM	3	4	4	0	8	4	3	23	0	7	16	0	72
8:45 AM	2	3	1	0	8	2	5	19	1	5	23	0	69
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	23	47	46	10	55	30	22	216	17	55	202	4	727

AM Peak Hr Begins at 700 AM

PEAK VOLUMES =	11	29	32	5	30	13	4	130	14	26	116	1	411

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: LYON AVE. DATE: 09/05/01 CITY: SAN JACINTO

E-W STREET: COTTONWOOD AVE. DAY: WEDNESDAY

PROJECT# 0907008P

	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	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	4	6	10	1	6	1	2	38	3	5	22	0	98
4:15 PM	2	8	16	2	4	2	4	31	4	7	29	2	111
4:30 PM	3	7	11	1	9	2	1	29	2	9	21	0	95
4:45 PM	4	9	13	0	8	4	3	41	3	12	26	1	124
5:00 PM	1	10	9	2	6	3	5	33	5	8	24	0	106
5:15 PM	6	12	13	0	11	2	6	42	7	10	30	1	140
5:30 PM	4	9	12	1	7	4	3	35	4	7	22	0	108
5:45 PM	5	8	14	2	5	5	4	38	6	9	26	1	123
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	29	69	98	9	56	23	28	287	34	67	200	5	905
PM Peak Hr Begins at				445	PM								
PEAK VOLUMES =	15	40	47	3	32	13	17	151	19	37	102	2	478

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: STATE ST. DATE: 09/06/01 CITY: SAN JACINTO

E-W STREET: BRINTON ST./ COTTONWOOD AVE. DAY: THURSDAY Intersection I.D.: PROJECT# 0907009A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
RECEIVING:		X			X			X			X		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	6	140	3	0	121	28	36	5	9	1	4	4	357
7:15 AM	8	161	2	1	142	37	47	7	11	2	6	3	427
7:30 AM	2	154	1	2	133	19	28	5	12	1	10	1	368
7:45 AM	9	152	1	0	175	25	41	8	15	0	7	6	439
8:00 AM	10	136	4	2	144	20	18	6	8	2	6	2	358
8:15 AM	12	135	1	3	129	23	24	3	13	2	5	3	353
8:30 AM	13	133	2	2	118	20	17	9	17	3	6	2	342
8:45 AM	5	119	2	3	110	18	18	4	15	2	5	2	303
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 65	NT 1130	NR 16	SL 13	ST 1072	SR 190	EL 229	ET 47	ER 100	WL 13	WT 49	WR 23	TOTAL 2947

AM Peak Hr Begins at 715 AM

PEAK VOLUMES =	NL 29	NT 603	NR 8	SL 5	ST 594	SR 101	EL 134	ET 26	ER 46	WL 5	WT 29	WR 12	TOTAL 1592

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: STATE ST. DATE: 09/06/01 CITY: SAN JACINTO

E-W STREET: BRINTON ST./ COTTONWOOD AVE. DAY: THURSDAY PROJECT# 0907009P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM	9	131	2	4	122	19	28	4	10	3	3	1	336
4:30 PM	17	155	6	7	143	30	33	19	9	2	6	5	432
4:45 PM	13	147	4	5	133	32	41	17	13	4	7	6	422
5:00 PM	12	164	4	3	141	28	37	5	18	6	5	3	426
5:15 PM	9	157	3	5	145	26	33	12	9	1	2	1	403
5:30 PM	11	144	5	6	162	21	40	13	14	3	9	2	430
5:45 PM	8	127	3	4	139	19	29	10	11	5	6	4	365
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	79	1025	27	34	985	175	241	80	84	24	38	22	2814
PM Peak Hr Begins at				430	PM								
PEAK VOLUMES =	51	623	17	20	562	116	144	53	49	13	20	15	1683

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: STATE DATE: 3/12/2002 CITY: SAN JACINTO

E-W STREET: RAMONA EXP DAY: TUESDAY PROJECT# 03940001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	42	56	11	15	50	6	5	50	39	20	110	30	434
7:15 AM	45	52	14	13	53	5	4	53	49	21	119	25	453
7:30 AM	53	56	16	18	55	6	8	50	55	28	125	28	498
7:45 AM	49	73	6	12	63	4	8	52	72	30	99	30	498
8:00 AM	65	59	16	7	61	6	7	33	43	17	80	28	422
8:15 AM	62	59	17	9	46	5	8	49	42	21	85	24	427
8:30 AM	52	40	13	14	52	1	5	39	31	20	66	27	360
8:45 AM	41	48	10	10	50	1	7	53	58	14	53	23	368
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	409	443	103	98	430	34	52	379	389	171	737	215	3460
AM Peak Hr Begins at				700	AM								
PEAK VOLUMES =	189	237	47	58	221	21	25	205	215	99	453	113	1883

ADDITIONS:

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: STATE DATE: 3/12/2002 CITY: SAN JACINTO

E-W STREET: RAMONA EXP DAY: TUESDAY PROJECT# 03940001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	45	64	24	28	62	10	10	92	82	14	45	18	494
4:15 PM	44	54	9	22	68	6	16	117	68	21	42	17	484
4:30 PM	45	66	17	33	76	5	10	93	64	11	43	16	479
4:45 PM	44	76	12	35	66	5	3	101	66	9	41	16	474
5:00 PM	56	72	24	17	68	4	5	122	68	13	55	15	519
5:15 PM	72	60	11	44	62	4	7	136	67	8	47	15	533
5:30 PM	37	56	12	22	74	6	10	118	64	10	53	20	482
5:45 PM	42	57	13	19	64	5	8	109	64	7	44	14	446
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	385	505	122	220	540	45	69	888	543	93	370	131	3911
PM Peak Hr Begins at				445	PM								
PEAK VOLUMES =	209	264	59	118	270	19	25	477	265	40	196	66	2008

ADDITIONS: SIGNALIZED

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: STATE ST. DATE: 03/13/02 CITY: SAN JACINTO

E-W STREET: ESPLANADE AVE. DAY: WEDNESDAY PROJECT# 0394002A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	10	60	20	26	69	20	18	66	15	15	77	7	403
7:15 AM	8	71	22	22	66	22	15	67	16	16	72	10	407
7:30 AM	7	77	18	18	68	19	12	70	16	12	67	16	400
7:45 AM	10	78	20	21	70	20	18	58	12	10	65	12	394
8:00 AM	10	80	19	27	67	26	10	60	8	10	59	18	394
8:15 AM	8	70	26	20	74	18	12	59	7	8	60	10	372
8:30 AM	7	67	21	18	75	15	15	66	9	7	72	10	382
8:45 AM	7	71	10	15	79	16	17	62	9	15	71	12	384
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 67	NT 574	NR 156	SL 167	ST 568	SR 156	EL 117	ET 508	ER 92	WL 93	WT 543	WR 95	TOTAL 3136
AM Peak Hr Begins at				700	AM								
PEAK VOLUMES =	35	286	80	87	273	81	63	261	59	53	281	45	1604

ADDITIONS:

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: STATE ST. DATE: 03/13/02 CITY: SAN JACINTO

E-W STREET: ESPLANADE AVE. DAY: WEDNESDAY PROJECT# 0394002P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	12	80	30	51	119	37	22	98	17	25	80	15	586
4:15 PM	14	85	25	36	115	26	25	90	16	17	90	7	546
4:30 PM	22	103	31	51	112	35	23	116	13	20	69	25	620
4:45 PM	9	86	32	35	89	30	22	73	9	26	67	16	494
5:00 PM	11	122	34	48	94	25	18	98	12	21	78	13	574
5:15 PM	7	70	23	32	97	31	29	98	16	14	91	14	522
5:30 PM	13	68	16	26	92	25	29	95	11	21	75	24	495
5:45 PM	8	63	15	28	86	23	23	90	13	15	72	15	451
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	96	677	206	307	804	232	191	758	107	159	622	129	4288
PM Peak Hr Begins at				400	PM								
PEAK VOLUMES =	57	354	118	173	435	128	92	377	55	88	306	63	2246

ADDITIONS: SIGNALIZED

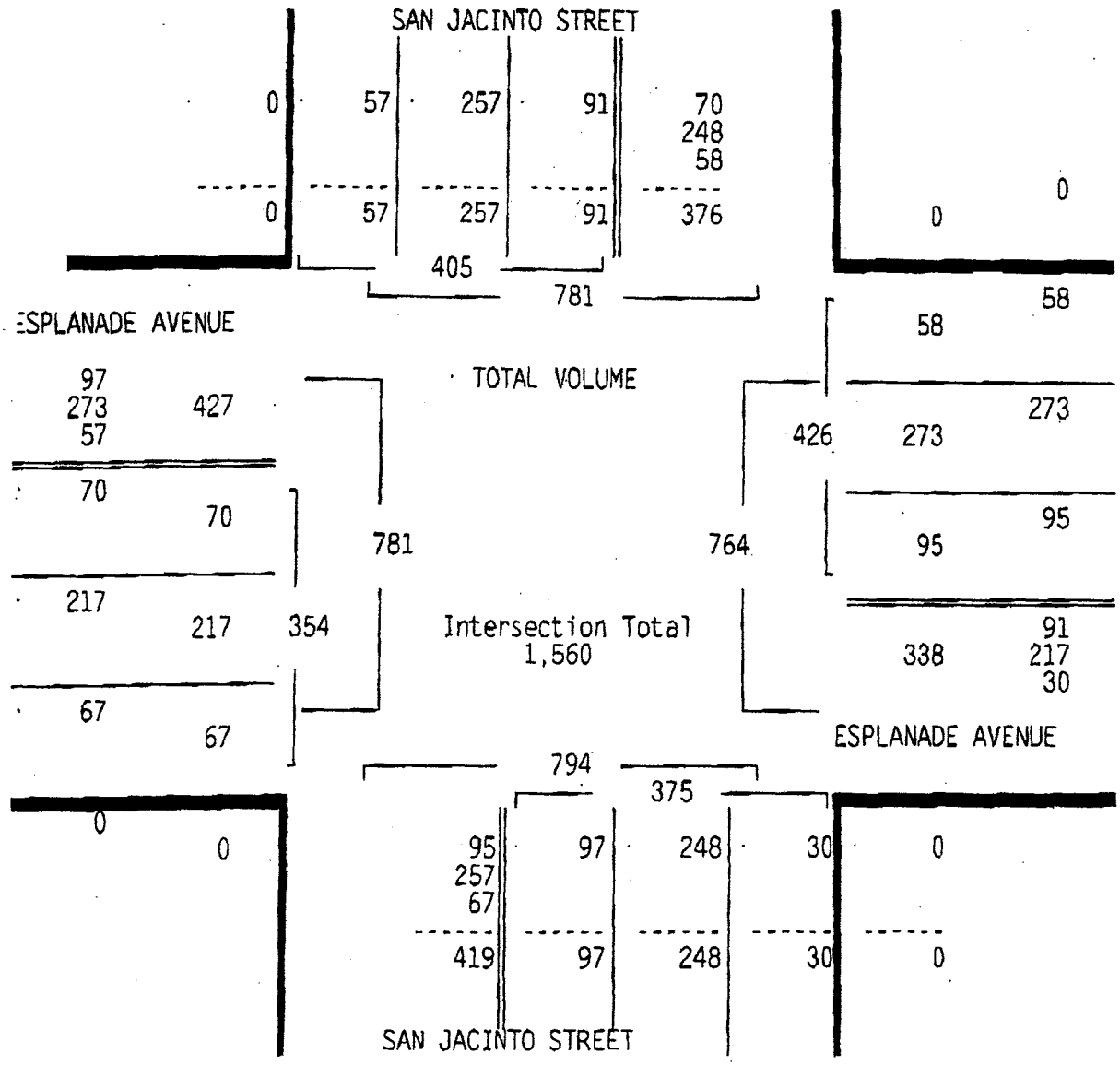
OF SAN JACINTO
SAN JACINTO STREET
ESPLANADE AVENUE
THER: SUNNY

Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

Site Code : 00216414
Start Date: 08/09/00
File I.D. : SJSJBSAM
Page : 1

TOTAL VOLUME

	SAN JACINTO STREET Southbound			ESPLANADE AVENUE Westbound			SAN JACINTO STREET Northbound			ESPLANADE AVENUE Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
:e 08/09/00													
ak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/09/00													
ak start	07:45			07:45			07:45			07:45			
lume	91	257	57	95	273	58	97	248	30	70	217	67	
rcent	22%	63%	14%	22%	64%	14%	26%	66%	8%	20%	61%	19%	
total	405			426			375			354			
ghest	07:45			07:45			07:45			08:00			
lume	35	58	12	29	79	14	32	74	10	21	59	17	
. total	105			122			116			97			
IF	.96			.87			.81			.91			



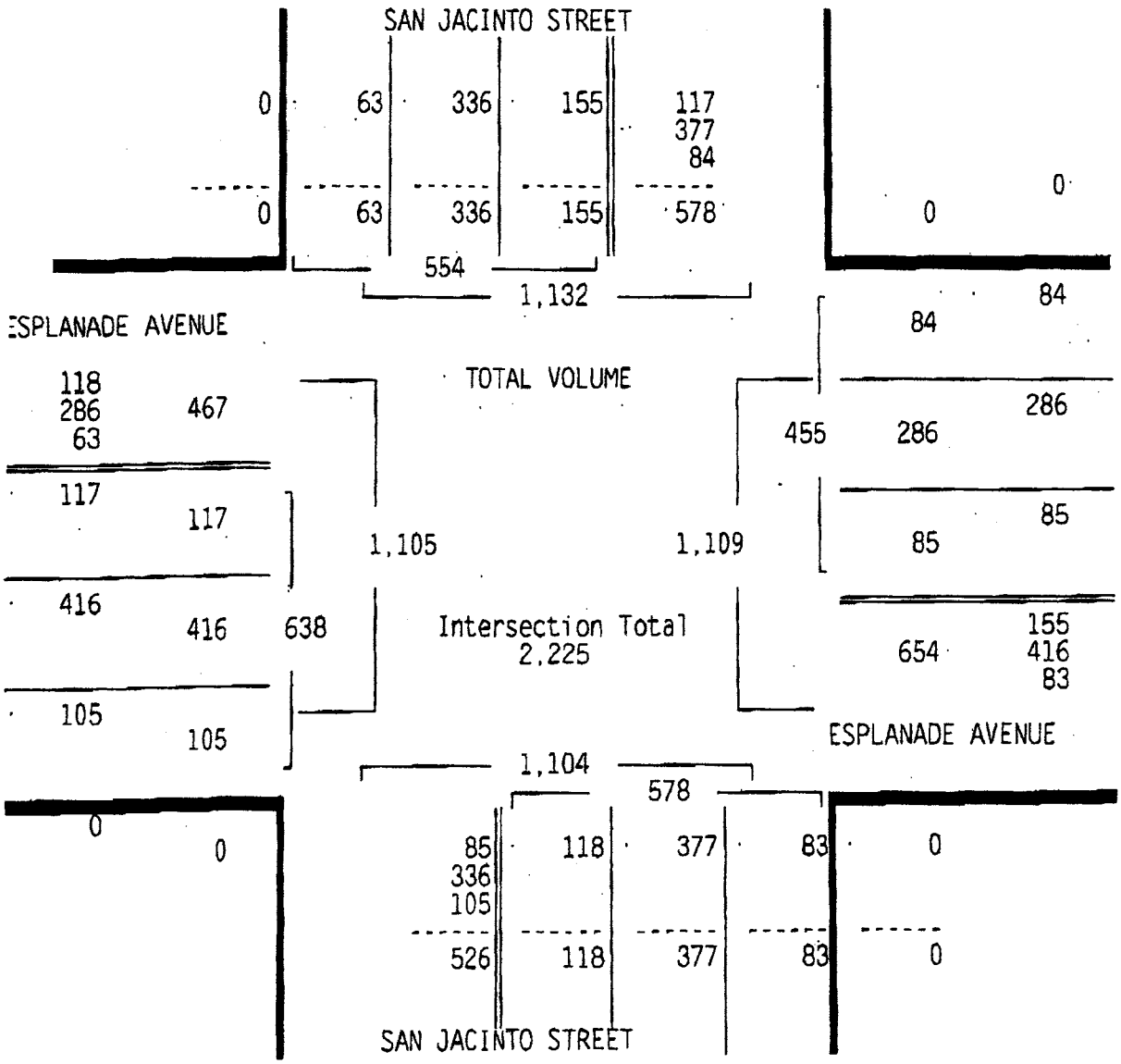
'Y OF SAN JACINTO
i: SAN JACINTO STREET
I: ESPLANADE AVENUE
ATHER: SUNNY

Counts Unlimited, Inc
25424 Jaclyn Avenue
Moreno Valley, CA 92557
909-247-6716

Site Code : 00216414
Start Date: 08/09/00
File I.D. : SJSJESPM
Page : 1

TOTAL VOLUME

	SAN JACINTO STREET Southbound			ESPLANADE AVENUE Westbound			SAN JACINTO STREET Northbound			ESPLANADE AVENUE Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
te 08/09/00													
ak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/09/00													
ak start	16:15			16:15			16:15			16:15			
lume	155	336	63	85	286	84	118	377	83	117	416	105	
rcent	28%	61%	11%	19%	63%	18%	20%	65%	14%	18%	65%	16%	
total	554			455			578			638			
ghest	17:00			16:30			17:00			17:00			
lume	47	85	17	27	70	27	39	108	28	33	122	24	
total	149			124			175			179			
IP	.93			.92			.83			.89			



SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: RAMONA EXP DATE: 3/12/2002 CITY: SAN JACINTO

E-W STREET: ESPLANADE DAY: TUESDAY PROJECT# 03940003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	1	1		1				
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	24	112			41	17	31		13				238
7:15 AM	27	137			53	16	38		10				281
7:30 AM	34	104			53	14	29		15				249
7:45 AM	40	122			53	12	33		16				276
8:00 AM	35	82			39	15	21		16				208
8:15 AM	24	94			35	7	16		19				195
8:30 AM	21	60			31	9	19		17				157
8:45 AM	22	63			37	11	16		9				158
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	227	774	0	0	342	101	203	0	115	0	0	0	1762
AM Peak Hr Begins at				700	AM								
PEAK VOLUMES =	125	475	0	0	200	59	131	0	54	0	0	0	1044

ADDITIONS:

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: RAMONA EXP DATE: 3/12/2002 CITY: SAN JACINTO

E-W STREET: ESPLANADE DAY: TUESDAY PROJECT# 03940003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	1	1		1				
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	27	55			86	22	14		23				227
4:15 PM	25	64			93	24	17		30				253
4:30 PM	29	44			94	33	17		31				248
4:45 PM	16	60			96	32	18		26				248
5:00 PM	25	47			126	41	10		44				293
5:15 PM	25	57			120	30	19		24				275
5:30 PM	23	56			129	37	15		29				289
5:45 PM	17	45			123	28	11		21				245
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 187	NT 428	NR 0	SL 0	ST 867	SR 247	EL 121	ET 0	ER 228	WL 0	WT 0	WR 0	TOTAL 2078

PM Peak Hr Begins at 445 PM

PEAK VOLUMES =	89	220	0	0	471	140	62	0	123	0	0	0	1105

ADDITIONS:

Volumes for Tuesday 03/12/02 City of San Jacinto Job #:03950002

Location: Ramona Expwy. w/o State St.

AM Period	EB		WB			PM Period	EB		WB		
12:00-12:15	29		18			12:00-12:15	118		99		
12:15-12:30	34		15			12:15-12:30	147		105		
12:30-12:45	24		13			12:30-12:45	135		108		
12:45-1:00	15	102	16	62	164	12:45-1:00	130	530	99	411	941
1:00-1:15	21		12			1:00-1:15	116		111		
1:15-1:30	10		17			1:15-1:30	108		105		
1:30-1:45	14		6			1:30-1:45	130		108		
1:45-2:00	16	61	16	51	112	1:45-2:00	125	478	97	421	899
2:00-2:15	8		19			2:00-2:15	118		98		
2:15-2:30	9		6			2:15-2:30	125		99		
2:30-2:45	10		19			2:30-2:45	120		105		
2:45-3:00	7	34	15	59	93	2:45-3:00	129	492	110	412	904
3:00-3:15	3		19			3:00-3:15	119		84		
3:15-3:30	6		31			3:15-3:30	143		104		
3:30-3:45	8		29			3:30-3:45	161		132		
3:45-4:00	21	38	40	119	157	3:45-4:00	179	602	114	434	1036
4:00-4:15	13		62			4:00-4:15	173		100		
4:15-4:30	3		58			4:15-4:30	218		90		
4:30-4:45	13		66			4:30-4:45	147		94		
4:45-5:00	15	44	86	272	316	4:45-5:00	189	727	91	375	1102
5:00-5:15	15		98			5:00-5:15	189		118		
5:15-5:30	18		131			5:15-5:30	210		114		
5:30-5:45	29		140			5:30-5:45	173		100		
5:45-6:00	48	110	148	517	627	5:45-6:00	198	770	104	436	1206
6:00-6:15	35		143			6:00-6:15	190		86		
6:15-6:30	73		167			6:15-6:30	164		75		
6:30-6:45	82		168			6:30-6:45	133		62		
6:45-7:00	115	305	175	653	958	6:45-7:00	127	614	63	286	900
7:00-7:15	126		161			7:00-7:15	90		63		
7:15-7:30	107		184			7:15-7:30	111		34		
7:30-7:45	115		180			7:30-7:45	81		40		
7:45-8:00	95	443	155	680	1123	7:45-8:00	87	369	39	176	545
8:00-8:15	95		153			8:00-8:15	89		42		
8:15-8:30	103		129			8:15-8:30	87		35		
8:30-8:45	83		126			8:30-8:45	69		27		
8:45-9:00	90	371	101	509	880	8:45-9:00	56	301	34	138	439
9:00-9:15	89		99			9:00-9:15	56		31		
9:15-9:30	90		98			9:15-9:30	73		52		
9:30-9:45	78		78			9:30-9:45	65		34		
9:45-10:00	80	337	90	365	702	9:45-10:00	68	262	29	146	408
10:00-10:15	99		77			10:00-10:15	40		40		
10:15-10:30	77		78			10:15-10:30	53		22		
10:30-10:45	75		80			10:30-10:45	50		32		
10:45-11:00	67	318	89	324	642	10:45-11:00	34	177	19	113	290
11:00-11:15	78		89			11:00-11:15	36		24		
11:15-11:30	80		90			11:15-11:30	30		25		
11:30-11:45	90		95			11:30-11:45	31		19		
11:45-12:00	95	343	101	375	718	11:45-12:00	31	127	19	87	214
Total Vol.	2506		3986		6492		5449		3435		8884
Daily Totals							7955		7421		15376

Southland Car Counters ~ 24hr. Machine Count

Volumes for Tuesday 03/12/02 City of San Jacinto Job # 03950003

Location: Sanderson Ave. n/o Gilman Springs Rd.

AM Period	NB		SB			PM Period	NB		SB		
12:00-12:15	16		18			12:00-12:15	128		140		
12:15-12:30	12		17			12:15-12:30	147		145		
12:30-12:45	7		11			12:30-12:45	137		150		
12:45-1:00	13	48	8	54	102	12:45-1:00	133	545	135	570	1115
1:00-1:15	5		11			1:00-1:15	130		157		
1:15-1:30	9		19			1:15-1:30	125		130		
1:30-1:45	10		9			1:30-1:45	140		122		
1:45-2:00	19	43	8	47	90	1:45-2:00	135	530	105	514	1044
2:00-2:15	8		11			2:00-2:15	130		135		
2:15-2:30	5		6			2:15-2:30	153		148		
2:30-2:45	8		11			2:30-2:45	144		134		
2:45-3:00	10	31	3	31	62	2:45-3:00	120	547	124	541	1088
3:00-3:15	21		7			3:00-3:15	127		177		
3:15-3:30	28		5			3:15-3:30	153		168		
3:30-3:45	19		9			3:30-3:45	162		179		
3:45-4:00	26	94	5	26	120	3:45-4:00	135	577	218	742	1319
4:00-4:15	35		19			4:00-4:15	129		206		
4:15-4:30	44		15			4:15-4:30	109		191		
4:30-4:45	58		24			4:30-4:45	116		210		
4:45-5:00	71	208	16	74	282	4:45-5:00	119	473	203	810	1283
5:00-5:15	91		38			5:00-5:15	169		216		
5:15-5:30	116		37			5:15-5:30	134		206		
5:30-5:45	153		54			5:30-5:45	108		193		
5:45-6:00	158	518	42	171	689	5:45-6:00	111	522	163	778	1300
6:00-6:15	198		30			6:00-6:15	120		138		
6:15-6:30	196		92			6:15-6:30	99		133		
6:30-6:45	205		88			6:30-6:45	64		109		
6:45-7:00	247	846	46	256	1102	6:45-7:00	68	351	107	487	838
7:00-7:15	285		4			7:00-7:15	59		70		
7:15-7:30	236		91			7:15-7:30	55		86		
7:30-7:45	214		97			7:30-7:45	39		86		
7:45-8:00	179	914	98	290	1204	7:45-8:00	37	190	67	309	499
8:00-8:15	169		72			8:00-8:15	42		67		
8:15-8:30	176		94			8:15-8:30	43		65		
8:30-8:45	189		69			8:30-8:45	38		60		
8:45-9:00	143	677	56	291	968	8:45-9:00	33	156	64	256	412
9:00-9:15	150		100			9:00-9:15	32		61		
9:15-9:30	134		99			9:15-9:30	44		46		
9:30-9:45	128		105			9:30-9:45	39		55		
9:45-10:00	130	542	110	414	956	9:45-10:00	39	154	30	192	346
10:00-10:15	111		120			10:00-10:15	32		54		
10:15-10:30	105		125			10:15-10:30	24		43		
10:30-10:45	120		111			10:30-10:45	24		30		
10:45-11:00	108	444	140	496	940	10:45-11:00	13	93	30	157	250
11:00-11:15	119		135			11:00-11:15	15		29		
11:15-11:30	109		130			11:15-11:30	22		23		
11:30-11:45	120		112			11:30-11:45	19		21		
11:45-12:00	114	462	101	478	940	11:45-12:00	25	81	20	93	174
Total Vol.	4827		2628		7455		4219		5449		9668
Daily Totals							9046		8077		17123

Southland Car Counters ~ 24hr. Machine Count

Volumes for Tuesday 03/12/02 City of San Jacinto Job # 03950004

Location: Sanderson Ave. n/o Ramona Expwy.

AM Period	NB		SB			PM Period	NB		SB		
12:00-12:15	26		20			12:00-12:15	151		148		
12:15-12:30	18		11			12:15-12:30	147		145		
12:30-12:45	13		15			12:30-12:45	133		147		
12:45-1:00	17	74	13	59	133	12:45-1:00	135	566	130	570	1136
1:00-1:15	15		10			1:00-1:15	150		135		
1:15-1:30	14		8			1:15-1:30	145		140		
1:30-1:45	1		9			1:30-1:45	140		155		
1:45-2:00	21	51	6	33	84	1:45-2:00	138	573	130	560	1133
2:00-2:15	8		10			2:00-2:15	136		137		
2:15-2:30	8		15			2:15-2:30	184		152		
2:30-2:45	10		13			2:30-2:45	167		126		
2:45-3:00	12	38	10	48	86	2:45-3:00	170	657	174	589	1246
3:00-3:15	26		11			3:00-3:15	132		172		
3:15-3:30	29		18			3:15-3:30	199		186		
3:30-3:45	40		16			3:30-3:45	195		153		
3:45-4:00	29	124	20	65	189	3:45-4:00	183	709	227	738	1447
4:00-4:15	51		25			4:00-4:15	164		213		
4:15-4:30	63		30			4:15-4:30	170		230		
4:30-4:45	64		35			4:30-4:45	133		207		
4:45-5:00	104	282	40	130	412	4:45-5:00	169	636	212	862	1498
5:00-5:15	103		78			5:00-5:15	192		209		
5:15-5:30	157		130			5:15-5:30	201		258		
5:30-5:45	168		111			5:30-5:45	146		231		
5:45-6:00	187	615	125	444	1059	5:45-6:00	154	692	253	951	1643
6:00-6:15	245		145			6:00-6:15	151		205		
6:15-6:30	231		135			6:15-6:30	139		185		
6:30-6:45	282		188			6:30-6:45	83		161		
6:45-7:00	312	1070	201	669	1739	6:45-7:00	89	462	165	716	1178
7:00-7:15	336		201			7:00-7:15	89		112		
7:15-7:30	295		222			7:15-7:30	66		119		
7:30-7:45	278		201			7:30-7:45	47		104		
7:45-8:00	254	1162	186	810	1972	7:45-8:00	69	271	86	421	692
8:00-8:15	233		130			8:00-8:15	45		91		
8:15-8:30	221		145			8:15-8:30	57		79		
8:30-8:45	262		156			8:30-8:45	48		79		
8:45-9:00	209	925	111	542	1467	8:45-9:00	39	189	74	323	512
9:00-9:15	199		105			9:00-9:15	41		90		
9:15-9:30	201		130			9:15-9:30	57		71		
9:30-9:45	205		144			9:30-9:45	59		66		
9:45-10:00	222	827	150	529	1356	9:45-10:00	41	198	67	294	492
10:00-10:15	205		138			10:00-10:15	42		78		
10:15-10:30	214		144			10:15-10:30	40		80		
10:30-10:45	201		138			10:30-10:45	37		66		
10:45-11:00	189	809	156	576	1385	10:45-11:00	26	145	68	292	437
11:00-11:15	160		160			11:00-11:15	17		40		
11:15-11:30	167		128			11:15-11:30	31		33		
11:30-11:45	170		135			11:30-11:45	19		20		
11:45-12:00	177	674	157	580	1254	11:45-12:00	22	89	15	108	197
Total Vol.	6651		4485		11136		5187		6424		11611
Daily Totals							11838		10909		22747

Southland Car Counters ~ 24hr. Machine Count

Location:Cottonwood Ave. e/o Warren Rd. San Jacint Volumes for Tues. 9/18/01 09230003

AM Period	EB		WB			PM Period	EB		WB		
12:00-12:15	1		0			12:00-12:15	19		10		
12:15-12:30	4		0			12:15-12:30	8		14		
12:30-12:45	1		1			12:30-12:45	15		22		
12:45-1:00	1	7	0	1	8	12:45-1:00	16	58	14	60	118
1:00-1:15	1		2			1:00-1:15	13		17		
1:15-1:30	2		1			1:15-1:30	13		13		
1:30-1:45	0		1			1:30-1:45	4		17		
1:45-2:00	2	5	0	4	9	1:45-2:00	15	45	22	69	114
2:00-2:15	1		0			2:00-2:15	12		9		
2:15-2:30	2		0			2:15-2:30	13		10		
2:30-2:45	2		2			2:30-2:45	17		21		
2:45-3:00	1	6	1	3	9	2:45-3:00	19	61	14	54	115
3:00-3:15	3		3			3:00-3:15	21		16		
3:15-3:30	3		3			3:15-3:30	23		13		
3:30-3:45	0		3			3:30-3:45	33		23		
3:45-4:00	0	6	5	14	20	3:45-4:00	27	104	26	78	182
4:00-4:15	0		7			4:00-4:15	20		12		
4:15-4:30	1		4			4:15-4:30	29		17		
4:30-4:45	0		8			4:30-4:45	32		18		
4:45-5:00	0	1	8	27	28	4:45-5:00	26	107	10	57	164
5:00-5:15	3		11			5:00-5:15	28		15		
5:15-5:30	5		15			5:15-5:30	34		17		
5:30-5:45	7		22			5:30-5:45	25		5		
5:45-6:00	15	30	21	69	99	5:45-6:00	27	114	13	50	164
6:00-6:15	7		22			6:00-6:15	17		6		
6:15-6:30	3		31			6:15-6:30	17		9		
6:30-6:45	16		27			6:30-6:45	30		14		
6:45-7:00	15	41	33	113	154	6:45-7:00	14	78	10	39	117
7:00-7:15	16		21			7:00-7:15	12		7		
7:15-7:30	10		31			7:15-7:30	14		7		
7:30-7:45	11		22			7:30-7:45	10		10		
7:45-8:00	28	65	27	101	166	7:45-8:00	3	39	8	32	71
8:00-8:15	17		18			8:00-8:15	8		11		
8:15-8:30	7		15			8:15-8:30	4		8		
8:30-8:45	12		16			8:30-8:45	5		9		
8:45-9:00	17	53	11	60	113	8:45-9:00	4	21	3	31	52
9:00-9:15	13		15			9:00-9:15	7		4		
9:15-9:30	11		26			9:15-9:30	7		4		
9:30-9:45	15		20			9:30-9:45	3		4		
9:45-10:00	18	57	17	78	135	9:45-10:00	8	25	5	17	42
10:00-10:15	15		12			10:00-10:15	6		5		
10:15-10:30	10		19			10:15-10:30	3		4		
10:30-10:45	7		6			10:30-10:45	4		1		
10:45-11:00	10	42	13	50	92	10:45-11:00	2	15	2	12	27
11:00-11:15	10		12			11:00-11:15	6		2		
11:15-11:30	10		12			11:15-11:30	2		2		
11:30-11:45	16		16			11:30-11:45	5		3		
11:45-12:00	10	46	11	51	97	11:45-12:00	2	15	0	7	22
Total Vol	359		571		930		682		506		1188
Daily Totals							1041		1077		2118

Location:Warren Rd. n/o Cottonwood Ave. San Jacint Volumes for Tues. 9/18/01 09230001

AM Period	NB		SB			PM Period	NB		SB		
12:00-12:15	3		2			12:00-12:15	36		37		
12:15-12:30	4		2			12:15-12:30	34		45		
12:30-12:45	7		10			12:30-12:45	40		36		
12:45-1:00	1	15	4	18	33	12:45-1:00	45	155	40	158	313
1:00-1:15	6		2			1:00-1:15	33		38		
1:15-1:30	7		6			1:15-1:30	47		37		
1:30-1:45	1		1			1:30-1:45	43		53		
1:45-2:00	0	14	1	10	24	1:45-2:00	40	163	31	159	322
2:00-2:15	1		5			2:00-2:15	43		49		
2:15-2:30	3		3			2:15-2:30	47		58		
2:30-2:45	4		5			2:30-2:45	41		45		
2:45-3:00	4	12	3	16	28	2:45-3:00	38	169	69	221	390
3:00-3:15	2		3			3:00-3:15	41		52		
3:15-3:30	7		4			3:15-3:30	43		52		
3:30-3:45	7		3			3:30-3:45	42		75		
3:45-4:00	17	33	9	19	52	3:45-4:00	60	186	68	247	433
4:00-4:15	14		4			4:00-4:15	34		74		
4:15-4:30	17		12			4:15-4:30	47		66		
4:30-4:45	23		11			4:30-4:45	43		74		
4:45-5:00	25	79	15	42	121	4:45-5:00	30	154	73	287	441
5:00-5:15	13		20			5:00-5:15	40		66		
5:15-5:30	34		19			5:15-5:30	50		56		
5:30-5:45	52		37			5:30-5:45	43		60		
5:45-6:00	67	166	61	137	303	5:45-6:00	53	186	46	228	414
6:00-6:15	43		31			6:00-6:15	26		48		
6:15-6:30	58		35			6:15-6:30	38		38		
6:30-6:45	61		84			6:30-6:45	28		64		
6:45-7:00	66	228	59	209	437	6:45-7:00	33	125	30	180	305
7:00-7:15	73		44			7:00-7:15	27		27		
7:15-7:30	49		37			7:15-7:30	22		19		
7:30-7:45	68		33			7:30-7:45	15		20		
7:45-8:00	43	233	49	163	396	7:45-8:00	25	89	13	79	168
8:00-8:15	56		49			8:00-8:15	21		18		
8:15-8:30	40		31			8:15-8:30	22		18		
8:30-8:45	37		47			8:30-8:45	24		21		
8:45-9:00	47	180	29	156	336	8:45-9:00	13	80	22	79	159
9:00-9:15	43		28			9:00-9:15	14		14		
9:15-9:30	40		37			9:15-9:30	13		7		
9:30-9:45	54		56			9:30-9:45	8		15		
9:45-10:00	34	171	45	166	337	9:45-10:00	10	45	14	50	95
10:00-10:15	38		28			10:00-10:15	5		14		
10:15-10:30	56		48			10:15-10:30	6		2		
10:30-10:45	59		49			10:30-10:45	9		17		
10:45-11:00	54	207	49	174	381	10:45-11:00	10	30	7	40	70
11:00-11:15	33		62			11:00-11:15	9		9		
11:15-11:30	51		40			11:15-11:30	7		6		
11:30-11:45	33		36			11:30-11:45	4		5		
11:45-12:00	41	158	49	187	345	11:45-12:00	2	22	5	25	47
Total Vol	1496		1297		2793		1404		1753		3157
Daily Totals							2900		3050		5950

Volumes for Tuesday 03/12/02 City of San Jacinto Job # 03950001

Location: Ramona Expwy. w/o Warren Rd.

AM Period	EB		WB			PM Period	EB		WB		
12:00-12:15	21		16			12:00-12:15	77		79		
12:15-12:30	15		14			12:15-12:30	84		88		
12:30-12:45	17		11			12:30-12:45	80		80		
12:45-1:00	15	68	8	49	117	12:45-1:00	78	319	78	325	644
1:00-1:15	16		9			1:00-1:15	95		95		
1:15-1:30	1		9			1:15-1:30	99		98		
1:30-1:45	11		7			1:30-1:45	98		92		
1:45-2:00	15	43	10	35	78	1:45-2:00	95	387	87	372	759
2:00-2:15	3		14			2:00-2:15	82		108		
2:15-2:30	6		11			2:15-2:30	93		86		
2:30-2:45	12		12			2:30-2:45	120		96		
2:45-3:00	9	30	11	48	78	2:45-3:00	107	402	90	380	782
3:00-3:15	10		17			3:00-3:15	97		105		
3:15-3:30	11		16			3:15-3:30	155		98		
3:30-3:45	6		32			3:30-3:45	115		104		
3:45-4:00	5	32	29	94	126	3:45-4:00	144	511	113	420	931
4:00-4:15	15		50			4:00-4:15	149		80		
4:15-4:30	14		54			4:15-4:30	157		98		
4:30-4:45	17		56			4:30-4:45	131		82		
4:45-5:00	13	59	44	204	263	4:45-5:00	167	604	114	374	978
5:00-5:15	25		67			5:00-5:15	140		84		
5:15-5:30	37		79			5:15-5:30	157		103		
5:30-5:45	43		112			5:30-5:45	109		90		
5:45-6:00	57	162	123	381	543	5:45-6:00	105	511	97	374	885
6:00-6:15	59		147			6:00-6:15	108		60		
6:15-6:30	84		118			6:15-6:30	121		62		
6:30-6:45	114		137			6:30-6:45	84		54		
6:45-7:00	109	366	127	529	895	6:45-7:00	96	409	54	230	639
7:00-7:15	84		139			7:00-7:15	80		43		
7:15-7:30	86		162			7:15-7:30	72		37		
7:30-7:45	99		147			7:30-7:45	51		32		
7:45-8:00	105	374	95	533	907	7:45-8:00	54	257	34	146	403
8:00-8:15	82		111			8:00-8:15	70		27		
8:15-8:30	95		103			8:15-8:30	43		27		
8:30-8:45	76		87			8:30-8:45	37		30		
8:45-9:00	82	335	94	395	730	8:45-9:00	57	207	24	108	315
9:00-9:15	69		63			9:00-9:15	41		22		
9:15-9:30	85		79			9:15-9:30	39		30		
9:30-9:45	83		78			9:30-9:45	41		31		
9:45-10:00	89	326	80	300	626	9:45-10:00	30	151	30	113	264
10:00-10:15	86		81			10:00-10:15	26		23		
10:15-10:30	80		77			10:15-10:30	34		20		
10:30-10:45	78		78			10:30-10:45	25		23		
10:45-11:00	88	332	80	316	648	10:45-11:00	26	111	18	84	195
11:00-11:15	87		68			11:00-11:15	22		20		
11:15-11:30	94		78			11:15-11:30	14		24		
11:30-11:45	99		84			11:30-11:45	24		21		
11:45-12:00	96	376	88	318	694	11:45-12:00	27	87	10	75	162
Total Vol.	2503		3202		5705		3956		3001		6957
Daily Totals							6459		6203		12662

Southland Car Counters ~ 24hr. Machine Count

Volumes for Wed. 01/23/02 City of San Jacinto Job # 02270001

Location: Sanderson Ave. n/o 7th St.

AM Period	NB		SB			PM Period	NB		SB		
12:00-12:15	10		7			12:00-12:15	74		65		
12:15-12:30	8		7			12:15-12:30	58		54		
12:30-12:45	9		5			12:30-12:45	54		47		
12:45-1:00	5	32	6	25	57	12:45-1:00	53	239	52	218	457
1:00-1:15	4		5			1:00-1:15	56		54		
1:15-1:30	5		3			1:15-1:30	57		61		
1:30-1:45	4		4			1:30-1:45	62		59		
1:45-2:00	3	16	3	15	31	1:45-2:00	64	239	64	238	477
2:00-2:15	3		2			2:00-2:15	63		66		
2:15-2:30	3		3			2:15-2:30	65		68		
2:30-2:45	2		3			2:30-2:45	64		76		
2:45-3:00	2	10	3	11	21	2:45-3:00	66	258	84 7	294	552
3:00-3:15	2		3			3:00-3:15	71		88		
3:15-3:30	3		4			3:15-3:30	73		91		
3:30-3:45	6		4			3:30-3:45	76		96		
3:45-4:00	5	16	5	16	32	3:45-4:00	79	299	108 6	383	682
4:00-4:15	7		6			4:00-4:15	78		112		
4:15-4:30	12		7			4:15-4:30	84		123		
4:30-4:45	13		7			4:30-4:45	105		145		
4:45-5:00	19	51	11	31	82	4:45-5:00	138	405	161 3	541	946
5:00-5:15	25		14			5:00-5:15	133		175		
5:15-5:30	29		16			5:15-5:30	120		172		
5:30-5:45	34		21			5:30-5:45	108		168		
5:45-6:00	44	132	24	75	207	5:45-6:00	102	463	154 2	669	1132
6:00-6:15	57		21			6:00-6:15	99		135		
6:15-6:30	67		27			6:15-6:30	101		122		
6:30-6:45	73		43			6:30-6:45	88		108		
6:45-7:00	78	275	53 8	144	419	6:45-7:00	78	366	101 5	466	832
7:00-7:15	82		63			7:00-7:15	73		88		
7:15-7:30	102		71			7:15-7:30	65		83		
7:30-7:45	140		82			7:30-7:45	66		76		
7:45-8:00	137	461	101 4	317	778	7:45-8:00	57	261	72	319	580
8:00-8:15	146		111			8:00-8:15	49		63		
8:15-8:30	158		110			8:15-8:30	44		58		
8:30-8:45	134		108			8:30-8:45	38		47		
8:45-9:00	116	554	102 1	431	985	8:45-9:00	35	166	51	219	385
9:00-9:15	110		94			9:00-9:15	24		39		
9:15-9:30	98		89			9:15-9:30	23		33		
9:30-9:45	91		73			9:30-9:45	19		25		
9:45-10:00	75	374	71	327	701	9:45-10:00	20	86	24	121	207
10:00-10:15	71		66			10:00-10:15	19		22		
10:15-10:30	63		62			10:15-10:30	15		20		
10:30-10:45	66		57			10:30-10:45	16		17		
10:45-11:00	59	259	56	241	500	10:45-11:00	14	64	17	76	140
11:00-11:15	53		62			11:00-11:15	12		12		
11:15-11:30	59		58			11:15-11:30	8		10		
11:30-11:45	68		69			11:30-11:45	7		8		
11:45-12:00	79	259	81	270	529	11:45-12:00	11	38	8	38	76
Total Vol	2439		1903		4342		2884		3582		6466
Daily Totals							5323		5485		10808

Volumes for Wed. 01/23/02 City of San Jacinto Job # 02270002

Location: Sanderson Ave. s/o 7th St.

AM Period	NB		SB			PM Period	NB		SB		
12:00-12:15	11		8			12:00-12:15	59		54		
12:15-12:30	9		7			12:15-12:30	50		47		
12:30-12:45	6		5			12:30-12:45	57		53		
12:45-1:00	4	30	4	24	54	12:45-1:00	63	229	56	210	439
1:00-1:15	5		4			1:00-1:15	52		63		
1:15-1:30	5		5			1:15-1:30	53		57		
1:30-1:45	4		3			1:30-1:45	63		59		
1:45-2:00	2	16	4	16	32	1:45-2:00	64	232	69	248	480
2:00-2:15	3		2			2:00-2:15	66		73		
2:15-2:30	3		3			2:15-2:30	60		74		
2:30-2:45	3		3			2:30-2:45	72		72		
2:45-3:00	2	11	2	10	21	2:45-3:00	66 7	264	79	298	562
3:00-3:15	4		4			3:00-3:15	68		87		
3:15-3:30	5		4			3:15-3:30	76		88		
3:30-3:45	7		5			3:30-3:45	79		104		
3:45-4:00	6	22	6	19	41	3:45-4:00	90 6	313	108	387	700
4:00-4:15	8		9			4:00-4:15	94		119		
4:15-4:30	8		7			4:15-4:30	101		131		
4:30-4:45	13		7			4:30-4:45	120		145		
4:45-5:00	18	47	10	33	80	4:45-5:00	146 3	461	161	556	1017
5:00-5:15	20		16			5:00-5:15	145		174		
5:15-5:30	32		22			5:15-5:30	128		178		
5:30-5:45	36		19			5:30-5:45	125		168		
5:45-6:00	42	130	15	72	202	5:45-6:00	115 2	513	154	674	1187
6:00-6:15	56		24			6:00-6:15	111		131		
6:15-6:30	70		32			6:15-6:30	106		125		
6:30-6:45	78		37			6:30-6:45	89		120		
6:45-7:00	83 8	287	53	146	433	6:45-7:00	86 5	392	102	478	870
7:00-7:15	88		58			7:00-7:15	77		88		
7:15-7:30	96		73			7:15-7:30	66		91		
7:30-7:45	135		92			7:30-7:45	58		76		
7:45-8:00	140 4	459	104	327	786	7:45-8:00	53	254	70	325	579
8:00-8:15	145		122			8:00-8:15	50		59		
8:15-8:30	149		114			8:15-8:30	46		53		
8:30-8:45	122		109			8:30-8:45	41		52		
8:45-9:00	119 1	535	102	447	982	8:45-9:00	32	169	46	210	379
9:00-9:15	107		92			9:00-9:15	26		31		
9:15-9:30	99		96			9:15-9:30	22		40		
9:30-9:45	93		83			9:30-9:45	16		30		
9:45-10:00	78	377	74	345	722	9:45-10:00	20	84	26	127	211
10:00-10:15	76		63			10:00-10:15	17		22		
10:15-10:30	62		61			10:15-10:30	15		19		
10:30-10:45	69		58			10:30-10:45	15		20		
10:45-11:00	61	268	59	241	509	10:45-11:00	13	60	14	75	135
11:00-11:15	64		61			11:00-11:15	10		13		
11:15-11:30	58		65			11:15-11:30	9		7		
11:30-11:45	71		69			11:30-11:45	8		9		
11:45-12:00	73	266	74	269	535	11:45-12:00	8	35	11	40	75
Total Vol	2448		1949		4397		3006		3628		6634
Daily Totals							5454		5577		11031

Volumes for Wed. 01/23/02 | City of San Jacinto | Job # 02270003

Location: 7th e/o Sanderson Ave.

AM Period	EB		WB			PM Period	EB		WB		
12:00-12:15	2		1			12:00-12:15	8		6		
12:15-12:30	1		0			12:15-12:30	7		7		
12:30-12:45	1		0			12:30-12:45	6		8		
12:45-1:00	0	4	1	2	6	12:45-1:00	4	25	6	27	52
1:00-1:15	2		0			1:00-1:15	3		4		
1:15-1:30	0		0			1:15-1:30	5		6		
1:30-1:45	1		1			1:30-1:45	4		6		
1:45-2:00	0	3	1	2	5	1:45-2:00	5	17	7	23	40
2:00-2:15	0		0			2:00-2:15	5		8		
2:15-2:30	1		0			2:15-2:30	5		10		
2:30-2:45	1		0			2:30-2:45	7		7		
2:45-3:00	0	2	1	1	3	2:45-3:00	6	23	7	7 32	55
3:00-3:15	0		0			3:00-3:15	9		9		
3:15-3:30	0		0			3:15-3:30	9		8		
3:30-3:45	1		1			3:30-3:45	10		8		
3:45-4:00	0	1	0	1	2	3:45-4:00	12	40	7	6 32	72
4:00-4:15	0		1			4:00-4:15	16		8		
4:15-4:30	0		1			4:15-4:30	16		9		
4:30-4:45	0		0			4:30-4:45	20		10		
4:45-5:00	1	1	2	4	5	4:45-5:00	24	76	11	3 38	114
5:00-5:15	0		1			5:00-5:15	25		14		
5:15-5:30	1		4			5:15-5:30	24		12		
5:30-5:45	2		5			5:30-5:45	24		8		
5:45-6:00	1	4	7	17	21	5:45-6:00	22	95	10	2 44	139
6:00-6:15	0		6			6:00-6:15	19		11		
6:15-6:30	1		6			6:15-6:30	14		8		
6:30-6:45	3		10			6:30-6:45	12		8		
6:45-7:00	2	6	7	8 29	35	6:45-7:00	11	56	6	5 33	89
7:00-7:15	4		6			7:00-7:15	9		6		
7:15-7:30	7		9			7:15-7:30	5		7		
7:30-7:45	8		10			7:30-7:45	7		8		
7:45-8:00	9	28	13	4 38	66	7:45-8:00	6	27	7	28	55
8:00-8:15	9		16			8:00-8:15	5		6		
8:15-8:30	8		16			8:15-8:30	3		4		
8:30-8:45	8		12			8:30-8:45	4		2		
8:45-9:00	7	32	10	1 54	86	8:45-9:00	1	13	2	14	27
9:00-9:15	5		7			9:00-9:15	2		2		
9:15-9:30	3		4			9:15-9:30	3		1		
9:30-9:45	2		4			9:30-9:45	1		1		
9:45-10:00	3	13	2	17	30	9:45-10:00	1	7	1	5	12
10:00-10:15	3		3			10:00-10:15	3		2		
10:15-10:30	5		3			10:15-10:30	1		2		
10:30-10:45	2		5			10:30-10:45	2		0		
10:45-11:00	2	12	5	16	28	10:45-11:00	0	6	1	5	11
11:00-11:15	1		4			11:00-11:15	1		1		
11:15-11:30	3		3			11:15-11:30	3		0		
11:30-11:45	3		4			11:30-11:45	1		1		
11:45-12:00	8	15	7	18	33	11:45-12:00	2	7	2	4	11
Total Vol	121		199		320		392		285		677
Daily Totals							513		484		997

Volumes for Wed. 01/23/02 | City of San Jacinto | Job # 02270004

Location: 7th w/o Sanderson Ave.

AM Period	EB		WB			PM Period	EB		WB		
12:00-12:15	1		0			12:00-12:15	2		3		
12:15-12:30	2		1			12:15-12:30	0		1		
12:30-12:45	0		0			12:30-12:45	1		2		
12:45-1:00	0	3	1	2	5	12:45-1:00	2	5	0	6	11
1:00-1:15	0		0			1:00-1:15	0		1		
1:15-1:30	1		0			1:15-1:30	1		1		
1:30-1:45	0		0			1:30-1:45	1		0		
1:45-2:00	0	1	0	0	1	1:45-2:00	1	3	0	2	5
2:00-2:15	0		1			2:00-2:15	0		1		
2:15-2:30	0		1			2:15-2:30	1		1		
2:30-2:45	0		0			2:30-2:45	0		3		
2:45-3:00	1	1	0	2	3	2:45-3:00	1	7 2	2	7	9
3:00-3:15	0		1			3:00-3:15	2		0		
3:15-3:30	1		0			3:15-3:30	2		1		
3:30-3:45	0		0			3:30-3:45	0		1		
3:45-4:00	0	1	0	1	2	3:45-4:00	1	6 5	0	2	7
4:00-4:15	0		0			4:00-4:15	2		0		
4:15-4:30	1		0			4:15-4:30	1		2		
4:30-4:45	1		1			4:30-4:45	1		1		
4:45-5:00	0	2	1	2	4	4:45-5:00	2	3 6	1	4	10
5:00-5:15	0		0			5:00-5:15	2		2		
5:15-5:30	0		0			5:15-5:30	3		2		
5:30-5:45	1		0			5:30-5:45	4		2		
5:45-6:00	0	1	1	1	2	5:45-6:00	3	2 12	1	7	19
6:00-6:15	0		1			6:00-6:15	1		0		
6:15-6:30	1		0			6:15-6:30	0		1		
6:30-6:45	1		0			6:30-6:45	1		0		
6:45-7:00	0	8 2	1	2	4	6:45-7:00	1	5 3	1	2	5
7:00-7:15	1		0			7:00-7:15	0		1		
7:15-7:30	0		0			7:15-7:30	0		0		
7:30-7:45	2		0			7:30-7:45	1		1		
7:45-8:00	0	4 3	0	0	3	7:45-8:00	0	1	1	3	4
8:00-8:15	1		1			8:00-8:15	0		2		
8:15-8:30	2		1			8:15-8:30	1		0		
8:30-8:45	0		3			8:30-8:45	2		0		
8:45-9:00	1	1 4	1	6	10	8:45-9:00	0	3	1	3	6
9:00-9:15	0		2			9:00-9:15	0		1		
9:15-9:30	1		0			9:15-9:30	1		2		
9:30-9:45	1		2			9:30-9:45	0		1		
9:45-10:00	3	5	1	5	10	9:45-10:00	0	1	1	5	6
10:00-10:15	2		2			10:00-10:15	1		0		
10:15-10:30	0		1			10:15-10:30	1		0		
10:30-10:45	0		1			10:30-10:45	0		1		
10:45-11:00	1	3	0	4	7	10:45-11:00	0	2	0	1	3
11:00-11:15	1		1			11:00-11:15	0		0		
11:15-11:30	0		0			11:15-11:30	0		1		
11:30-11:45	2		1			11:30-11:45	0		1		
11:45-12:00	1	4	0	2	6	11:45-12:00	1	1	0	2	3
Total Vol	30		27		57		44		44		88
Daily Totals							74		71		145

Volumes for Tuesday 03/12/02 City of San Jacinto Job # 03950005

Location: State St. n/o Esplanade Ave.

AM Period	NB		SB			PM Period	NB		SB		
12:00-12:15	13		16			12:00-12:15	112		115		
12:15-12:30	1		14			12:15-12:30	115		120		
12:30-12:45	7		9			12:30-12:45	130		121		
12:45-1:00	2	23	10	49	72	12:45-1:00	150	507	118	474	981
1:00-1:15	5		8			1:00-1:15	144		122		
1:15-1:30	3		3			1:15-1:30	160		130		
1:30-1:45	9		9			1:30-1:45	156		136		
1:45-2:00	9	26	9	29	55	1:45-2:00	158	618	137	525	1143
2:00-2:15	3		6			2:00-2:15	164		142		
2:15-2:30	10		4			2:15-2:30	167		140		
2:30-2:45	4		6			2:30-2:45	172		136		
2:45-3:00	6	23	2	18	41	2:45-3:00	160	663	147	565	1228
3:00-3:15	4		3			3:00-3:15	175		151		
3:15-3:30	9		9			3:15-3:30	165		157		
3:30-3:45	11		3			3:30-3:45	227		170		
3:45-4:00	9	33	10	25	58	3:45-4:00	163	730	168	646	1376
4:00-4:15	8		12			4:00-4:15	145		188		
4:15-4:30	20		10			4:15-4:30	127		188		
4:30-4:45	18		8			4:30-4:45	119		170		
4:45-5:00	22	68	17	47	115	4:45-5:00	111	502	162	708	1210
5:00-5:15	17		15			5:00-5:15	123		169		
5:15-5:30	37		16			5:15-5:30	119		175		
5:30-5:45	55		16			5:30-5:45	125		145		
5:45-6:00	70	179	47	94	273	5:45-6:00	120	487	144	633	1120
6:00-6:15	64		53			6:00-6:15	120		118		
6:15-6:30	73		59			6:15-6:30	97		101		
6:30-6:45	75		56			6:30-6:45	103		73		
6:45-7:00	99	311	86	254	565	6:45-7:00	85	405	79	371	776
7:00-7:15	107		92			7:00-7:15	80		80		
7:15-7:30	108		102			7:15-7:30	49		69		
7:30-7:45	107		107			7:30-7:45	73		66		
7:45-8:00	113	435	117	418	853	7:45-8:00	57	259	61	276	535
8:00-8:15	105		116			8:00-8:15	45		51		
8:15-8:30	97		122			8:15-8:30	41		60		
8:30-8:45	97		124			8:30-8:45	46		35		
8:45-9:00	96	395	127	489	884	8:45-9:00	52	184	49	195	379
9:00-9:15	97		136			9:00-9:15	28		37		
9:15-9:30	100		136			9:15-9:30	37		37		
9:30-9:45	108		122			9:30-9:45	32		43		
9:45-10:00	112	417	120	514	931	9:45-10:00	30	127	36	153	280
10:00-10:15	120		118			10:00-10:15	20		34		
10:15-10:30	122		115			10:15-10:30	24		31		
10:30-10:45	120		121			10:30-10:45	13		31		
10:45-11:00	118	480	122	476	956	10:45-11:00	15	72	15	111	183
11:00-11:15	115		126			11:00-11:15	12		14		
11:15-11:30	116		130			11:15-11:30	13		17		
11:30-11:45	121		131			11:30-11:45	5		14		
11:45-12:00	120	472	112	499	971	11:45-12:00	8	38	10	55	93
Total Vol.	2862		2912		5774		4592		4712		9304
Daily Totals							7454		7624		15078

Southland Car Counters ~ 24hr. Machine Count

COUNTS UNLIMITED
909-247-6716

:TY OF SAN JACINTO
'ATH STREET & ESPLANADE AVENUE
DAY ENTERING VOLUME COUNT

Site Code : 21572728
Start Date: 03/05/2001
File I.D. : SJSTESNS
Page : 2

NORTH/SOUTH

[redacted]in me	Mon. 03/12 NBND	Mon. 03/12 SBND	Tues. NBND	Tues. SBND	Wed. NBND	Wed. SBND	Thur. NBND	Thur. SBND	Fri. NBND	Fri. SBND	Sat. NBND	Sat. SBND	Sun. NBND	Sun. SBND	Week NBND	Week Avg. SBND
:00 am	29	42	33	56	42	62	35	49	37	50	*	*	*	*	35	52
:00	29	44	23	25	15	24	25	29	25	26	*	*	*	*	23	30
:00	22	17	19	24	21	32	18	28	22	30	*	*	*	*	20	26
:00	23	30	25	32	23	20	26	33	40	22	*	*	*	*	27	27
:00	82	50	82	45	74	46	72	49	62	50	*	*	*	*	74	48
:00	144	109	163	115	175	112	177	118	170	122	*	*	*	*	166	115
:00	290	287	279	262	306	305	275	322	283	272	*	*	*	*	287	290
:00	459	560	439	577	397	539	442	563	389	487	*	*	*	*	425	549
:00	533	635	501	644	529	593	474	637	438	586	*	*	*	*	495	619
:00	517	672	536	580	487	614	447	585	434	533	*	*	*	*	484	597
:00	536	692	548	688	513	643	496	597	497	630	*	*	*	*	518	650
:00	596	679	595	706	542	664	541	673	537	683	*	*	*	*	562	681
2:00 pm	611	748	584	747	547	730	563	696	575	700	*	*	*	*	576	724
1:00	532	650	523	658	517	611	557	637	524	671	*	*	*	*	531	645
2:00	581	756	549	713	520	744	536	739	547	690	*	*	*	*	547	728
3:00	605	830	593	796	581	781	603	790	577	734	*	*	*	*	592	786
4:00	616	785	585	779	608	773	629	778	514	746	*	*	*	*	590	772
5:00	539	651	550	661	559	655	513	661	368	644	*	*	*	*	506	654
6:00	435	481	443	534	474	534	427	493	269	459	*	*	*	*	410	500
7:00	227	338	255	320	237	319	254	317	265	348	*	*	*	*	248	328
8:00	209	204	187	267	177	252	192	272	216	246	*	*	*	*	196	248
9:00	122	274	130	287	154	292	131	262	182	201	*	*	*	*	144	263
0:00	76	147	59	123	77	142	72	164	121	180	*	*	*	*	81	151
1:00	46	66	48	86	53	90	48	77	80	114	*	*	*	*	55	87
[redacted]s	7859	9747	7749	9725	7628	9577	7553	9589	7172	9224	0	0	0	0	7592	9570
	17606		17474		17205		17142		16396		0		0		17162	
vg. Day	103.5%	101.8%	102.0%	101.6%	100.4%	100.0%	99.4%	100.2%	94.4%	96.3%	.0%	.0%	.0%	.0%		
M Peaks	11:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00					11:00	11:00
olume	596	692	595	706	542	664	541	673	537	683					562	681
M Peaks	04:00	03:00	03:00	03:00	04:00	03:00	04:00	03:00	03:00	04:00					03:00	03:00
olume	616	830	593	796	608	781	629	790	577	746					592	786

ADTs

A42

COUNTS UNLIMITED
909-247-6716

ITY OF SAN JACINTO
TATE STREET & ESPLANADE AVENUE
DAY ENTERING VOLUME COUNT

Site Code : 21573145
Start Date: 03/05/2001
File I.D. : SJSTESBW
Page : 2

EAST/WEST

[redacted]in ime	Mon. 03/12 EBND	WBND	Tues. EBND	WBND	Wed. EBND	WBND	Thur. EBND	WBND	Fri. EBND	WBND	Sat. EBND	WBND	Sun. EBND	WBND	Week EBND	Avg. WBND
2:00 am	22	22	35	18	32	33	27	16	43	15	*	*	*	*	32	21
1:00	17	29	20	21	20	19	25	30	21	34	*	*	*	*	21	27
2:00	14	37	18	29	14	47	8	27	13	46	*	*	*	*	13	37
3:00	8	45	19	36	18	38	7	41	13	63	*	*	*	*	13	45
4:00	27	85	24	101	34	80	34	87	27	71	*	*	*	*	29	85
5:00	42	180	41	180	30	172	45	181	45	160	*	*	*	*	41	175
6:00	151	304	141	305	174	338	137	312	138	286	*	*	*	*	148	309
7:00	319	483	342	509	347	491	305	502	280	476	*	*	*	*	319	492
8:00	376	526	342	486	363	472	313	435	292	427	*	*	*	*	337	469
9:00	356	479	352	427	323	463	321	404	307	448	*	*	*	*	332	444
0:00	412	435	402	419	338	423	364	454	363	446	*	*	*	*	376	435
1:00	481	503	426	500	401	442	384	449	384	473	*	*	*	*	415	473
2:00 pm	462	497	474	464	438	486	444	467	433	531	*	*	*	*	450	489
1:00	454	516	422	500	404	467	425	459	480	501	*	*	*	*	437	489
2:00	495	521	520	500	469	532	447	512	491	555	*	*	*	*	484	524
3:00	575	586	553	613	524	590	547	611	590	535	*	*	*	*	558	587
4:00	600	545	590	497	565	501	550	534	552	537	*	*	*	*	571	523
5:00	541	439	525	419	594	443	540	444	582	449	*	*	*	*	556	439
6:00	412	353	530	325	464	302	487	350	382	317	*	*	*	*	455	329
7:00	258	209	279	183	286	220	313	211	324	226	*	*	*	*	292	210
8:00	210	131	207	143	208	163	220	168	225	181	*	*	*	*	212	157
9:00	139	98	137	97	145	115	127	104	214	137	*	*	*	*	152	110
0:00	96	57	89	55	96	66	117	64	123	87	*	*	*	*	104	66
1:00	40	42	39	30	56	42	54	38	88	44	*	*	*	*	55	39
[redacted]s	6507	7122	6527	6857	6343	6945	6231	6900	6410	7045	0	0	0	0	6402	6974
	13629		13384		13288		13131		13455		0		0		13376	
Avg. Day	101.6%	102.1%	101.9%	98.3%	99.0%	99.5%	97.3%	98.9%	100.1%	101.0%	.0%	.0%	.0%	.0%		
AM Peaks	11:00	08:00	11:00	07:00	11:00	07:00	11:00	07:00	11:00	07:00					11:00	07:00
Volume	481	526	426	509	401	491	384	502	384	476					415	492
PM Peaks	04:00	03:00	04:00	03:00	05:00	03:00	04:00	03:00	03:00	02:00					04:00	03:00
Volume	600	586	590	613	594	590	550	611	590	555					571	587

ADTs

COUNTS UNLIMITED, INC.
909.247.6716

:ITY OF SAN JACINTO
:ANDERSON AVENUE & RAMONA EXPRESSWAY
DAY ENTERING VOLUME COUNT

Site Code : 21647966
Start Date: 07/24/2000
File I.D. : SJ01NS
Page : 2

NORTH/SOUTH

Begin Time	Mon. 07/31 NBND	Mon. 07/31 SBND	Tues. NBND	Tues. SBND	Wed. NBND	Wed. SBND	Thur. NBND	Thur. SBND	Fri. NBND	Fri. SBND	Sat. NBND	Sat. SBND	Sun. NBND	Sun. SBND	Week NBND	Avg. SBND
12:00 am	41	141	48	158	43	136	31	130	*	*	*	*	*	*	41	141
01:00	28	71	15	77	30	72	28	99	*	*	*	*	*	*	25	80
02:00	41	58	25	67	37	65	35	62	*	*	*	*	*	*	34	63
03:00	71	69	51	56	54	66	63	63	*	*	*	*	*	*	60	64
04:00	149	150	137	136	117	142	124	151	*	*	*	*	*	*	132	145
05:00	273	341	308	305	273	353	276	326	*	*	*	*	*	*	282	331
06:00	461	570	454	514	440	525	445	545	*	*	*	*	*	*	450	538
07:00	460	597	527	590	553	631	494	637	*	*	*	*	*	*	508	614
08:00	409	530	412	576	427	601	419	519	*	*	*	*	*	*	417	556
09:00	360	554	447	547	405	585	408	538	*	*	*	*	*	*	405	556
10:00	357	526	395	548	354	600	351	600	*	*	*	*	*	*	364	568
11:00	375	651	366	611	371	678	398	577	*	*	*	*	*	*	378	629
12:00 pm	408	664	417	698	368	640	374	534	*	*	*	*	*	*	392	634
01:00	355	681	361	690	363	676	411	605	*	*	*	*	*	*	372	663
02:00	386	714	430	761	429	769	406	676	*	*	*	*	*	*	413	730
03:00	415	908	397	990	398	920	431	743	*	*	*	*	*	*	410	890
04:00	367	999	365	976	377	975	377	732	*	*	*	*	*	*	372	920
05:00	371	917	378	1017	358	1014	404	604	*	*	*	*	*	*	378	888
06:00	226	710	236	721	261	708	310	450	*	*	*	*	*	*	258	647
07:00	213	446	204	458	194	477	232	323	*	*	*	*	*	*	211	426
08:00	149	359	166	319	201	350	205	286	*	*	*	*	*	*	180	328
09:00	153	312	145	275	166	336	169	225	*	*	*	*	*	*	158	287
10:00	99	268	94	277	113	252	120	274	*	*	*	*	*	*	106	268
11:00	78	168	56	143	69	172	65	232	*	*	*	*	*	*	67	179
[redacted]ls	6245	11404	6434	11510	6401	11743	6576	9931	0	0	0	0	0	0	6413	11145
	17649		17944		18144		16507		0		0		0		17558	
Avg. Day	97.3%	102.3%	100.3%	103.2%	99.8%	105.3%	102.5%	89.1%	.0%	.0%	.0%	.0%	.0%	.0%		
AM Peaks	06:00	11:00	07:00	11:00	07:00	11:00	07:00	07:00							07:00	11:00
Volume	461	651	527	611	553	678	494	637							508	629
PM Peaks	03:00	04:00	02:00	05:00	02:00	05:00	03:00	03:00							02:00	04:00
Volume	415	999	430	1017	429	1014	431	743							413	920

ADTs

COUNTS UNLIMITED, INC.
909.247.6716

CITY OF SAN JACINTO
SANDERSON AVENUE & RAMONA EXPRESSWAY
7-DAY ENTERING VOLUME COUNT

Site Code : 21642526
Start Date: 07/24/2000
File I.D. : SJ01EW
Page : 2

EAST/WEST

Begin Time	Mon. 07/31 EBND	Mon. 07/31 WBND	Tues. EBND	Tues. WBND	Wed. EBND	Wed. WBND	Thur. EBND	Thur. WBND	Fri. EBND	Fri. WBND	Sat. EBND	Sat. WBND	Sun. EBND	Sun. WBND	Week EBND	Week Avg. WBND
12:00 am	64	79	67	65	54	64	68	69	*	*	*	*	*	*	63	69
01:00	45	57	50	32	57	39	29	46	*	*	*	*	*	*	45	44
02:00	46	66	47	55	38	58	40	67	*	*	*	*	*	*	43	62
03:00	57	133	50	125	47	115	48	105	*	*	*	*	*	*	50	120
04:00	147	356	132	317	135	297	109	297	*	*	*	*	*	*	131	317
05:00	210	538	222	520	217	501	218	466	*	*	*	*	*	*	217	506
06:00	311	698	343	693	325	734	310	724	*	*	*	*	*	*	322	712
07:00	388	649	374	660	355	705	361	669	*	*	*	*	*	*	370	671
08:00	322	533	338	456	368	489	348	469	*	*	*	*	*	*	344	487
09:00	289	449	295	421	344	422	325	421	*	*	*	*	*	*	313	428
10:00	315	380	306	383	328	388	297	362	*	*	*	*	*	*	312	378
11:00	336	384	336	364	333	332	305	373	*	*	*	*	*	*	328	363
12:00 pm	314	415	344	355	346	400	333	363	*	*	*	*	*	*	334	383
01:00	347	404	333	359	338	360	336	380	*	*	*	*	*	*	338	376
02:00	370	383	362	371	364	433	394	393	*	*	*	*	*	*	372	395
03:00	420	422	439	436	455	363	481	370	*	*	*	*	*	*	449	398
04:00	483	370	482	373	531	361	506	320	*	*	*	*	*	*	500	356
05:00	523	385	557	401	536	347	575	349	*	*	*	*	*	*	548	370
06:00	401	254	396	245	423	261	428	279	*	*	*	*	*	*	412	260
07:00	233	181	275	198	258	216	323	197	*	*	*	*	*	*	272	198
08:00	213	168	224	177	207	187	211	149	*	*	*	*	*	*	214	170
09:00	163	171	187	150	193	152	189	130	*	*	*	*	*	*	183	151
10:00	119	128	141	122	146	134	136	170	*	*	*	*	*	*	136	138
11:00	106	90	122	67	120	75	124	90	*	*	*	*	*	*	118	80
[redacted]ls	6222	7693	6422	7345	6518	7433	6494	7258	0	0	0	0	0	0	6414	7432
	13915		13767		13951		13752		0		0		0		13846	
Avg. Day	97.0%	103.5%	100.1%	98.8%	101.6%	100.0%	101.2%	97.6%	.0%	.0%	.0%	.0%	.0%	.0%		
AM Peaks	07:00	06:00	07:00	06:00	08:00	06:00	07:00	06:00							07:00	06:00
Volume	388	698	374	693	368	734	361	724							370	712
PM Peaks	05:00	03:00	05:00	03:00	05:00	02:00	05:00	02:00							05:00	03:00
Volume	523	422	557	436	536	433	575	393							548	398

ADTs

A45

COUNTS UNLIMITED, INC.
909.247.6716

ITY OF SAN JACINTO
AN JACINTO STREET & ESPLANADE AVENUE
DAY ENTERING VOLUME COUNT

Site Code : 21641722
Start Date: 07/24/2000
File I.D. : SJ04NS
Page : 2

NORTH/SOUTH

egin ime	Mon. 07/31 NBND	SBND	Tues. NBND	SBND	Wed. NBND	SBND	Thur. NBND	SBND	Fri. NBND	SBND	Sat. NBND	SBND	Sun. NBND	SBND	Week NBND	Avg. SBND
2:00 am	37	53	59	58	58	63	60	72	*	*	*	*	*	*	54	62
1:00	27	48	17	42	30	38	38	33	*	*	*	*	*	*	28	40
2:00	20	29	30	29	26	26	24	38	*	*	*	*	*	*	25	30
3:00	41	40	26	33	29	31	36	29	*	*	*	*	*	*	33	33
4:00	72	43	93	41	80	49	77	40	*	*	*	*	*	*	80	43
05:00	149	116	126	110	131	102	124	112	*	*	*	*	*	*	132	110
06:00	214	214	218	212	218	213	222	232	*	*	*	*	*	*	218	218
07:00	318	356	308	352	342	334	347	327	*	*	*	*	*	*	329	342
08:00	370	449	388	439	341	444	409	431	*	*	*	*	*	*	377	441
09:00	453	451	477	495	435	425	451	428	*	*	*	*	*	*	454	450
10:00	525	502	528	458	473	468	485	423	*	*	*	*	*	*	503	463
11:00	581	512	528	527	542	532	566	510	*	*	*	*	*	*	554	520
12:00 pm	616	603	624	578	575	550	601	526	*	*	*	*	*	*	604	564
01:00	584	506	581	407	554	499	574	497	*	*	*	*	*	*	573	477
02:00	557	552	600	547	566	545	595	530	*	*	*	*	*	*	580	544
03:00	622	589	619	545	517	601	626	562	*	*	*	*	*	*	596	574
04:00	574	615	591	647	584	584	635	619	*	*	*	*	*	*	596	616
05:00	545	548	601	540	622	540	609	540	*	*	*	*	*	*	594	542
06:00	469	465	515	482	498	515	465	564	*	*	*	*	*	*	487	506
07:00	348	338	423	403	424	427	441	393	*	*	*	*	*	*	409	390
08:00	305	311	379	398	332	385	371	380	*	*	*	*	*	*	347	368
09:00	267	223	253	254	259	278	274	237	*	*	*	*	*	*	263	248
10:00	142	153	170	164	158	135	185	178	*	*	*	*	*	*	164	158
11:00	119	75	88	81	77	73	113	82	*	*	*	*	*	*	99	78
als	7955	7791	8242	7842	7871	7857	8328	7783	0	0	0	0	0	0	8099	7817
	15746		16084		15728		16111		0		0		0		15916	
Avg. Day	98.2%	99.6%	101.7%	100.3%	97.1%	100.5%	102.8%	99.5%	.0%	.0%	.0%	.0%	.0%	.0%		
AM Peaks	11:00	11:00	10:00	11:00	11:00	11:00	11:00	11:00							11:00	11:00
Volume	581	512	528	527	542	532	566	510							554	520
PM Peaks	03:00	04:00	12:00	04:00	05:00	03:00	04:00	04:00							12:00	04:00
Volume	622	615	624	647	622	601	635	619							604	616

ADTs

COUNTS UNLIMITED, INC.
909.247.6716

:ITY OF SAN JACINTO
:AN JACINTO STREET & ESPLANADE AVENUE
' DAY ENTERING VOLUME COUNT

Site Code : 21642526
Start Date: 07/24/2000
File I.D. : SJ04EW
Page : 2

EAST/WEST

Begin Time	Mon. 07/31 EBND	Mon. 07/31 WBND	Tues. EBND	Tues. WBND	Wed. EBND	Wed. WBND	Thur. EBND	Thur. WBND	Fri. EBND	Fri. WBND	Sat. EBND	Sat. WBND	Sun. EBND	Sun. WBND	Week EBND	Avg. WBND
12:00 am	30	22	34	23	31	25	34	33	*	*	*	*	*	*	32	26
01:00	18	14	23	20	25	19	13	14	*	*	*	*	*	*	20	17
02:00	17	16	19	13	22	12	15	26	*	*	*	*	*	*	18	17
03:00	12	25	23	24	26	20	13	31	*	*	*	*	*	*	18	25
04:00	24	57	33	54	27	56	24	64	*	*	*	*	*	*	27	58
05:00	64	129	48	122	67	121	53	134	*	*	*	*	*	*	58	126
06:00	146	286	142	260	159	263	128	255	*	*	*	*	*	*	144	266
07:00	313	469	297	451	281	469	293	424	*	*	*	*	*	*	296	453
08:00	409	469	400	448	362	471	393	482	*	*	*	*	*	*	391	468
09:00	457	510	389	542	407	461	376	505	*	*	*	*	*	*	407	504
10:00	454	503	424	510	404	515	418	462	*	*	*	*	*	*	425	498
11:00	547	531	503	503	556	461	503	486	*	*	*	*	*	*	527	495
12:00 pm	553	551	566	548	541	540	498	553	*	*	*	*	*	*	540	548
01:00	476	506	462	515	433	545	482	455	*	*	*	*	*	*	463	505
02:00	527	502	504	496	525	497	464	477	*	*	*	*	*	*	505	493
03:00	619	592	613	530	616	574	589	584	*	*	*	*	*	*	609	570
04:00	567	490	628	489	563	515	641	489	*	*	*	*	*	*	600	496
05:00	601	412	591	416	625	435	605	425	*	*	*	*	*	*	606	422
06:00	420	360	434	391	436	445	449	435	*	*	*	*	*	*	435	408
07:00	341	299	344	315	401	351	371	310	*	*	*	*	*	*	364	319
08:00	218	234	286	245	285	235	312	257	*	*	*	*	*	*	275	243
09:00	195	117	232	199	199	211	241	222	*	*	*	*	*	*	217	187
10:00	118	98	125	128	129	110	128	134	*	*	*	*	*	*	125	118
11:00	59	56	43	59	58	59	53	45	*	*	*	*	*	*	53	55
[illegible]als	7185	7248	7163	7301	7178	7410	7096	7302	0	0	0	0	0	0	7155	7317
	14433		14464		14588		14398		0		0		0		14472	
Avg. Day	100.4%	99.0%	100.1%	99.7%	100.3%	101.2%	99.1%	99.7%	.0%	.0%	.0%	.0%	.0%	.0%		
AM Peaks	11:00	11:00	11:00	09:00	11:00	10:00	11:00	09:00							11:00	09:00
Volume	547	531	503	542	556	515	503	505							527	504
PM Peaks	03:00	03:00	04:00	12:00	05:00	03:00	04:00	03:00							03:00	03:00
Volume	619	592	628	548	625	574	641	584							609	570

ADTs

COUNTS UNLIMITED, INC.
909.247.6716

:TY OF SAN JACINTO
TATE STREET & RAMONA EXPRESSWAY
DAY ENTERING VOLUME COUNT

Site Code : 216438396759
Start Date: 07/24/2000
File I.D. : SJ02NS
Page : 2

NORTH/SOUTH

Begin Time	Mon. 07/31 NBND	SBND	Tues. NBND	SBND	Wed. NBND	SBND	Thur. NBND	SBND	Fri. NBND	SBND	Sat. NBND	SBND	Sun. NBND	SBND	Week NBND	Avg. SBND
2:00 am	50	28	51	26	44	26	57	30	*	*	*	*	*	*	50	28
1:00	44	18	32	27	35	20	45	26	*	*	*	*	*	*	39	23
2:00	35	11	37	20	37	17	40	14	*	*	*	*	*	*	37	16
3:00	70	19	76	18	73	20	78	15	*	*	*	*	*	*	74	18
4:00	232	38	233	34	239	30	221	29	*	*	*	*	*	*	231	33
5:00	345	64	359	61	356	70	389	74	*	*	*	*	*	*	362	67
6:00	462	116	489	123	470	126	488	131	*	*	*	*	*	*	477	124
7:00	471	235	467	237	505	276	512	259	*	*	*	*	*	*	489	252
8:00	416	232	414	265	448	252	430	255	*	*	*	*	*	*	427	251
9:00	390	228	425	267	474	261	449	254	*	*	*	*	*	*	434	252
10:00	424	249	443	243	437	249	430	216	*	*	*	*	*	*	434	239
11:00	418	287	428	270	448	280	446	286	*	*	*	*	*	*	435	281
12:00 pm	486	280	493	304	474	270	506	324	*	*	*	*	*	*	490	294
01:00	484	252	410	263	444	263	490	256	*	*	*	*	*	*	457	258
02:00	416	252	479	269	452	280	487	289	*	*	*	*	*	*	458	272
03:00	503	296	507	353	479	309	511	326	*	*	*	*	*	*	500	321
04:00	424	287	519	334	477	318	474	342	*	*	*	*	*	*	474	320
05:00	463	331	521	337	498	330	556	326	*	*	*	*	*	*	510	331
06:00	343	270	342	281	323	300	363	331	*	*	*	*	*	*	343	296
07:00	217	183	242	177	278	193	261	188	*	*	*	*	*	*	250	185
08:00	180	158	214	166	212	140	259	167	*	*	*	*	*	*	216	158
09:00	190	91	182	97	170	89	190	95	*	*	*	*	*	*	183	93
10:00	88	66	102	74	120	81	161	94	*	*	*	*	*	*	118	79
11:00	76	57	75	55	74	49	106	49	*	*	*	*	*	*	83	52
[redacted]als	7227	4048	7540	4301	7567	4249	7949	4376	0	0	0	0	0	0	7571	4243
	11275		11841		11816		12325		0		0		0		11814	
Avg. Day	95.4%	95.4%	99.5%	101.3%	99.9%	100.1%	104.9%	103.1%	.0%	.0%	.0%	.0%	.0%	.0%		
AM Peaks	07:00	11:00	06:00	11:00	07:00	11:00	07:00	11:00							07:00	11:00
Volume	471	287	489	270	505	280	512	286							489	281
PM Peaks	03:00	05:00	05:00	03:00	05:00	05:00	05:00	04:00							05:00	05:00
Volume	503	331	521	353	498	330	556	342							510	331

ADTs

COUNTS UNLIMITED, INC.
909.247.6716

ITY OF SAN JACINTO
PATE STREET & RAMONA EXPRESSWAY
DAY ENTERING VOLUME COUNT

Site Code : 216440435569
Start Date: 07/24/2000
File I.D. : SJ02EW
Page : 2

EAST/WEST

egin ime	Mon. 07/31 EBND	WBND	Tues. EBND	WBND	Wed. EBND	WBND	Thur. EBND	WBND	Fri. EBND	WBND	Sat. EBND	WBND	Sun. EBND	WBND	Week EBND	Avg. WBND
2:00 am	99	55	93	42	78	47	73	43	*	*	*	*	*	*	86	47
1:00	59	46	57	26	69	33	50	36	*	*	*	*	*	*	59	35
2:00	40	44	50	27	41	37	30	48	*	*	*	*	*	*	40	39
3:00	35	106	43	95	44	92	41	94	*	*	*	*	*	*	41	97
4:00	60	218	61	198	65	204	71	206	*	*	*	*	*	*	64	206
5:00	151	336	153	359	164	367	162	354	*	*	*	*	*	*	158	354
6:00	277	536	299	533	289	550	294	563	*	*	*	*	*	*	290	546
07:00	455	494	356	549	384	560	361	566	*	*	*	*	*	*	389	542
08:00	313	421	325	396	373	392	381	392	*	*	*	*	*	*	348	400
09:00	369	370	335	299	348	345	337	328	*	*	*	*	*	*	347	336
10:00	354	308	333	324	352	303	340	316	*	*	*	*	*	*	345	313
11:00	392	275	347	275	365	255	381	288	*	*	*	*	*	*	371	273
12:00 pm	411	323	402	299	377	351	384	317	*	*	*	*	*	*	394	322
01:00	434	324	361	315	397	314	439	299	*	*	*	*	*	*	408	313
02:00	464	339	462	322	466	344	437	346	*	*	*	*	*	*	457	338
03:00	553	332	549	330	500	277	490	308	*	*	*	*	*	*	523	312
04:00	576	256	534	283	592	265	606	300	*	*	*	*	*	*	577	276
05:00	636	280	681	282	605	263	641	293	*	*	*	*	*	*	641	280
06:00	463	196	482	188	472	218	497	225	*	*	*	*	*	*	478	207
07:00	306	144	310	169	311	192	361	227	*	*	*	*	*	*	322	183
08:00	228	144	272	154	277	156	294	129	*	*	*	*	*	*	268	146
09:00	228	105	198	122	235	132	247	126	*	*	*	*	*	*	227	121
10:00	158	91	175	88	182	91	220	107	*	*	*	*	*	*	184	94
11:00	118	66	118	44	149	51	155	66	*	*	*	*	*	*	135	57
als	7179	5809	6996	5719	7135	5839	7292	5977	0	0	0	0	0	0	7152	5837
	12988		12715		12974		13269		0		0		0		12989	
Avg. Day	100.3%	99.5%	97.8%	97.9%	99.7%	100.0%	101.9%	102.4%	.0%	.0%	.0%	.0%	.0%	.0%		
AM Peaks	07:00	06:00	07:00	07:00	07:00	07:00	08:00	07:00							07:00	06:00
Volume	455	536	356	549	384	560	381	566							389	546
PM Peaks	05:00	02:00	05:00	03:00	05:00	12:00	05:00	02:00							05:00	02:00
Volume	636	339	681	330	605	351	641	346							641	338

ADTs

APPENDIX B

INTERSECTION ANALYSIS FOR EXISTING CONDITIONS

San Jacinto General Plan Update
Existing Conditions
PM Peak Hour Volumes

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

****

Intersection #1 Warren Rd. (NS) / Ramona Exwy. (EW)

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.671
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: 60 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	10	15	15	10	15	15
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	86	4	134	2	2	3	2	639	144	159	303	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	4	134	2	2	3	2	639	144	159	303	2
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:	86	4	134	2	2	3	2	639	144	159	303	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	4	134	2	2	3	2	639	144	159	303	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	4	134	2	2	3	2	639	144	159	303	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	4	134	2	2	3	2	639	144	159	303	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.88	0.88	0.88	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	0.38	0.02	0.60	0.28	0.29	0.43	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	590	27	919	479	479	719	1805	1900	1615	1805	1886	12
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.00	0.00	0.00	0.00	0.34	0.09	0.09	0.16	0.16
Crit Moves:		****						****		****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.24	0.43	0.43	0.17	0.36	0.36
Volume/Cap:	0.58	0.58	0.58	0.02	0.02	0.02	0.00	0.78	0.21	0.53	0.45	0.45
Delay/Veh:	22.0	22.0	22.0	17.0	17.0	17.0	17.4	19.2	10.7	24.6	15.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	22.0	22.0	17.0	17.0	17.0	17.4	19.2	10.7	24.6	15.1	15.1
DesignQueue:	2	0	3	0	0	0	0	13	3	5	7	0

****

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****
Intersection #3 Warren Rd. (NS) / Cottonwood Av. (EW)
****
Average Delay (sec/veh): 11.7 Worst Case 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	163	70	51	234	0	0	0	0	34	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	163	70	51	234	0	0	0	0	34	0	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	163	70	51	234	0	0	0	0	34	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	163	70	51	234	0	0	0	0	34	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	163	70	51	234	0	0	0	0	34	0	21
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	233	xxxx	xxxxx	xxxx	xxxx	xxxxx	534	xxxx	198
Potent Cap.:	xxxx	xxxx	xxxxx	1346	xxxx	xxxxx	xxxx	xxxx	xxxxx	510	xxxx	848
Move Cap.:	xxxx	xxxx	xxxxx	1346	xxxx	xxxxx	xxxx	xxxx	xxxxx	495	xxxx	848
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	589	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		
ApproachLOS:	*			*			*			B		

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 Warren Rd. (NS) / Esplanade Av. (EW)

****

Average Delay (sec/veh): 17.0 Worst Case 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:	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:	5	203	130	47	209	6	6	15	7	94	13	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	203	130	47	209	6	6	15	7	94	13	22
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:	5	203	130	47	209	6	6	15	7	94	13	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	203	130	47	209	6	6	15	7	94	13	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	5	203	130	47	209	6	6	15	7	94	13	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:	215	xxxx	xxxxx	333	xxxx	xxxxx	602	649	212	595	587	268
Potent Cap.:	1367	xxxx	xxxxx	1238	xxxx	xxxxx	415	391	833	419	425	776
Move Cap.:	1367	xxxx	xxxxx	1238	xxxx	xxxxx	381	375	833	390	406	776
Level Of Service Module:												
Stopped Del:	7.6	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	436	xxxxx	xxxx	428	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.8	xxxxx	xxxxx	17.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			13.8			17.0		
ApproachLOS:	*			*			B			C		

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

Intersection #6 Warren Rd. (NS) / Florida Ave. (EW)

Cycle (sec): 75 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: 75 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:	10		20	20	10		20	20	10		20	20	10		20	20
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	190		171	89	29		171	135	131		702	141	156		643	23
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	190		171	89	29		171	135	131		702	141	156		643	23
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:	190		171	89	29		171	135	131		702	141	156		643	23
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	190		171	89	29		171	135	131		702	141	156		643	23
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	190		171	89	29		171	135	131		702	141	156		643	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
Final Vol.:	190		171	89	29		171	135	131		702	141	156		643	23
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		0.95	0.85	0.95		0.95	0.85	0.95		0.95	0.85
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1805		3610	1615	1805		3610	1615	1805		3610	1615	1805		3610	1615
Capacity Analysis Module:																
Vol/Sat:	0.11		0.05	0.06	0.02		0.05	0.08	0.07		0.19	0.09	0.09		0.18	0.01
Crit Moves:	****							****			****		****			
Green/Cycle:	0.15		0.28	0.28	0.14		0.27	0.27	0.14		0.29	0.29	0.13		0.28	0.28
Volume/Cap:	0.68		0.17	0.20	0.11		0.18	0.31	0.52		0.68	0.31	0.65		0.64	0.05
Delay/Veh:	36.7		20.4	20.7	28.4		21.3	22.4	31.9		25.6	21.4	36.9		25.1	19.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	36.7		20.4	20.7	28.4		21.3	22.4	31.9		25.6	21.4	36.9		25.1	19.8
DesignQueue:	7		5	3	1		5	4	5		22	4	6		20	1

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

Intersection #13 Sanderson Ave. (NS) / Ramona Exwy. (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.797
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 40.1
Optimal Cycle:OPTIMIZED 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ignore			Ovl		
Min. Green:	10	15	15	10	15	15	10	20	20	10	20	20
Lanes:	1 0 1 0 1			1 0 1 0 1			1 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	71	389	20	455	631	193	203	441	131	23	242	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	389	20	455	631	193	203	441	131	23	242	250
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:	71	389	20	455	631	193	203	441	131	23	242	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	71	389	20	455	631	193	203	441	0	23	242	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	389	20	455	631	193	203	441	0	23	242	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	71	389	20	455	631	193	203	441	0	23	242	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1900	1900	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.01	0.25	0.33	0.12	0.11	0.23	0.00	0.01	0.13	0.15
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.23	0.23	0.29	0.42	0.58	0.16	0.26	0.00	0.10	0.20	0.49
Volume/Cap:	0.39	0.88	0.05	0.88	0.80	0.21	0.69	0.88	0.00	0.13	0.64	0.32
Delay/Veh:	43.6	55.7	29.9	50.5	31.1	10.1	46.3	52.2	0.0	41.3	40.2	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	55.7	29.9	50.5	31.1	10.1	46.3	52.2	0.0	41.3	40.2	15.9
DesignQueue:	4	18	1	19	22	5	10	19	0	1	11	7

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Intersection #10 Sanderson Av. (NS) / Cottonwood Av. (EW)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.373
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 60 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:	15	15	15	15	15	15	15	15	15	15	15	15
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	8	326	35	38	535	11	9	72	6	35	49	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	326	35	38	535	11	9	72	6	35	49	36
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	326	35	38	535	11	9	72	6	35	49	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	326	35	38	535	11	9	72	6	35	49	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	326	35	38	535	11	9	72	6	35	49	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
Final Vol.:	8	326	35	38	535	11	9	72	6	35	49	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.38	0.99	0.99	0.51	1.00	1.00	0.70	0.99	0.99	0.71	0.94	0.94
Lanes:	1.00	0.90	0.10	1.00	0.98	0.02	1.00	0.92	0.08	1.00	0.58	0.42
Final Sat.:	730	1690	181	971	1856	38	1332	1733	144	1341	1025	753
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.04	0.29	0.29	0.01	0.04	0.04	0.03	0.05	0.05
Crit Moves:					****						****	
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.02	0.30	0.30	0.06	0.44	0.44	0.03	0.17	0.17	0.10	0.19	0.19
Delay/Veh:	3.7	4.7	4.7	3.9	5.4	5.4	17.0	17.8	17.8	17.5	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.7	4.7	4.7	3.9	5.4	5.4	17.0	17.8	17.8	17.5	17.9	17.9
DesignQueue:	0	4	0	0	7	0	0	2	0	1	1	1

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #11 Sanderson Av. (NS) / 7th St. (EW)

****

Average Delay (sec/veh): 19.9 Worst Case 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:	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:	3	474	72	21	662	3	1	3	8	15	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	474	72	21	662	3	1	3	8	15	1	29
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:	3	474	72	21	662	3	1	3	8	15	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	474	72	21	662	3	1	3	8	15	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	474	72	21	662	3	1	3	8	15	1	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:	665	xxxx	xxxxx	546	xxxx	xxxxx	1237	1258	664	1227	1223	510
Potent Cap.:	934	xxxx	xxxxx	1033	xxxx	xxxxx	154	173	464	157	181	567
Move Cap.:	934	xxxx	xxxxx	1033	xxxx	xxxxx	143	168	464	149	177	567
Level Of Service Module:												
Stopped Del:	8.9	xxxx	xxxxx	8.5	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	286	xxxxx	xxxx	286	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.2	xxxxx	xxxxx	19.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			18.2			19.9		
ApproachLOS:	*			*			C			C		

San Jacinto General Plan Update
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #12 Sanderson Av. (NS) / Esplanade Av. (EW)

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 60 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	15	15	15	15	15	15
Lanes:	1 0 0	1 0		1 0 0	1 0		0 0 1	1 0 0		0 1 0	0 1	
Volume Module:												
Base Vol:	10	388	91	51	511	19	22	186	24	76	110	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	388	91	51	511	19	22	186	24	76	110	29
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	388	91	51	511	19	22	186	24	76	110	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	388	91	51	511	19	22	186	24	76	110	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	388	91	51	511	19	22	186	24	76	110	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	388	91	51	511	19	22	186	24	76	110	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	1.00	1.00	0.95	0.95	0.95	0.75	0.75	0.85
Lanes:	1.00	0.81	0.19	1.00	0.96	0.04	0.09	0.81	0.10	0.41	0.59	1.00
Final Sat.:	1805	1496	351	1805	1823	68	171	1443	186	578	837	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.03	0.28	0.28	0.13	0.13	0.13	0.13	0.13	0.02
Crit Moves:	****				****						****	
Green/Cycle:	0.17	0.43	0.43	0.17	0.43	0.43	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.03	0.60	0.60	0.17	0.65	0.65	0.52	0.52	0.52	0.53	0.53	0.07
Delay/Veh:	21.0	14.3	14.3	21.7	15.2	15.2	20.4	20.4	20.4	20.9	20.9	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	14.3	14.3	21.7	15.2	15.2	20.4	20.4	20.4	20.9	20.9	17.3
DesignQueue:	0	8	2	1	10	0	1	5	1	2	3	1

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 Lyon Av. (NS) / Cottonwood Av. (EW)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.233
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 8.4
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	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	15	40	47	3	32	13	17	151	19	37	102	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	40	47	3	32	13	17	151	19	37	102	2
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:	15	40	47	3	32	13	17	151	19	37	102	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	40	47	3	32	13	17	151	19	37	102	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	40	47	3	32	13	17	151	19	37	102	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	40	47	3	32	13	17	151	19	37	102	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.39	0.46	0.06	0.67	0.27	0.09	0.81	0.10	0.26	0.73	0.01
Final Sat.:	112	300	352	46	488	198	73	649	82	204	562	11
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.07	0.07	0.07	0.23	0.23	0.23	0.18	0.18	0.18
Crit Moves:	****			****				****			****	
Delay/Veh:	8.1	8.1	8.1	7.9	7.9	7.9	8.6	8.6	8.6	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:	8.1	8.1	8.1	7.9	7.9	7.9	8.6	8.6	8.6	8.4	8.4	8.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.1			7.9			8.6			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.1			7.9			8.6			8.4	
LOS by Appr:		A			A			A			A	

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

Intersection #16 State St. (NS) / Ramona Exwy. (EW)

Cycle (sec): 75 Critical Vol./Cap. (X): 0.449
Loss Time (sec): 12 (Y+R = 4 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	209	264	59	118	270	19	25	477	265	40	196	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	264	59	118	270	19	25	477	265	40	196	66
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:	209	264	59	118	270	19	25	477	265	40	196	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	264	59	118	270	19	25	477	265	40	196	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	264	59	118	270	19	25	477	265	40	196	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	209	264	59	118	270	19	25	477	265	40	196	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	2871	642	1805	3610	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.09	0.07	0.07	0.01	0.01	0.13	0.16	0.02	0.05	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.29	0.29	0.15	0.27	0.27	0.13	0.27	0.27	0.13	0.27	0.27
Volume/Cap:	0.67	0.31	0.31	0.45	0.28	0.04	0.10	0.50	0.62	0.17	0.20	0.15
Delay/Veh:	34.4	20.8	20.8	30.4	22.0	20.4	28.8	23.6	26.8	29.1	21.4	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:	34.4	20.8	20.8	30.4	22.0	20.4	28.8	23.6	26.8	29.1	21.4	21.2
DesignQueue:	7	8	2	4	8	1	1	15	8	1	6	2

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

Intersection #17 State St. (NS) / Cottonwood Av. (EW)

Cycle (sec): 85 Critical Vol./Cap. (X): 0.403
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.7
Optimal Cycle: 85 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			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	20	20	20	20	20	20
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	51	623	17	20	562	116	144	53	49	13	20	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	623	17	20	562	116	144	53	49	13	20	15
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:	51	623	17	20	562	116	144	53	49	13	20	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	623	17	20	562	116	144	53	49	13	20	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	623	17	20	562	116	144	53	49	13	20	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
Final Vol.:	51	623	17	20	562	116	144	53	49	13	20	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.97	0.97	0.85	0.98	0.98	0.85
Lanes:	1.00	1.95	0.05	1.00	1.66	0.34	0.73	0.27	1.00	0.39	0.61	1.00
Final Sat.:	1805	3500	96	1805	2915	602	1340	493	1615	734	1130	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.01	0.19	0.19	0.11	0.11	0.03	0.02	0.02	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.27	0.27	0.12	0.27	0.27	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.24	0.66	0.66	0.09	0.71	0.71	0.46	0.46	0.13	0.08	0.08	0.04
Delay/Veh:	34.6	29.2	29.2	33.7	30.6	30.6	28.6	28.6	25.8	25.4	25.4	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	29.2	29.2	33.7	30.6	30.6	28.6	28.6	25.8	25.4	25.4	25.1
DesignQueue:	2	22	1	1	20	4	5	2	2	0	1	1

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

Intersection #18 State St. (NS) / Esplanade Av. (EW)

Cycle (sec): 75 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.5
Optimal Cycle: 72 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:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	57	354	118	173	435	128	92	377	55	88	306	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	354	118	173	435	128	92	377	55	88	306	63
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:	57	354	118	173	435	128	92	377	55	88	306	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	354	118	173	435	128	92	377	55	88	306	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	354	118	173	435	128	92	377	55	88	306	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	354	118	173	435	128	92	377	55	88	306	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.92	0.92	0.95	0.93	0.93	0.95	0.93	0.93
Lanes:	1.00	1.50	0.50	1.00	1.55	0.45	1.00	1.75	0.25	1.00	1.66	0.34
Final Sat.:	1805	2607	869	1805	2694	793	1805	3091	451	1805	2916	600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.10	0.16	0.16	0.05	0.12	0.12	0.05	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.27	0.27	0.17	0.29	0.29	0.13	0.27	0.27	0.13	0.27	0.27
Volume/Cap:	0.22	0.51	0.51	0.55	0.55	0.55	0.38	0.46	0.46	0.37	0.39	0.39
Delay/Veh:	28.6	23.8	23.8	30.5	23.0	23.0	30.7	23.3	23.3	30.6	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	23.8	23.8	30.5	23.0	23.0	30.7	23.3	23.3	30.6	22.8	22.8
DesignQueue:	2	11	4	6	13	4	3	12	2	3	10	2

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

Intersection #19 San Jacinto Av. (NS) / Esplanade Av. (EW)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.377
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 60 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	15	15	15	15	15	15
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	118	377	83	155	336	63	117	416	105	85	286	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	377	83	155	336	63	117	416	105	85	286	84
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:	118	377	83	155	336	63	117	416	105	85	286	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	377	83	155	336	63	117	416	105	85	286	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	377	83	155	336	63	117	416	105	85	286	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	118	377	83	155	336	63	117	416	105	85	286	84
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	0.93	0.93	0.47	0.95	0.85	0.43	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	1805	3610	1615	1805	2967	556	901	3610	1615	821	2696	792
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.05	0.09	0.11	0.11	0.13	0.12	0.07	0.10	0.11	0.11
Crit Moves:		****		****			****					
Green/Cycle:	0.18	0.33	0.33	0.21	0.36	0.36	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.36	0.31	0.15	0.42	0.32	0.32	0.42	0.37	0.21	0.33	0.34	0.34
Delay/Veh:	22.3	15.0	14.2	21.5	14.0	14.0	17.4	16.3	15.4	16.7	16.1	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	15.0	14.2	21.5	14.0	14.0	17.4	16.3	15.4	16.7	16.1	16.1
DesignQueue:	3	9	2	4	7	1	3	10	2	2	7	2

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San Jacinto General Plan Update
Existing Conditions
PM Peak Hour Volumes

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

****

Intersection #20 Ramona Exwy. (NS) / Esplanade Av. (EW)

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.439
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 60 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	15	15	10	15	15
Lanes:	1 0 1	0 0		0 0 1	0 1		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	89	220	0	0	471	140	62	0	123	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	220	0	0	471	140	62	0	123	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	220	0	0	471	140	62	0	123	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	220	0	0	471	140	62	0	123	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	220	0	0	471	140	62	0	123	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	220	0	0	471	140	62	0	123	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.00	0.00	0.25	0.09	0.03	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.17	0.60	0.00	0.00	0.43	0.43	0.25	0.00	0.25	0.00	0.00	0.00
Volume/Cap:	0.30	0.19	0.00	0.00	0.57	0.20	0.14	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	22.5	5.5	0.0	0.0	13.8	10.7	17.6	0.0	18.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	5.5	0.0	0.0	13.8	10.7	17.6	0.0	18.7	0.0	0.0	0.0
DesignQueue:	3	3	0	0	10	3	2	0	3	0	0	0

****

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APPENDIX C

PROPOSED GENERAL PLAN INTERSECTION ANALYSIS FOR
TYPICAL GENERAL PLAN LANE CONFIGURATIONS

JN: 00025 - San Jacinto General Plan Update
Typical General Plan Cross-Sections
PM Peak Hour w/ Secondary Adjustments

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

****

Intersection #1 Warren Rd. (NS) / Ramona Exwy. WB (EW)

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.324
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 60 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:	Ignore			Ignore			Include			Include		
Min. Green:	10	25	25	10	25	25	0	0	0	20	20	20
Lanes:	0 0	2 0	1	0 0	2 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	263	430	0	279	69	0	0	0	358	0	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	263	430	0	279	69	0	0	0	358	0	126
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	263	0	0	279	0	0	0	0	358	0	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	263	0	0	279	0	0	0	0	358	0	126
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	263	0	0	279	0	0	0	0	358	0	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	3610	1900	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.20	0.00	0.08
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.43	0.00	0.43
Volume/Cap:	0.00	0.17	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.46	0.00	0.18
Delay/Veh:	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	12.4	0.0	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	12.4	0.0	10.6
HCM2kAvg:	0	2	0	0	2	0	0	0	0	5	0	2

****

JN: 00025 - San Jacinto General Plan Update
Typical General Plan Cross-Sections
PM Peak Hour w/ Secondary Adjustments

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

****

Intersection #21 Warren Rd. (NS) / Ramona Exwy. EB (EW)

****

Cycle (sec): 65 Critical Vol./Cap. (X): 0.906
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 85 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	1	1 0	1 0	1
Volume Module:												
Base Vol:	336	978	45	14	1006	107	290	119	922	38	37	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:	336	978	45	14	1006	107	290	119	922	38	37	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	336	978	45	14	1006	107	290	119	922	38	37	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	978	45	14	1006	107	290	119	922	38	37	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	336	978	45	14	1006	107	290	119	922	38	37	12
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	0.95	0.85	0.74	0.87	0.87	0.68	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.23	1.77	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1402	377	2918	1284	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.27	0.03	0.01	0.28	0.07	0.21	0.32	0.32	0.03	0.02	0.01
Crit Moves:	****				****			****				
Green/Cycle:	0.21	0.34	0.34	0.17	0.31	0.31	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.91	0.79	0.08	0.05	0.91	0.22	0.59	0.91	0.91	0.08	0.06	0.02
Delay/Veh:	50.3	22.9	14.5	22.6	32.2	16.9	19.4	30.5	30.5	14.3	14.1	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	22.9	14.5	22.6	32.2	16.9	19.4	30.5	30.5	14.3	14.1	13.9
HCM2kAvg:	11	11	1	0	14	2	7	14	14	1	1	0

****

JN: 00025 - San Jacinto General Plan Update
Typical General Plan Cross-Sections
PM Peak Hour w/ Secondary Adjustments

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

****

Intersection #2 Warren Rd. (NS) / Bridge St. (EW)

****

Cycle (sec):	70	Critical Vol./Cap. (X):	0.893
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	32.0
Optimal Cycle:	84	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	25	25	10	25	25
Lanes:	1 0 2	0 1		1 0 2	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	356	528	184	42	966	82	63	198	505	162	125	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	528	184	42	966	82	63	198	505	162	125	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	356	528	184	42	966	82	63	198	505	162	125	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	528	184	42	966	82	63	198	505	162	125	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
Final Vol.:	356	528	184	42	966	82	63	198	505	162	125	21
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	0.95	0.85	0.65	0.85	0.85	0.25	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.71	0.29
Final Sat.:	1805	3610	1615	1805	3610	1615	1241	1610	1610	469	3023	508
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.11	0.02	0.27	0.05	0.05	0.12	0.31	0.35	0.04	0.04
Crit Moves:	****				****				****			
Green/Cycle:	0.22	0.31	0.31	0.21	0.30	0.30	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.90	0.47	0.37	0.11	0.90	0.17	0.14	0.34	0.88	0.97	0.12	0.12
Delay/Veh:	50.2	19.9	19.3	22.7	34.4	18.4	15.4	16.6	32.0	81.5	15.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	19.9	19.3	22.7	34.4	18.4	15.4	16.6	32.0	81.5	15.1	15.1
HCM2kAvg:	12	5	3	1	14	1	1	3	14	20	1	1

****

JN: 00025 - San Jacinto General Plan Update
Typical General Plan Cross-Sections
PM Peak Hour

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

Intersection #3 Warren Rd. (NS) / Cottonwood Av. (EW)

Cycle (sec): 90 Critical Vol./Cap. (X): 0.909
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 35.0
Optimal Cycle: 102 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	25	25	10	25	25
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	23	470	72	666	744	213	121	168	21	88	231	515
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	470	72	666	744	213	121	168	21	88	231	515
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	470	72	666	744	213	121	168	21	88	231	515
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	470	72	666	744	213	121	168	21	88	231	515
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	470	72	666	744	213	121	168	21	88	231	515
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	0.95	0.85	0.58	0.95	0.85	0.64	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1093	3610	1615	1210	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.04	0.37	0.21	0.13	0.11	0.05	0.01	0.07	0.06	0.32
Crit Moves:		****		****								****
Green/Cycle:	0.20	0.17	0.17	0.39	0.36	0.36	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.06	0.78	0.27	0.94	0.57	0.36	0.33	0.14	0.04	0.21	0.19	0.94
Delay/Veh:	29.5	42.5	33.2	46.3	23.5	21.4	22.6	20.6	19.9	21.4	21.0	52.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	42.5	33.2	46.3	23.5	21.4	22.6	20.6	19.9	21.4	21.0	52.8
HCM2kAvg:	1	8	2	24	9	4	4	2	0	3	2	19

JN: 00025 - San Jacinto General Plan Update
Typical General Plan Cross-Sections
PM Peak Hour

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

Intersection #5 SR-79 SB (NS) / Esplanade Av. (EW)

Cycle (sec):	80	Critical Vol./Cap. (X):	0.541
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	25.8
Optimal Cycle:	64	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	20	20	20	10	25	25	10	25	25
Lanes:	0 0	0 0	0	1 0	0 0	1	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	327	0	82	0	103	77	443	148	0
Growth Adj:	1.00	1.00	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	327	0	82	0	103	77	443	148	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	327	0	82	0	103	77	443	148	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	327	0	82	0	103	77	443	148	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	327	0	82	0	103	77	443	148	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	0.95	1.00	0.85	1.00	0.89	0.89	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.14	0.86	1.00	2.00	0.00
Final Sat.:	0	0	0	1805	0	1615	0	1934	1445	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.05	0.00	0.05	0.05	0.25	0.04	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.31	0.31	0.33	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.20	0.00	0.17	0.17	0.76	0.06	0.00
Delay/Veh:	0.0	0.0	0.0	33.2	0.0	24.0	0.0	20.0	20.0	29.7	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	33.2	0.0	24.0	0.0	20.0	20.0	29.7	5.5	0.0
HCM2kAvg:	0	0	0	9	0	2	0	2	2	12	1	0

JN: 00025 - San Jacinto General Plan Update
Typical General Plan Cross-Sections
PM Peak Hour

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

****

Intersection #7 SR-79 SB (NS) / Cottonwood Av. (EW)

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.032
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 44.4
Optimal Cycle: 120 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	20	20	20	10	25	25	10	25	25
Lanes:	0 0	0 0	0	1 0	0 0	1	0 0	3 0	1	1 0	3 0	0
Volume Module:												
Base Vol:	0	0	0	329	0	261	0	1201	560	740	1259	0
Growth Adj:	1.00	1.00	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	329	0	261	0	1201	560	740	1259	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	329	0	261	0	1201	560	740	1259	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	329	0	261	0	1201	560	740	1259	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	329	0	261	0	1201	560	740	1259	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	0.95	1.00	0.85	1.00	0.91	0.85	0.95	0.91	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1805	0	1615	0	5187	1615	1805	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.16	0.00	0.23	0.35	0.41	0.24	0.00
Crit Moves:				****					****	****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.33	0.33	0.38	0.71	0.00
Volume/Cap:	0.00	0.00	0.00	0.91	0.00	0.81	0.00	0.71	1.07	1.07	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	65.6	0.0	52.2	0.0	31.1	91.7	83.8	5.6	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	65.6	0.0	52.2	0.0	31.1	91.7	83.8	5.6	0.0
HCM2kAvg:	0	0	0	14	0	10	0	12	26	35	5	0

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Typical General Plan Cross-Sections
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #6 SR-79 (NS) / SR-74 (EW)

****

Cycle (sec): 120 Critical Vol./Cap. (X): 4.754
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 1028.3
Optimal Cycle: 120 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	25	25	10	25	25
Lanes:	1 0	4 0	1	1 0	4 0	1	1 0	4 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	574	1760	127	513	1211	2312	3964	2580	677	92	1575	537
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	574	1760	127	513	1211	2312	3964	2580	677	92	1575	537
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	574	1760	127	513	1211	2312	3964	2580	677	92	1575	537
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	574	1760	127	513	1211	2312	3964	2580	677	92	1575	537
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	574	1760	127	513	1211	2312	3964	2580	677	92	1575	537
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1805	6916	1615	1805	6916	1615	1805	6916	1615	1805	6916	1615
Capacity Analysis Module:												
Vol/Sat:	0.32	0.25	0.08	0.28	0.18	1.43	2.20	0.37	0.42	0.05	0.23	0.33
Crit Moves:	****					****	****					****
Green/Cycle:	0.08	0.15	0.15	0.17	0.24	0.24	0.37	0.48	0.48	0.10	0.21	0.21
Volume/Cap:	3.82	1.67	0.51	1.67	0.73	5.96	5.96	0.78	0.87	0.53	1.09	1.60
Delay/Veh:	1338	355	48.6	363.3	43.7	2285	2275	27.0	38.4	54.9	101	329.3
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:	1338	355	48.6	363.3	43.7	2285	2275	27.0	38.4	54.9	101	329.3
HCM2kAvg:	77	39	5	47	12	319	574	21	25	4	23	45

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Typical General Plan Cross-Sections
PM Peak Hour

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

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Intersection #22 SR-79 NB (NS) / Esplanade Av. (EW)

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.883
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 46.0
Optimal Cycle: 101 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	20	20	20		0	0	0		10	20	0		0	20	20	
Lanes:	1 0	0	0	1	0 0	0	0	0	1 0	2	0	0	0 0	1	1	0
Volume Module:																
Base Vol:	121	0	976		0	0	0		24	414	0		0	469	216	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	121	0	976		0	0	0		24	414	0		0	469	216	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	121	0	976		0	0	0		24	414	0		0	469	216	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	121	0	976		0	0	0		24	414	0		0	469	216	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	121	0	976		0	0	0		24	414	0		0	469	216	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		1.00	1.00	1.00		0.95	0.95	1.00		1.00	0.91	0.91	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		1.00	2.00	0.00		0.00	1.37	0.63	
Final Sat.:	1805	0	1615		0	0	0		1805	3610	0		0	2355	1085	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.00	0.60		0.00	0.00	0.00		0.01	0.11	0.00		0.00	0.20	0.20	
Crit Moves:			****						****					****		
Green/Cycle:	0.63	0.00	0.63		0.00	0.00	0.00		0.08	0.29	0.00		0.00	0.21	0.21	
Volume/Cap:	0.11	0.00	0.95		0.00	0.00	0.00		0.16	0.39	0.00		0.00	0.95	0.95	
Delay/Veh:	8.7	0.0	38.6		0.0	0.0	0.0		51.6	34.2	0.0		0.0	69.9	69.9	
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:	8.7	0.0	38.6		0.0	0.0	0.0		51.6	34.2	0.0		0.0	69.9	69.9	
HCM2kAvg:	2	0	39		0	0	0		1	6	0		0	17	17	

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Typical General Plan Cross-Sections
PM Peak Hour

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

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Intersection #23 SR-79 NB (NS) / Cottonwood Av. (EW)

****

Cycle (sec): 80 Critical Vol./Cap. (X): 1.141
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 63.9
Optimal Cycle: 120 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:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	20	20			2	0	0			0	10	20			0	0	20			20
Lanes:	1	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	3	0	1
Volume Module:																				
Base Vol:	629		0		1042	0		0		0	186		1348		0	0		1371		314
Growth Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Initial Bse:	629		0		1042	0		0		0	186		1348		0	0		1371		314
User Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Volume:	629		0		1042	0		0		0	186		1348		0	0		1371		314
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	629		0		1042	0		0		0	186		1348		0	0		1371		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
Final Vol.:	629		0		1042	0		0		0	186		1348		0	0		1371		314
Saturation Flow Module:																				
Sat/Lane:	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900			1900
Adjustment:	0.95	1.00			0.85	1.00	1.00			1.00	0.95	0.91			1.00	1.00	0.91			0.85
Lanes:	1.00	0.00			1.00	0.00	0.00			0.00	1.00	3.00			0.00	0.00	3.00			1.00
Final Sat.:	1805		0		1615	0		0		0	1805		5187		0	0		5187		1615
Capacity Analysis Module:																				
Vol/Sat:	0.35	0.00			0.65	0.00	0.00			0.00	0.10	0.26			0.00	0.00	0.26			0.19
Crit Moves:					****						****						****			
Green/Cycle:	0.51	0.00			0.51	0.00	0.00			0.00	0.13	0.38			0.00	0.00	0.25			0.25
Volume/Cap:	0.68	0.00			1.26	0.00	0.00			0.00	0.82	0.69			0.00	0.00	1.06			0.78
Delay/Veh:	16.7	0.0			145.8	0.0	0.0			0.0	55.4	22.2			0.0	0.0	71.6			37.2
User DelAdj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
AdjDel/Veh:	16.7	0.0			145.8	0.0	0.0			0.0	55.4	22.2			0.0	0.0	71.6			37.2
HCM2kAvg:	13		0		54	0		0		0	7		11		0	0		19		9

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PM Peak Hour w/ Secondary Adjustments

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

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Intersection #8 Sanderson Av. (NS) / Bridge St. (EW)

****

Cycle (sec): 105 Critical Vol./Cap. (X): 0.856
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 43.2
Optimal Cycle: 94 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	20	20	10	20	20
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	109	749	435	198	756	50	54	285	121	332	195	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	749	435	198	756	50	54	285	121	332	195	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	749	435	198	756	50	54	285	121	332	195	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	749	435	198	756	50	54	285	121	332	195	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	109	749	435	198	756	50	54	285	121	332	195	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.94	0.94	0.95	0.91	0.91	0.95	0.89	0.89
Lanes:	1.00	1.27	0.73	1.00	1.88	0.12	1.00	1.40	0.60	1.00	1.13	0.87
Final Sat.:	1805	2158	1253	1805	3356	222	1805	2420	1027	1805	1908	1468
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.35	0.11	0.23	0.23	0.03	0.12	0.12	0.18	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.38	0.38	0.12	0.35	0.35	0.13	0.19	0.19	0.20	0.26	0.26
Volume/Cap:	0.43	0.92	0.92	0.92	0.64	0.64	0.23	0.62	0.62	0.92	0.39	0.39
Delay/Veh:	42.3	42.2	42.2	86.0	29.4	29.4	41.5	40.8	40.8	69.6	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	42.2	42.2	86.0	29.4	29.4	41.5	40.8	40.8	69.6	32.3	32.3
HCM2kAvg:	4	22	22	10	11	11	2	7	7	15	5	5

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Typical General Plan Cross-Sections
PM Peak Hour

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

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Intersection #9 Sanderson Av. (NS) / SR-79 SB (EW)

****

Cycle (sec): 120 Critical Vol./Cap. (X): 1.063
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 81.6
Optimal Cycle: 120 Level Of Service: F

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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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	20	20	10	20	20
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	153	1258	67	19	1379	44	71	34	267	769	223	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	1258	67	19	1379	44	71	34	267	769	223	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	1258	67	19	1379	44	71	34	267	769	223	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1258	67	19	1379	44	71	34	267	769	223	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	153	1258	67	19	1379	44	71	34	267	769	223	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.95	0.82	0.82	0.95	0.88	0.88
Lanes:	1.00	2.85	0.15	1.00	2.91	0.09	1.00	1.00	1.00	1.00	1.04	0.96
Final Sat.:	1805	4885	260	1805	5001	160	1805	1565	1565	1805	1750	1601
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.01	0.28	0.28	0.04	0.02	0.17	0.43	0.13	0.13
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.26	0.26	0.08	0.26	0.26	0.19	0.17	0.17	0.39	0.37	0.37
Volume/Cap:	1.02	1.01	1.01	0.13	1.08	1.08	0.21	0.13	1.02	1.08	0.34	0.34
Delay/Veh:	133.0	71.0	71.0	51.4	94.0	94.0	41.6	42.6	108.7	93.6	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	133.0	71.0	71.0	51.4	94.0	94.0	41.6	42.6	108.7	93.6	27.1	27.1
HCM2kAvg:	10	22	22	1	26	26	2	1	15	41	6	6

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Typical General Plan Cross-Sections
PM Peak Hour

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

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Intersection #24 Sanderson Av. (NS) / SR-79 NB (EW)

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.557
Loss Time (sec): 9 (Y+R = 4 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	0	20	20	20	0	0	0
Lanes:	0 0	3 0	1	0 0	3 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1272	484	0	1541	442	318	0	422	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1272	484	0	1541	442	318	0	422	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1272	484	0	1541	442	318	0	422	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1272	484	0	1541	442	318	0	422	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1272	484	0	1541	442	318	0	422	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.85	1.00	0.91	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5187	1615	0	5187	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.30	0.00	0.30	0.27	0.18	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.45	0.45	0.00	0.45	0.45	0.40	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.00	0.54	0.66	0.00	0.66	0.61	0.44	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	12.2	15.1	0.0	13.5	13.8	13.6	0.0	17.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.2	15.1	0.0	13.5	13.8	13.6	0.0	17.2	0.0	0.0	0.0
HCM2kAvg:	0	6	8	0	8	7	5	0	8	0	0	0

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Typical General Plan Cross-Sections
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Sanderson Av. (NS) / Cottonwood Ave. (EW)

Cycle (sec): 108 Critical Vol./Cap. (X): 0.953
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 47.5
Optimal Cycle: 120 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	62	1263	153	277	1510	142	145	1313	42	156	996	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1263	153	277	1510	142	145	1313	42	156	996	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1263	153	277	1510	142	145	1313	42	156	996	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1263	153	277	1510	142	145	1313	42	156	996	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
Final Vol.:	62	1263	153	277	1510	142	145	1313	42	156	996	366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.09	0.15	0.29	0.09	0.08	0.36	0.03	0.09	0.28	0.23
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.25	0.25	0.16	0.32	0.32	0.12	0.38	0.38	0.09	0.35	0.35
Volume/Cap:	0.34	0.96	0.37	0.96	0.92	0.28	0.68	0.96	0.07	0.93	0.78	0.64
Delay/Veh:	46.4	55.0	33.7	85.7	44.9	28.1	53.8	47.5	21.3	99.0	34.2	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	55.0	33.7	85.7	44.9	28.1	53.8	47.5	21.3	99.0	34.2	31.5
HCM2kAvg:	2	19	4	14	20	4	6	27	1	9	16	11

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PM Peak Hour w/ Secondary Adjustments

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #11 Sanderson Av. (NS) / 7th St. (EW)

Cycle (sec):	80	Critical Vol./Cap. (X):	0.650
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	17.5
Optimal Cycle:	72	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:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	78	1192	238	176	1370	198	83	329	216	53	114	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1192	238	176	1370	198	83	329	216	53	114	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1192	238	176	1370	198	83	329	216	53	114	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1192	238	176	1370	198	83	329	216	53	114	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	1.10	1.00	1.00	1.10	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	78	1311	238	176	1507	198	83	345	227	53	120	336
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.94	0.94	0.95	0.89	0.89
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.21	0.79	1.00	1.00	1.00
Final Sat.:	1805	5700	1615	1805	5700	1615	1805	2156	1416	1805	1691	1691
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.15	0.10	0.26	0.12	0.05	0.16	0.16	0.03	0.07	0.20
Crit Moves:	****				****		****					****
Green/Cycle:	0.13	0.31	0.31	0.16	0.34	0.34	0.13	0.25	0.25	0.13	0.26	0.26
Volume/Cap:	0.35	0.74	0.47	0.63	0.77	0.36	0.37	0.63	0.63	0.23	0.27	0.77
Delay/Veh:	21.1	17.1	14.9	23.4	16.6	12.9	21.2	18.1	18.1	20.4	15.4	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	17.1	14.9	23.4	16.6	12.9	21.2	18.1	18.1	20.4	15.4	22.1
DesignQueue:	3	43	8	7	47	6	3	12	8	2	4	12

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PM Peak Hour

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

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Intersection #12 Sanderson Av. (NS) / Esplanade Av. (EW)

****

Cycle (sec):	95	Critical Vol./Cap. (X):	0.846
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	42.5
Optimal Cycle:	88	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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	71	1171	171	146	1247	205	222	1169	129	171	1091	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1171	171	146	1247	205	222	1169	129	171	1091	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1171	171	146	1247	205	222	1169	129	171	1091	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1171	171	146	1247	205	222	1169	129	171	1091	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
Final Vol.:	71	1171	171	146	1247	205	222	1169	129	171	1091	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.80	0.20	1.00	1.80	0.20
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	3202	353	1805	3198	358
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.11	0.08	0.24	0.13	0.12	0.37	0.37	0.09	0.34	0.34
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.25	0.25	0.12	0.26	0.26	0.13	0.40	0.40	0.11	0.37	0.37
Volume/Cap:	0.37	0.90	0.42	0.69	0.91	0.48	0.92	0.91	0.91	0.90	0.92	0.92
Delay/Veh:	40.8	43.0	30.5	49.6	43.5	30.4	77.3	36.2	36.2	80.6	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	43.0	30.5	49.6	43.5	30.4	77.3	36.2	36.2	80.6	39.0	39.0
HCM2kAvg:	2	15	4	6	16	5	10	22	22	8	21	21

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #14 Lyon Av. (NS) / Ramona Exwy. (EW)

Cycle (sec):	120	Critical Vol./Cap. (X):	1.072
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	54.3
Optimal Cycle:	120	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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	20	20	10	20	20
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	4 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	354	230	365	251	516	243	158	2248	515	401	1696	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	354	230	365	251	516	243	158	2248	515	401	1696	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	230	365	251	516	243	158	2248	515	401	1696	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	230	365	251	516	243	158	2248	515	401	1696	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	1.05	1.05	1.00	1.05	1.05	1.00	1.10	1.00	1.00	1.10	1.00
Final Vol.:	354	242	383	251	542	255	158	2473	515	401	1866	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.95	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.36	0.64	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1805	1729	1729	1805	2454	1156	1805	7600	1615	1805	7600	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.14	0.22	0.14	0.22	0.22	0.09	0.33	0.32	0.22	0.25	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.24	0.24	0.15	0.21	0.21	0.13	0.30	0.30	0.21	0.38	0.38
Volume/Cap:	1.08	0.58	0.92	0.92	1.06	1.06	0.65	1.08	1.05	1.08	0.65	0.20
Delay/Veh:	94.8	26.6	42.0	57.3	73.7	73.7	36.1	65.0	74.5	91.3	20.4	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.8	26.6	42.0	57.3	73.7	73.7	36.1	65.0	74.5	91.3	20.4	16.4
DesignQueue:	20	13	21	15	30	14	9	126	26	22	83	5

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

Intersection #15 Lyon Av. (NS) / Cottonwood Av. (EW)

Cycle (sec): 95 Critical Vol./Cap. (X): 0.975
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 53.7
Optimal Cycle: 120 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:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	20	20	10	20	20
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	22	637	242	299	849	370	338	970	32	295	873	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	637	242	299	849	370	338	970	32	295	873	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	637	242	299	849	370	338	970	32	295	873	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	637	242	299	849	370	338	970	32	295	873	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	637	242	299	849	370	338	970	32	295	873	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.45	0.55	1.00	1.39	0.61	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	304	2509	953	1805	2399	1045	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.17	0.35	0.35	0.19	0.27	0.02	0.16	0.24	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.26	0.26	0.26	0.17	0.43	0.43	0.19	0.27	0.27	0.17	0.25	0.25
Volume/Cap:	0.27	0.96	0.96	0.98	0.82	0.82	0.97	0.98	0.07	0.98	0.97	0.46
Delay/Veh:	29.7	56.1	56.1	84.9	27.4	27.4	78.8	57.7	25.6	85.4	58.8	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	56.1	56.1	84.9	27.4	27.4	78.8	57.7	25.6	85.4	58.8	31.1
HCM2kAvg:	1	18	18	14	18	18	15	20	1	14	18	5

JN: 00025 - San Jacinto General Plan Update
Typical General Plan Cross-Sections
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #16 State St. (NS) / Ramona Exwy. (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 1.232
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 114.8
Optimal Cycle: 120 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	20	20	10	20	20
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	4 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	529	383	349	638	500	44	33	2589	493	295	1805	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	529	383	349	638	500	44	33	2589	493	295	1805	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	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	529	383	349	638	500	44	33	2589	493	295	1805	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	529	383	349	638	500	44	33	2589	493	295	1805	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.10	1.00	1.00	1.10	1.00
Final Vol.:	529	402	366	638	525	46	33	2848	493	295	1986	349
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.99	0.99	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.05	0.95	1.00	1.84	0.16	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1805	1849	1685	1805	3458	304	1805	7600	1615	1805	7600	1615
Capacity Analysis Module:												
Vol/Sat:	0.29	0.22	0.22	0.35	0.15	0.15	0.02	0.37	0.31	0.16	0.26	0.22
Crit Moves:		****		****				****		****		
Green/Cycle:	0.28	0.21	0.21	0.27	0.20	0.20	0.10	0.29	0.29	0.13	0.32	0.32
Volume/Cap:	1.04	1.04	1.04	1.29	0.76	0.76	0.18	1.29	1.05	1.29	0.83	0.68
Delay/Veh:	69.7	68.6	68.6	213.0	32.3	32.3	32.0	198	74.4	236.8	26.3	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.7	68.6	68.6	213.0	32.3	32.3	32.0	198	74.4	236.8	26.3	25.7
DesignQueue:	27	22	20	34	29	3	2	149	25	18	97	17

JN: 00025 - San Jacinto General Plan Update
Typical General Plan Cross-Sections
PM Peak Hour

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

Intersection #17 State St. (NS) / Cottonwood Av. (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 1.054
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 84.4
Optimal Cycle: 120 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	20	20	10	20	20
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	267	1017	88	82	1202	483	406	471	227	107	319	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	1017	88	82	1202	483	406	471	227	107	319	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	1017	88	82	1202	483	406	471	227	107	319	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	1017	88	82	1202	483	406	471	227	107	319	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	267	1017	88	82	1202	483	406	471	227	107	319	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.91	0.91	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.84	0.16	1.00	1.43	0.57	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3283	284	1805	2464	990	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.31	0.31	0.05	0.49	0.49	0.22	0.13	0.14	0.06	0.09	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.43	0.43	0.11	0.42	0.42	0.19	0.24	0.24	0.12	0.17	0.17
Volume/Cap:	1.17	0.73	0.73	0.40	1.17	1.17	1.17	0.55	0.59	0.50	0.53	0.28
Delay/Veh:	167.0	30.3	30.3	50.5	121	120.9	152.9	40.7	42.8	51.2	46.6	44.3
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:	167.0	30.3	30.3	50.5	121	120.9	152.9	40.7	42.8	51.2	46.6	44.3
HCM2kAvg:	18	18	18	3	49	49	27	8	8	4	6	3

JN: 00025 - San Jacinto General Plan Update
Typical General Plan Cross-Sections
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

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Intersection #18 State St. (NS) / Esplanade Av. (EW)

****

Cycle (sec): 120 Critical Vol./Cap. (X): 1.315
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 162.8
Optimal Cycle: 120 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	95	953	246	476	1023	282	348	1104	138	309	1005	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	953	246	476	1023	282	348	1104	138	309	1005	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	953	246	476	1023	282	348	1104	138	309	1005	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	953	246	476	1023	282	348	1104	138	309	1005	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	95	1001	258	476	1074	296	348	1159	145	309	1055	351
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	0.97	0.97	0.95	0.98	0.98	0.95	0.96	0.96
Lanes:	1.00	1.59	0.41	1.00	1.57	0.43	1.00	1.78	0.22	1.00	1.50	0.50
Final Sat.:	1805	2930	756	1805	2889	797	1805	3310	414	1805	2738	910
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.34	0.26	0.37	0.37	0.19	0.35	0.35	0.17	0.39	0.39
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.26	0.26	0.20	0.40	0.40	0.15	0.30	0.30	0.14	0.29	0.29
Volume/Cap:	0.92	1.31	1.31	1.31	0.92	0.92	1.31	1.19	1.19	1.19	1.31	1.31
Delay/Veh:	81.7	227	227.0	243.9	29.1	29.1	253.7	128	127.8	158.0	225	224.8
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:	81.7	227	227.0	243.9	29.1	29.1	253.7	128	127.8	158.0	225	224.8
DesignQueue:	6	54	14	27	47	13	21	60	7	18	55	18

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JN: 00025 - San Jacinto General Plan Update
Typical General Plan Cross-Sections
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #19 San Jacinto Av. (NS) / Esplanade Av. (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 1.400
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 260.3
Optimal Cycle: 120 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	322	1022	224	528	1196	217	339	1199	316	326	1063	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	1022	224	528	1196	217	339	1199	316	326	1063	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	1022	224	528	1196	217	339	1199	316	326	1063	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	1022	224	528	1196	217	339	1199	316	326	1063	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	322	1073	235	528	1256	228	339	1259	332	326	1116	326
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	0.98	0.98	0.95	0.97	0.97	0.95	0.97	0.97
Lanes:	1.00	1.64	0.36	1.00	1.69	0.31	1.00	1.58	0.42	1.00	1.55	0.45
Final Sat.:	1805	3023	663	1805	3152	572	1805	2917	769	1805	2854	832
Capacity Analysis Module:												
Vol/Sat:	0.18	0.35	0.35	0.29	0.40	0.40	0.19	0.43	0.43	0.18	0.39	0.39
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.25	0.25	0.21	0.32	0.32	0.14	0.31	0.31	0.13	0.30	0.30
Volume/Cap:	1.25	1.40	1.40	1.40	1.25	1.25	1.32	1.40	1.40	1.40	1.32	1.32
Delay/Veh:	199.6	310	309.6	324.7	168	167.7	262.5	306	305.7	340.6	232	232.2
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:	199.6	310	309.6	324.7	168	167.7	262.5	306	305.7	340.6	232	232.2
DesignQueue:	19	59	13	30	64	12	20	65	17	20	58	17

JN: 00025 - San Jacinto General Plan Update
Typical General Plan Cross-Sections
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

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Intersection #20 Ramona Exwy. (NS) / Esplanade Av. (EW)

****

Cycle (sec): 120 Critical Vol./Cap. (X): 1.163
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 79.9
Optimal Cycle: 120 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	384	1140	0	0	1547	683	480	0	534	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	1140	0	0	1547	683	480	0	534	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	384	1140	0	0	1547	683	480	0	534	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	1140	0	0	1547	683	480	0	534	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.05	1.05	1.00	1.05	1.00	1.00	1.00
Final Vol.:	384	1197	0	0	1624	717	504	0	561	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.95	0.95	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.39	0.61	1.47	0.00	1.53	0.00	0.00	0.00
Final Sat.:	1805	3800	0	0	2504	1106	2524	0	2615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.32	0.00	0.00	0.65	0.65	0.20	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.18	0.74	0.00	0.00	0.56	0.56	0.18	0.00	0.18	0.00	0.00	0.00
Volume/Cap:	1.16	0.43	0.00	0.00	1.16	1.16	1.08	0.00	1.16	0.00	0.00	0.00
Delay/Veh:	137.2	3.9	0.0	0.0	99.6	99.6	80.3	0.0	120.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	137.2	3.9	0.0	0.0	99.6	99.6	80.3	0.0	120.4	0.0	0.0	0.0
DesignQueue:	22	23	0	0	57	25	29	0	32	0	0	0

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APPENDIX D

PROPOSED GENERAL PLAN INTERSECTION ANALYSIS FOR AUGMENTED LANE CONFIGURATIONS

JN: 00025 - San Jacinto General Plan Update
Augmented General Plan Cross-Sections
PM Peak Hour w/ Seconary Adjustments

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

Intersection #1 Warren Rd. (NS) / Ramona Exwy. WB (EW)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.324
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 60 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:	Ignore			Ignore			Include			Include		
Min. Green:	10	25	25	10	25	25	0	0	0	20	20	20
Lanes:	0 0	2 0	1	0 0	2 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	263	430	0	279	69	0	0	0	358	0	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	263	430	0	279	69	0	0	0	358	0	126
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	263	0	0	279	0	0	0	0	358	0	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	263	0	0	279	0	0	0	0	358	0	126
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	263	0	0	279	0	0	0	0	358	0	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	3610	1900	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.20	0.00	0.08
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.43	0.00	0.43
Volume/Cap:	0.00	0.17	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.46	0.00	0.18
Delay/Veh:	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	12.4	0.0	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	12.4	0.0	10.6
HCM2kAvg:	0	2	0	0	2	0	0	0	0	5	0	2

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

****

Intersection #21 Warren Rd. (NS) / Ramona Exwy. EB (EW)

****

Cycle (sec): 65 Critical Vol./Cap. (X): 0.906
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 85 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 0 1 1			1 0 1 0 1		
Volume Module:												
Base Vol:	336	978	45	14	1006	107	290	119	922	38	37	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:	336	978	45	14	1006	107	290	119	922	38	37	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	336	978	45	14	1006	107	290	119	922	38	37	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	978	45	14	1006	107	290	119	922	38	37	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	336	978	45	14	1006	107	290	119	922	38	37	12
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	0.95	0.85	0.74	0.87	0.87	0.68	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.23	1.77	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1402	377	2918	1284	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.27	0.03	0.01	0.28	0.07	0.21	0.32	0.32	0.03	0.02	0.01
Crit Moves:	****				****			****				
Green/Cycle:	0.21	0.34	0.34	0.17	0.31	0.31	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.91	0.79	0.08	0.05	0.91	0.22	0.59	0.91	0.91	0.08	0.06	0.02
Delay/Veh:	50.3	22.9	14.5	22.6	32.2	16.9	19.4	30.5	30.5	14.3	14.1	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	22.9	14.5	22.6	32.2	16.9	19.4	30.5	30.5	14.3	14.1	13.9
HCM2kAvg:	11	11	1	0	14	2	7	14	14	1	1	0

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

****

Intersection #2 Warren Rd. (NS) / Bridge St. (EW)

****

Cycle (sec): 70 Critical Vol./Cap. (X): 0.893
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 32.0
Optimal Cycle: 84 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	25	25	10	25	25
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	356	528	184	42	966	82	63	198	505	162	125	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	528	184	42	966	82	63	198	505	162	125	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	356	528	184	42	966	82	63	198	505	162	125	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	528	184	42	966	82	63	198	505	162	125	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
Final Vol.:	356	528	184	42	966	82	63	198	505	162	125	21
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	0.95	0.85	0.65	0.85	0.85	0.25	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.71	0.29
Final Sat.:	1805	3610	1615	1805	3610	1615	1241	1610	1610	469	3023	508
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.11	0.02	0.27	0.05	0.05	0.12	0.31	0.35	0.04	0.04
Crit Moves:	****				****				****			
Green/Cycle:	0.22	0.31	0.31	0.21	0.30	0.30	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.90	0.47	0.37	0.11	0.90	0.17	0.14	0.34	0.88	0.97	0.12	0.12
Delay/Veh:	50.2	19.9	19.3	22.7	34.4	18.4	15.4	16.6	32.0	81.5	15.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	19.9	19.3	22.7	34.4	18.4	15.4	16.6	32.0	81.5	15.1	15.1
HCM2kAvg:	12	5	3	1	14	1	1	3	14	20	1	1

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Level Of Service Computation Report
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Intersection #3 Warren Rd. (NS) / Cottonwood Av. (EW)

Cycle (sec):	90	Critical Vol./Cap. (X):	0.909
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	35.0
Optimal Cycle:	102	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	25	25	10	25	25
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	23	470	72	666	744	213	121	168	21	88	231	515
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	470	72	666	744	213	121	168	21	88	231	515
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	470	72	666	744	213	121	168	21	88	231	515
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	470	72	666	744	213	121	168	21	88	231	515
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	470	72	666	744	213	121	168	21	88	231	515
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	0.95	0.85	0.58	0.95	0.85	0.64	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1093	3610	1615	1210	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.04	0.37	0.21	0.13	0.11	0.05	0.01	0.07	0.06	0.32
Crit Moves:		****		****								****
Green/Cycle:	0.20	0.17	0.17	0.39	0.36	0.36	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.06	0.78	0.27	0.94	0.57	0.36	0.33	0.14	0.04	0.21	0.19	0.94
Delay/Veh:	29.5	42.5	33.2	46.3	23.5	21.4	22.6	20.6	19.9	21.4	21.0	52.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	42.5	33.2	46.3	23.5	21.4	22.6	20.6	19.9	21.4	21.0	52.8
HCM2kAvg:	1	8	2	24	9	4	4	2	0	3	2	19

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

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Intersection #5 SR-79 SB (NS) / Esplanade Av. (EW)

****

Cycle (sec): 80 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: 64 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	20	20	20	10	25	25	10	25	25
Lanes:	0 0	0 0	0	1 0	0 0	1	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	327	0	82	0	103	77	443	148	0
Growth Adj:	1.00	1.00	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	327	0	82	0	103	77	443	148	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	327	0	82	0	103	77	443	148	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	327	0	82	0	103	77	443	148	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	327	0	82	0	103	77	443	148	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	0.95	1.00	0.85	1.00	0.89	0.89	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.14	0.86	1.00	2.00	0.00
Final Sat.:	0	0	0	1805	0	1615	0	1934	1445	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.05	0.00	0.05	0.05	0.25	0.04	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.31	0.31	0.33	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.20	0.00	0.17	0.17	0.76	0.06	0.00
Delay/Veh:	0.0	0.0	0.0	33.2	0.0	24.0	0.0	20.0	20.0	29.7	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	33.2	0.0	24.0	0.0	20.0	20.0	29.7	5.5	0.0
HCM2kAvg:	0	0	0	9	0	2	0	2	2	12	1	0

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Intersection #7 SR-79 SB (NS) / Cottonwood Av. (EW)

Cycle (sec): 80 Critical Vol./Cap. (X): 0.834
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: 72 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	20	20	20	10	25	25	10	25	25
Lanes:	0 0 0 0 0			1 0 0 0 1			0 0 3 0 1			2 0 3 0 0		
Volume Module:												
Base Vol:	0	0	0	329	0	261	0	1201	560	740	1259	0
Growth Adj:	1.00	1.00	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	329	0	261	0	1201	560	740	1259	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	329	0	261	0	1201	560	740	1259	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	329	0	261	0	1201	560	740	1259	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	329	0	261	0	1201	560	740	1259	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	0.95	1.00	0.85	1.00	0.91	0.85	0.92	0.91	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	1805	0	1615	0	5187	1615	3502	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.16	0.00	0.23	0.35	0.21	0.24	0.00
Crit Moves:				****					****	****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.40	0.40	0.24	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.65	0.00	0.58	0.88	0.88	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	33.5	0.0	30.5	0.0	19.4	35.2	39.3	7.0	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	33.5	0.0	30.5	0.0	19.4	35.2	39.3	7.0	0.0
HCM2kAvg:	0	0	0	9	0	7	0	8	16	13	5	0

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 SR-79 (NS) / SR-74 (EW)

Cycle (sec):	120	Critical Vol./Cap. (X):	1.537
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	221.6
Optimal Cycle:	120	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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	10	20	20	10	20	20	10	25	25	10	25	25
Lanes:	2 0	4 0	1	2 0	4 0	1	3 0	4 0	1	1 0	4 0	1
Volume Module:												
Base Vol:	574	1760	127	513	1211	2312	3964	2580	677	92	1575	537
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	574	1760	127	513	1211	2312	3964	2580	677	92	1575	537
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	574	1760	127	513	1211	0	3964	2580	0	92	1575	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	574	1760	127	513	1211	0	3964	2580	0	92	1575	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	574	1760	127	513	1211	0	3964	2580	0	92	1575	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	1.00	0.92	0.91	1.00	0.95	0.91	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	3.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1900	5253	6916	1900	1805	6916	1900
Capacity Analysis Module:												
Vol/Sat:	0.16	0.25	0.08	0.15	0.18	0.00	0.75	0.37	0.00	0.05	0.23	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.17	0.17	0.09	0.13	0.00	0.44	0.53	0.00	0.12	0.21	0.00
Volume/Cap:	1.35	1.53	0.47	1.72	1.35	0.00	1.72	0.70	0.00	0.43	1.09	0.00
Delay/Veh:	223.0	292	46.5	391.2	215	0.0	357.9	21.8	0.0	50.5	101	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	223.0	292	46.5	391.2	215	0.0	357.9	21.8	0.0	50.5	101	0.0
HCM2kAvg:	23	36	5	25	23	0	121	18	0	4	23	0

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

****

Intersection #22 SR-79 NB (NS) / Esplanade Av. (EW)

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.883
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 46.0
Optimal Cycle: 101 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	0	0	0	10	20	0	0	20	20
Lanes:	1 0	0 0	1	0 0	0 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	121	0	976	0	0	0	24	414	0	0	469	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	0	976	0	0	0	24	414	0	0	469	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	0	976	0	0	0	24	414	0	0	469	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	0	976	0	0	0	24	414	0	0	469	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	0	976	0	0	0	24	414	0	0	469	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.37	0.63
Final Sat.:	1805	0	1615	0	0	0	1805	3610	0	0	2355	1085
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.60	0.00	0.00	0.00	0.01	0.11	0.00	0.00	0.20	0.20
Crit Moves:			****				****				****	
Green/Cycle:	0.63	0.00	0.63	0.00	0.00	0.00	0.08	0.29	0.00	0.00	0.21	0.21
Volume/Cap:	0.11	0.00	0.95	0.00	0.00	0.00	0.16	0.39	0.00	0.00	0.95	0.95
Delay/Veh:	8.7	0.0	38.6	0.0	0.0	0.0	51.6	34.2	0.0	0.0	69.9	69.9
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:	8.7	0.0	38.6	0.0	0.0	0.0	51.6	34.2	0.0	0.0	69.9	69.9
HCM2kAvg:	2	0	39	0	0	0	1	6	0	0	17	17

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

****

Intersection #23 SR-79 NB (NS) / Cottonwood Av. (EW)

****

Cycle (sec): 65 Critical Vol./Cap. (X): 0.867
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 74 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	20	20		2	0	0		0	10	20		0	0	20		20
Lanes:	1	0	1!	0 1	0	0	0	0 0	1	0	3	0 0	0	0	3	0 1
Volume Module:																
Base Vol:	629	0	1042		0	0		0	186	1348		0	0	1371		314
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	629	0	1042		0	0		0	186	1348		0	0	1371		314
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	629	0	1042		0	0		0	186	1348		0	0	1371		314
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	629	0	1042		0	0		0	186	1348		0	0	1371		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
Final Vol.:	629	0	1042		0	0		0	186	1348		0	0	1371		314
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.89	1.00	0.89		1.00	1.00		1.00	0.95	0.91		1.00	1.00	0.91		0.85
Lanes:	1.38	0.00	1.62		0.00	0.00		0.00	1.00	3.00		0.00	0.00	3.00		1.00
Final Sat.:	2327	0	2745		0	0		0	1805	5187		0	0	5187		1615
Capacity Analysis Module:																
Vol/Sat:	0.27	0.00	0.38		0.00	0.00		0.00	0.10	0.26		0.00	0.00	0.26		0.19
Crit Moves:			****						****					****		
Green/Cycle:	0.40	0.00	0.40		0.00	0.00		0.00	0.15	0.46		0.00	0.00	0.31		0.31
Volume/Cap:	0.68	0.00	0.95		0.00	0.00		0.00	0.67	0.56		0.00	0.00	0.86		0.63
Delay/Veh:	16.8	0.0	30.5		0.0	0.0		0.0	32.1	13.0		0.0	0.0	26.1		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:	16.8	0.0	30.5		0.0	0.0		0.0	32.1	13.0		0.0	0.0	26.1		22.0
HCM2kAvg:	9	0	19		0	0		0	5	7		0	0	12		6

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

Intersection #8 Sanderson Av. (NS) / Bridge St. (EW)

Cycle (sec):	105	Critical Vol./Cap. (X):	0.856
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	43.2
Optimal Cycle:	94	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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	20	20	10	20	20
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	109	749	435	198	756	50	54	285	121	332	195	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	749	435	198	756	50	54	285	121	332	195	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	749	435	198	756	50	54	285	121	332	195	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	749	435	198	756	50	54	285	121	332	195	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	109	749	435	198	756	50	54	285	121	332	195	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.94	0.94	0.95	0.91	0.91	0.95	0.89	0.89
Lanes:	1.00	1.27	0.73	1.00	1.88	0.12	1.00	1.40	0.60	1.00	1.13	0.87
Final Sat.:	1805	2158	1253	1805	3356	222	1805	2420	1027	1805	1908	1468
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.35	0.11	0.23	0.23	0.03	0.12	0.12	0.18	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.38	0.38	0.12	0.35	0.35	0.13	0.19	0.19	0.20	0.26	0.26
Volume/Cap:	0.43	0.92	0.92	0.92	0.64	0.64	0.23	0.62	0.62	0.92	0.39	0.39
Delay/Veh:	42.3	42.2	42.2	86.0	29.4	29.4	41.5	40.8	40.8	69.6	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	42.2	42.2	86.0	29.4	29.4	41.5	40.8	40.8	69.6	32.3	32.3
HCM2kAvg:	4	22	22	10	11	11	2	7	7	15	5	5

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

****

Intersection #9 Sanderson Av. (NS) / SR-79 SB (EW)

****

Cycle (sec):	95	Critical Vol./Cap. (X):	0.859
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	39.2
Optimal Cycle:	91	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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	20	20	10	20	20
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	153	1258	67	19	1379	44	71	34	267	769	223	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	1258	67	19	1379	44	71	34	267	769	223	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	1258	67	19	1379	44	71	34	267	769	223	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1258	67	19	1379	44	71	34	267	769	223	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	153	1258	67	19	1379	44	71	34	267	769	223	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.95	0.82	0.82	0.92	0.88	0.88
Lanes:	1.00	2.85	0.15	1.00	2.91	0.09	1.00	1.00	1.00	2.00	1.04	0.96
Final Sat.:	1805	4885	260	1805	5001	160	1805	1565	1565	3502	1750	1601
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.01	0.28	0.28	0.04	0.02	0.17	0.22	0.13	0.13
Crit Moves:	****				****				****	****		
Green/Cycle:	0.11	0.30	0.30	0.12	0.31	0.31	0.15	0.21	0.21	0.25	0.31	0.31
Volume/Cap:	0.81	0.87	0.87	0.09	0.89	0.89	0.26	0.10	0.81	0.89	0.42	0.42
Delay/Veh:	63.2	37.1	37.1	37.5	37.6	37.6	36.0	30.3	48.3	45.6	26.6	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.2	37.1	37.1	37.5	37.6	37.6	36.0	30.3	48.3	45.6	26.6	26.6
HCM2kAvg:	7	15	15	1	17	17	2	1	10	15	5	5

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

****

Intersection #24 Sanderson Av. (NS) / SR-79 NB (EW)

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.557
Loss Time (sec): 9 (Y+R = 4 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:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0	20		20		10	20		0		20	20		20		0	0		0	
Lanes:	0	0	3	0	1	0	0	3	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	1272		484		0	1541		442		318		0		422	0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	1272		484		0	1541		442		318		0		422	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0	1272		484		0	1541		442		318		0		422	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Reduced Vol:	0	1272		484		0	1541		442		318		0		422	0		0		0
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	0	1272		484		0	1541		442		318		0		422	0		0		0
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	1.00	0.91		0.85		1.00	0.91		0.85		0.95	1.00		0.85		1.00	1.00		1.00	
Lanes:	0.00	3.00		1.00		0.00	3.00		1.00		1.00	0.00		1.00		0.00	0.00		0.00	
Final Sat.:	0	5187		1615		0	5187		1615		1805		0		1615	0		0		0
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.25		0.30		0.00	0.30		0.27		0.18	0.00		0.26		0.00	0.00		0.00	
Crit Moves:	****						****				****									
Green/Cycle:	0.00	0.45		0.45		0.00	0.45		0.45		0.40	0.00		0.40		0.00	0.00		0.00	
Volume/Cap:	0.00	0.54		0.66		0.00	0.66		0.61		0.44	0.00		0.66		0.00	0.00		0.00	
Delay/Veh:	0.0	12.2		15.1		0.0	13.5		13.8		13.6	0.0		17.2		0.0	0.0		0.0	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	0.0	12.2		15.1		0.0	13.5		13.8		13.6	0.0		17.2		0.0	0.0		0.0	
HCM2kAvg:	0	6		8		0	8		7		5		0		8	0		0		0

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

Intersection #10 Sanderson Av. (NS) / Cottonwood Ave. (EW)

Cycle (sec): 108 Critical Vol./Cap. (X): 0.953
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 47.5
Optimal Cycle: 120 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	25	25	10	25	25
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	62	1263	153	277	1510	142	145	1313	42	156	996	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1263	153	277	1510	142	145	1313	42	156	996	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1263	153	277	1510	142	145	1313	42	156	996	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1263	153	277	1510	142	145	1313	42	156	996	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
Final Vol.:	62	1263	153	277	1510	142	145	1313	42	156	996	366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.09	0.15	0.29	0.09	0.08	0.36	0.03	0.09	0.28	0.23
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.25	0.25	0.16	0.32	0.32	0.12	0.38	0.38	0.09	0.35	0.35
Volume/Cap:	0.34	0.96	0.37	0.96	0.92	0.28	0.68	0.96	0.07	0.93	0.78	0.64
Delay/Veh:	46.4	55.0	33.7	85.7	44.9	28.1	53.8	47.5	21.3	99.0	34.2	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	55.0	33.7	85.7	44.9	28.1	53.8	47.5	21.3	99.0	34.2	31.5
HCM2kAvg:	2	19	4	14	20	4	6	27	1	9	16	11

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #11 Sanderson Av. (NS) / 7th St. (EW)

Cycle (sec):	80	Critical Vol./Cap. (X):	0.650
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	17.5
Optimal Cycle:	72	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:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0 3 0 1			1 0 3 0 1			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	78	1192	238	176	1370	198	83	329	216	53	114	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1192	238	176	1370	198	83	329	216	53	114	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1192	238	176	1370	198	83	329	216	53	114	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1192	238	176	1370	198	83	329	216	53	114	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	1.10	1.00	1.00	1.10	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	78	1311	238	176	1507	198	83	345	227	53	120	336
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.94	0.94	0.95	0.89	0.89
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.21	0.79	1.00	1.00	1.00
Final Sat.:	1805	5700	1615	1805	5700	1615	1805	2156	1416	1805	1691	1691
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.15	0.10	0.26	0.12	0.05	0.16	0.16	0.03	0.07	0.20
Crit Moves:	****				****		****					****
Green/Cycle:	0.13	0.31	0.31	0.16	0.34	0.34	0.13	0.25	0.25	0.13	0.26	0.26
Volume/Cap:	0.35	0.74	0.47	0.63	0.77	0.36	0.37	0.63	0.63	0.23	0.27	0.77
Delay/Veh:	21.1	17.1	14.9	23.4	16.6	12.9	21.2	18.1	18.1	20.4	15.4	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	17.1	14.9	23.4	16.6	12.9	21.2	18.1	18.1	20.4	15.4	22.1
DesignQueue:	3	43	8	7	47	6	3	12	8	2	4	12

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

Intersection #12 Sanderson Av. (NS) / Esplanade Av. (EW)

Cycle (sec):	95	Critical Vol./Cap. (X):	0.846
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	42.5
Optimal Cycle:	88	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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	71	1171	171	146	1247	205	222	1169	129	171	1091	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1171	171	146	1247	205	222	1169	129	171	1091	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1171	171	146	1247	205	222	1169	129	171	1091	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1171	171	146	1247	205	222	1169	129	171	1091	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
Final Vol.:	71	1171	171	146	1247	205	222	1169	129	171	1091	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.80	0.20	1.00	1.80	0.20
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	3202	353	1805	3198	358
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.11	0.08	0.24	0.13	0.12	0.37	0.37	0.09	0.34	0.34
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.25	0.25	0.12	0.26	0.26	0.13	0.40	0.40	0.11	0.37	0.37
Volume/Cap:	0.37	0.90	0.42	0.69	0.91	0.48	0.92	0.91	0.91	0.90	0.92	0.92
Delay/Veh:	40.8	43.0	30.5	49.6	43.5	30.4	77.3	36.2	36.2	80.6	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	43.0	30.5	49.6	43.5	30.4	77.3	36.2	36.2	80.6	39.0	39.0
HCM2kAvg:	2	15	4	6	16	5	10	22	22	8	21	21

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #14 Lyon Av. (NS) / Ramona Exwy. (EW)

Cycle (sec): 110 Critical Vol./Cap. (X): 0.976
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 33.7
Optimal Cycle: 120 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	20	20	10	20	20
Lanes:	2 0 1	1 0		2 0 1	1 0		1 0 4	0 1		1 0 4	0 1	
Volume Module:												
Base Vol:	354	230	365	251	516	243	158	2248	515	401	1696	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	354	230	365	251	516	243	158	2248	515	401	1696	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	230	365	251	516	243	158	2248	515	401	1696	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	230	365	251	516	243	158	2248	515	401	1696	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:	1.03	1.05	1.05	1.03	1.05	1.05	1.00	1.10	1.00	1.00	1.10	1.00
Final Vol.:	365	242	383	259	542	255	158	2473	515	401	1866	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.95	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	2.00	1.00	1.00	2.00	1.36	0.64	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	3610	1729	1729	3610	2454	1156	1805	7600	1615	1805	7600	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.22	0.07	0.22	0.22	0.09	0.33	0.32	0.22	0.25	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.24	0.24	0.09	0.23	0.23	0.15	0.33	0.33	0.23	0.41	0.41
Volume/Cap:	0.98	0.59	0.94	0.76	0.97	0.97	0.58	0.98	0.96	0.98	0.60	0.19
Delay/Veh:	62.0	24.8	42.0	37.8	45.5	45.5	30.3	33.2	44.1	56.0	16.7	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:	62.0	24.8	42.0	37.8	45.5	45.5	30.3	33.2	44.1	56.0	16.7	13.5
DesignQueue:	20	12	19	15	27	13	8	110	23	20	72	5

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

Intersection #15 Lyon Av. (NS) / Cottonwood Av. (EW)

Cycle (sec): 95 Critical Vol./Cap. (X): 0.975
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 53.7
Optimal Cycle: 120 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:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	20	20	10	20	20
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	22	637	242	299	849	370	338	970	32	295	873	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	637	242	299	849	370	338	970	32	295	873	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	637	242	299	849	370	338	970	32	295	873	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	637	242	299	849	370	338	970	32	295	873	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	637	242	299	849	370	338	970	32	295	873	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.45	0.55	1.00	1.39	0.61	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	304	2509	953	1805	2399	1045	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.17	0.35	0.35	0.19	0.27	0.02	0.16	0.24	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.26	0.26	0.26	0.17	0.43	0.43	0.19	0.27	0.27	0.17	0.25	0.25
Volume/Cap:	0.27	0.96	0.96	0.98	0.82	0.82	0.97	0.98	0.07	0.98	0.97	0.46
Delay/Veh:	29.7	56.1	56.1	84.9	27.4	27.4	78.8	57.7	25.6	85.4	58.8	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	56.1	56.1	84.9	27.4	27.4	78.8	57.7	25.6	85.4	58.8	31.1
HCM2kAvg:	1	18	18	14	18	18	15	20	1	14	18	5

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #16 State St. (NS) / Ramona Exwy. (EW)

Cycle (sec): 110 Critical Vol./Cap. (X): 0.964
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 31.0
Optimal Cycle: 120 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	25	25	10	25	25	10	20	20	10	20	20
Lanes:	2 0 1	1 0		2 0 1	1 0		1 0 4	0 1		2 0 4	0 1	
Volume Module:												
Base Vol:	529	383	349	638	500	44	33	2589	493	295	1805	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	529	383	349	638	500	44	33	2589	493	295	1805	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	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	529	383	349	638	500	44	33	2589	493	295	1805	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	529	383	349	638	500	44	33	2589	493	295	1805	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.05	1.03	1.05	1.05	1.00	1.10	1.00	1.03	1.10	1.00
Final Vol.:	545	402	366	657	525	46	33	2848	493	304	1986	349
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.99	0.99	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	2.00	1.05	0.95	2.00	1.84	0.16	1.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3610	1849	1685	3610	3458	304	1805	7600	1615	3610	7600	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.22	0.18	0.15	0.15	0.02	0.37	0.31	0.08	0.26	0.22
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.23	0.23	0.19	0.25	0.25	0.12	0.39	0.39	0.09	0.35	0.35
Volume/Cap:	0.91	0.96	0.96	0.97	0.61	0.61	0.15	0.97	0.79	0.93	0.74	0.61
Delay/Veh:	42.3	43.2	43.2	49.3	24.5	24.5	27.9	29.7	24.1	54.4	20.9	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:	42.3	43.2	43.2	49.3	24.5	24.5	27.9	29.7	24.1	54.4	20.9	20.3
DesignQueue:	29	20	18	34	25	2	2	119	20	17	84	14

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

Intersection #17 State St. (NS) / Cottonwood Av. (EW)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.933
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 52.9
Optimal Cycle: 120 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:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	10	20	20	10	20	20
Lanes:	1 0 1	1 0		1 0 1	1 0		2 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	267	1017	88	82	1202	483	406	471	227	107	319	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	1017	88	82	1202	483	406	471	227	107	319	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	1017	88	82	1202	483	406	471	227	107	319	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	1017	88	82	1202	483	406	471	227	107	319	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	267	1017	88	82	1202	483	406	471	227	107	319	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.17	0.91	0.91	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.84	0.16	1.00	1.43	0.57	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3283	284	331	2464	990	3502	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.31	0.31	0.25	0.49	0.49	0.12	0.13	0.14	0.06	0.09	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.62	0.62	0.48	0.48	0.48	0.11	0.19	0.19	0.09	0.17	0.17
Volume/Cap:	1.03	0.50	0.50	0.52	1.02	1.02	1.03	0.70	0.75	0.64	0.53	0.28
Delay/Veh:	113.7	12.7	12.7	25.0	60.2	60.2	105.0	48.9	56.5	60.2	46.6	44.3
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:	113.7	12.7	12.7	25.0	60.2	60.2	105.0	48.9	56.5	60.2	46.6	44.3
HCM2kAvg:	16	11	11	12	40	40	13	9	10	5	6	3

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

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Intersection #18 State St. (NS) / Esplanade Av. (EW)

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Cycle (sec): 105 Critical Vol./Cap. (X): 0.998
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 37.3
Optimal Cycle: 120 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	95	953	246	476	1023	282	348	1104	138	309	1005	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	953	246	476	1023	282	348	1104	138	309	1005	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	953	246	476	1023	282	348	1104	138	309	1005	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	953	246	476	1023	282	348	1104	138	309	1005	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.05	1.03	1.05	1.05
Final Vol.:	95	1001	246	490	1074	282	358	1159	145	318	1055	351
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.98	0.95	0.96	0.96
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.78	0.22	2.00	1.50	0.50
Final Sat.:	1805	3800	1615	3610	3800	1615	3610	3310	414	3610	2738	910
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.15	0.14	0.28	0.17	0.10	0.35	0.35	0.09	0.39	0.39
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.26	0.26	0.14	0.34	0.34	0.10	0.39	0.39	0.10	0.39	0.39
Volume/Cap:	0.84	1.00	0.58	1.00	0.84	0.52	1.00	0.90	0.90	0.90	1.00	1.00
Delay/Veh:	58.0	46.3	23.1	60.0	24.4	18.8	66.5	25.5	25.5	48.2	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	46.3	23.1	60.0	24.4	18.8	66.5	25.5	25.5	48.2	38.8	38.8
DesignQueue:	5	46	11	26	45	11	19	45	6	17	42	14

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #19 San Jacinto Av. (NS) / Esplanade Av. (EW)

Cycle (sec): 105 Critical Vol./Cap. (X): 0.968
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 35.1
Optimal Cycle: 120 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	322	1022	224	528	1196	217	339	1199	316	326	1063	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	1022	224	528	1196	217	339	1199	316	326	1063	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	1022	224	528	1196	217	339	1199	316	326	1063	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	1022	224	528	1196	217	339	1199	316	326	1063	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.00
Final Vol.:	332	1073	224	544	1256	217	349	1259	316	336	1116	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3610	3800	1615	3610	3800	1615	3610	3800	1615	3610	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.14	0.15	0.33	0.13	0.10	0.33	0.20	0.09	0.29	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.29	0.29	0.16	0.35	0.35	0.11	0.34	0.34	0.10	0.33	0.33
Volume/Cap:	0.92	0.97	0.48	0.97	0.95	0.39	0.89	0.97	0.57	0.97	0.89	0.58
Delay/Veh:	50.0	38.4	20.3	50.7	32.5	16.9	45.0	35.2	19.3	60.0	27.5	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:	50.0	38.4	20.3	50.7	32.5	16.9	45.0	35.2	19.3	60.0	27.5	20.1
DesignQueue:	18	48	10	28	52	9	19	53	13	18	47	13

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #20 Ramona Exwy. (NS) / Esplanade Av. (EW)

Cycle (sec): 90 Critical Vol./Cap. (X): 0.950
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: 120 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			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	384	1140	0	0	1547	683	480	0	534	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	1140	0	0	1547	683	480	0	534	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	384	1140	0	0	1547	683	480	0	534	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	1140	0	0	1547	683	480	0	534	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.00	1.05	1.00	1.00	1.00
Final Vol.:	384	1197	0	0	1624	683	504	0	561	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.47	0.00	1.53	0.00	0.00	0.00
Final Sat.:	1805	3800	0	0	3800	1615	2524	0	2615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.32	0.00	0.00	0.43	0.42	0.20	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.22	0.67	0.00	0.00	0.45	0.45	0.23	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.95	0.47	0.00	0.00	0.95	0.94	0.88	0.00	0.95	0.00	0.00	0.00
Delay/Veh:	45.6	4.6	0.0	0.0	24.2	29.8	27.6	0.0	34.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	4.6	0.0	0.0	24.2	29.8	27.6	0.0	34.1	0.0	0.0	0.0
DesignQueue:	16	21	0	0	50	21	20	0	23	0	0	0