

**TRAFFIC IMPACT STUDY REPORT
ESPERANZA SPECIFIC PLAN
CITY OF ONTARIO**

Prepared For:

City of Ontario – Planning Department



November 10, 2005

**A L B E R T A .
WEBB
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W.O. 02-393T

November 10, 2005

Mr. Scott Murphy
City of Ontario
Planning Department
303 E. "B" Street
Ontario, CA 91764-4196

RE: Traffic Impact Study Report – Esperanza Specific Plan

Dear Mr. Murphy:

We are pleased to submit herewith our Traffic Impact Study Report for the Esperanza Specific Plan, which we have prepared at your request.

If you have any questions regarding this report, please call the undersigned for clarification.

Sincerely,

ALBERT A. WEBB ASSOCIATES



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Encl.

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SECTION 1 - INTRODUCTION AND SUMMARY

INTRODUCTION

The scope of this traffic study was developed in conjunction with the City of Ontario Engineering Department. The City of Ontario is the agency responsible for certifying this Traffic Impact Study as consistent with the City modeling and analysis requirements.

PURPOSE OF REPORT AND STUDY OBJECTIVES

The purpose of this study is to evaluate the effects on traffic circulation produced from the development of the Esperanza Specific Plan.

The objectives of this study include the following:

- Determine existing traffic conditions in the vicinity of the proposed project;
- Evaluate the traffic generated from the proposed development with respect to its impact on the Project Opening Year conditions;
- Determine if the level of service required by the City of Ontario General Plan will be maintained at all impacted intersections, and if not, determine the mitigation measures and cost that will be necessary in order to maintain the required level of service.

EXECUTIVE SUMMARY

Site Location and Study Area

The Esperanza Specific Plan is located south of Edison Avenue, east of Mill Creek Avenue, west of Hamner Avenue and north of Bellegrave Avenue and the Riverside County boundary line in the southeasterly portion of the City of Ontario.

Development Description

The project represents a proposal for a 736-student elementary school, 765 single family detached residential dwelling units, and 645 residential condominium/townhouse dwelling units. The proposed project is anticipated to generate approximately 12,050 daily trip-ends, including 1,166 trip-ends during the AM Peak hour and 1,315 trip-ends during the PM Peak hour. The

project will have primary access to Merrill Avenue (future road), Mill Creek Avenue, Bellegrave Avenue, and Hamner Avenue.

Existing and proposed land use designations are as follows:

- Existing Zoning: Specific Plan (SP)
- Proposed Zoning: Specific Plan (SP)

- Existing Land Use: Agriculture, dairy farming, and rural residential
- Proposed Land Use: Esperanza Specific Plan

Principal Findings

City of Ontario

The City of Ontario has established, as a citywide target, a minimum level of service (LOS) D on all City maintained roads.

Existing Level of Service

The existing levels of service for the study area intersections vary from LOS A to F.

Level of Service – Opening Year without Project Conditions

For opening year without project traffic conditions, the Levels of Service for the study area intersections vary from LOS C to F.

Level of Service – Opening Year with Project Conditions

For opening year with project traffic conditions without offsite improvements, the Levels of Service for the study area intersections vary from LOS C to F.

Level of Service – Opening Year with Project Conditions with Improvements

For opening year with project traffic conditions and improvements, the intersections are projected to operate at LOS D or better with the exception of the intersections at Hamner Avenue/Limonite Avenue and I-15 Northbound Ramps/Limonite Avenue. These two intersections operate at LOS E during the PM peak hour.

Traffic Signal Warrants

For existing traffic conditions, traffic signals appear to be warranted at the following study area intersections (see Appendix B for Technical calculations).

- Archibald Avenue / Merrill Avenue
- Hamner Avenue / Eucalyptus Avenue

For opening year without project traffic conditions, traffic signals are projected to be warranted at the following additional study area intersections (see Appendix B for Technical calculations):

- Archibald Avenue / Schaefer Avenue
- Schaefer Avenue / Edison Avenue
- Haven Avenue / Edison Avenue
- Haven Avenue / Merrill Avenue
- Mill Creek Avenue / Merrill Avenue
- Project Street (W) / Merrill Avenue
- Project Street (E) / Merrill Avenue
- Mill Creek Avenue / Bellegrave Avenue

No additional traffic signals are warranted under opening year with project traffic conditions.

Conclusions

The conclusion of this study indicates that the proposed project along with area-wide growth cannot be accommodated within the existing circulation system. However, recommended offsite improvements will improve projected conditions to LOS D or better at all city maintained intersections during AM and PM peak hours.

Recommendations

Opening Year with Project

- Install traffic signal at the intersection of Cleveland Avenue/Merrill Avenue with the following geometrics:
Northbound: One left-turn lane. One shared through and right-turn lane.
Southbound: One left-turn lane. One shared through and right-turn lane.
Eastbound: One left-turn lane. One shared through and right-turn lane.
Westbound: One left-turn lane. One shared through and right-turn lane.
- Install traffic signal at the intersection of Project Street (W)/Merrill Avenue with the following geometrics:
Northbound: One shared left, through and right-turn lane.
Southbound: One shared left, through and right-turn lane.

Eastbound: One left-turn lane. One shared through and right-turn lane.
Westbound: One left-turn lane. One shared through and right-turn lane.

- Install traffic signal at the intersection of Project Street (E)/Merrill Avenue with the following geometrics:
Northbound: One shared left, through and right-turn lane.
Southbound: One shared left, through and right-turn lane.
Eastbound: One left-turn lane. One through lane. One shared through and right-turn lane.
Westbound: One left-turn lane. One through lane. One shared through and right-turn lane.
- Install traffic signal at the intersection of Hamner Avenue/Merrill Avenue with the following geometrics:
Northbound: One left-turn lane. Two through lanes. One shared through and right-turn lane.
Southbound: One left-turn lane. Three through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. One shared through and right-turn lane.
Westbound: One left-turn lane. One shared through and right-turn lane.
- Install traffic signal at the intersection of Cleveland Avenue/Bellegrave Avenue with the following geometrics:
Northbound: One shared left, through and right-turn lane.
Southbound: One shared left, through and right-turn lane.
Eastbound: One left-turn lane. One shared through and right-turn lane.
Westbound: Two left-turn lanes. One shared through and right-turn lane.
- Modify the intersection of Hamner Avenue/Bellegrave Avenue to include the following geometrics:
Northbound: One left-turn lane. Two through lanes. One shared through and right-turn lane.
Southbound: Two left-turn lanes. Two through lanes. One shared through and right-turn lane.
Eastbound: One left-turn lane. Two through lanes. One right-turn lane.
Westbound: Two left-turn lanes. Two through lanes. One right-turn lane.

Sight distance at the project entrance roadways should be reviewed with respect to the City of Ontario sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

Signing/stripping should be implemented in conjunction with detailed construction plans for the project site.

The project will participate in the cost of off-site improvements through fair-share payment of the Development Impact fee as established by the City of Ontario.

These fees should be collected and utilized as needed by the City to construct the improvements necessary to maintain the required level of service.

Construction of full width of internal roadways and part width of the following roadways shall comply with City of Ontario Standards:

- Construct partial width improvements on the easterly side of Mill Creek Avenue at its ultimate cross-section as a collector street (88' right-of-way) adjacent to project boundary line.
- Construct partial width improvements on the westerly of Hamner Avenue at its ultimate cross-section as a divided arterial parkway 1 (140' or more right-of-way) adjacent to project boundary line.
- Construct partial width improvements on the northerly side of Bellegrave Avenue at its ultimate cross-section as a standard arterial (100' right-of-way) adjacent to project boundary line.

The recommended offsite improvements for opening year with project are provided in Tables I-1 and I-2.

Table 1-1 – Recommended Offsite Improvements for Opening Year with Project

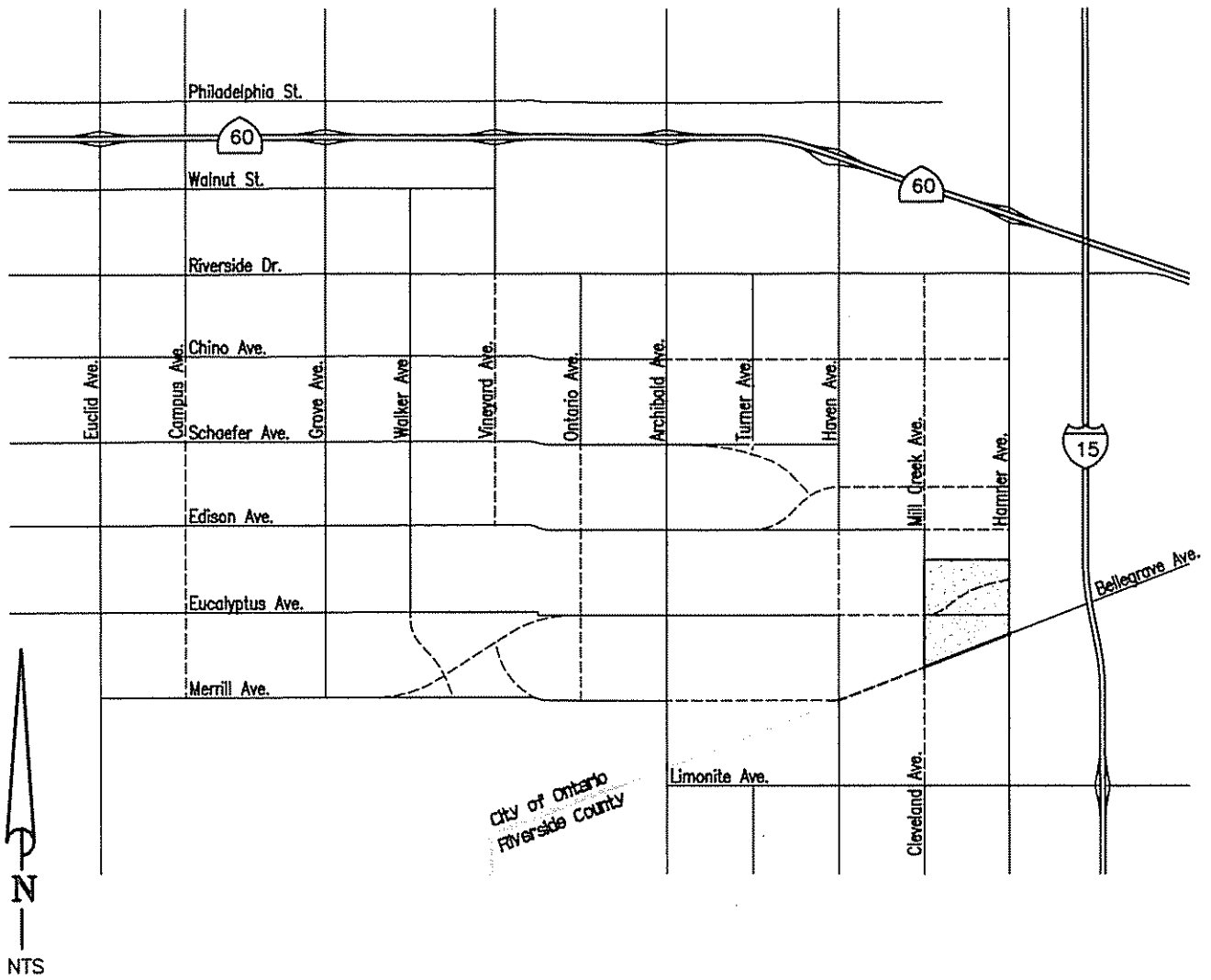
Intersection	Scenario	Northbound			Southbound			Eastbound			Westbound			Traffic Control
		L	T	R	L	T	R	L	T	R	L	T	R	
1. Milliken Avenue / SR-60 WB Ramps	Existing	1	2	NA	NA	2	1	NA	NA	NA	S	1	1	Signal
	Recommended	2	2	NA	NA	2	1	NA	NA	NA	1	LT	1	Signal
2. Milliken Avenue / SR-60 EB Ramps	Existing	NA	2	S	1	2	NA	1	LT	S	NA	NA	NA	Signal
	Recommended	NA	3	1	1	3	NA	S	1	2	NA	NA	NA	Signal
3. Hamner Avenue / Riverside Avenue	Existing	1	1	S	1	2	S	1	1	S	1	1	S	Signal
	Recommended	1	3	S	2	4	1	2	2	S	1	2	1	Signal
4. Hamner Avenue / Chino Avenue	Existing	NA	1	S	1	1	NA	NA	NA	NA	1	NA	1	Signal
	Recommended	2	2	S	1	2	S	1	1	S	1	1	S	Signal
5. Archibald Avenue / Schaefer Avenue	Existing	S	1	S	S	1	S	S	1	S	S	1	S	TWSC
	Recommended	1	2	S	1	2	S	S	1	S	S	1	S	Signal
6. Archibald Avenue / Edison Avenue	Existing	1	1	1	1	2	S	1	2	S	1	1	1	Signal
	Recommended	2	2	1	1	2	1	2	2	1	1	2	1	Signal
7. Schaefer Avenue / Edison Avenue	Existing	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Recommended	NA	NA	NA	NA	LR	NA	1	1	NA	NA	1	S	Signal
8. Haven Avenue / Edison Avenue	Existing	S	1	S	S	1	S	S	1	S	S	1	S	TWSC
	Recommended	1	1	S	1	1	1	2	1	S	1	1	S	Signal
9. Archibald Avenue / Merrill Avenue	Existing	S	1	S	S	1	S	S	1	S	S	1	S	TWSC
	Recommended	1	3	S	2	3	S	1	1	S	2	1	S	Signal
10. Haven Avenue / Merrill Avenue	Existing	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Recommended	1	1	S	1	1	S	1	2	S	1	2	S	Signal
11. Cleveland Avenue / Merrill Avenue	Existing	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Recommended	1	1	S	1	1	S	1	1	S	1	1	S	Signal

NA – Not Applicable
 S- Shared Lane
 TWSC – Two Way Stop Controlled
 LT – Lane shared by Left turn & Through movements
 LR – Lane shared by Left & Right turn movements

Table 1-1 – Recommended Offsite Improvements for Opening Year with Project (continued)

Intersection	Scenario	Northbound			Southbound			Eastbound			Westbound			Traffic Control
		L	T	R	L	T	R	L	T	R	L	T	R	
12. Project Street (W) / Merrill Avenue	Existing	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Recommended	S	1	S	S	1	S	1	1	S	1	1	S	Signal
13. Project Street (E) / Merrill Avenue	Existing	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Recommended	S	1	S	1	1	S	1	1	S	1	1	S	Signal
14. Hamner Avenue / Merrill Avenue	Existing	S	1	NA	NA	1	S	NA	LR	NA	NA	NA	NA	TWSC
	Recommended	1	3	S	1	3	1	2	1	S	1	1	S	Signal
15. Cleveland Avenue / Bellegrave Avenue	Existing	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Recommended	S	1	S	S	1	S	1	1	S	2	1	S	Signal
16. Hamner Avenue / Bellegrave Avenue	Existing	1	1	S	1	1	S	S	1	1	S	1	1	Signal
	Recommended	1	3	S	2	3	S	1	2	1	2	2	1	Signal
17. Hamner Avenue / Limonite Avenue	Existing	2	2	1	2	2	1	2	3	1	2	2	1	Signal
	Recommended	2	3	1	2	3	1	2	3	1	2	3	1	Signal
18. I-15 Southbound Ramps / Limonite Avenue	Existing	NA	NA	NA	S	1	1	NA	2	S	1	2	NA	Signal
	Recommended	NA	NA	NA	1	A	1	NA	3	1	NA	3	L	Signal
19. I-15 Northbound Ramps / Limonite Avenue	Existing	S	TR	1	NA	NA	NA	1	2	NA	NA	2	S	Signal
	Recommended	1	A	1	NA	NA	NA	NA	3	L	NA	3	1	Signal

NA – Not Applicable
 S – Shared Lane
 TWSC – Two Way Stop Controlled
 A – Lane shared by Left, Through & Right turn movements
 L – Loop on-ramp



LEGEND
 SITE

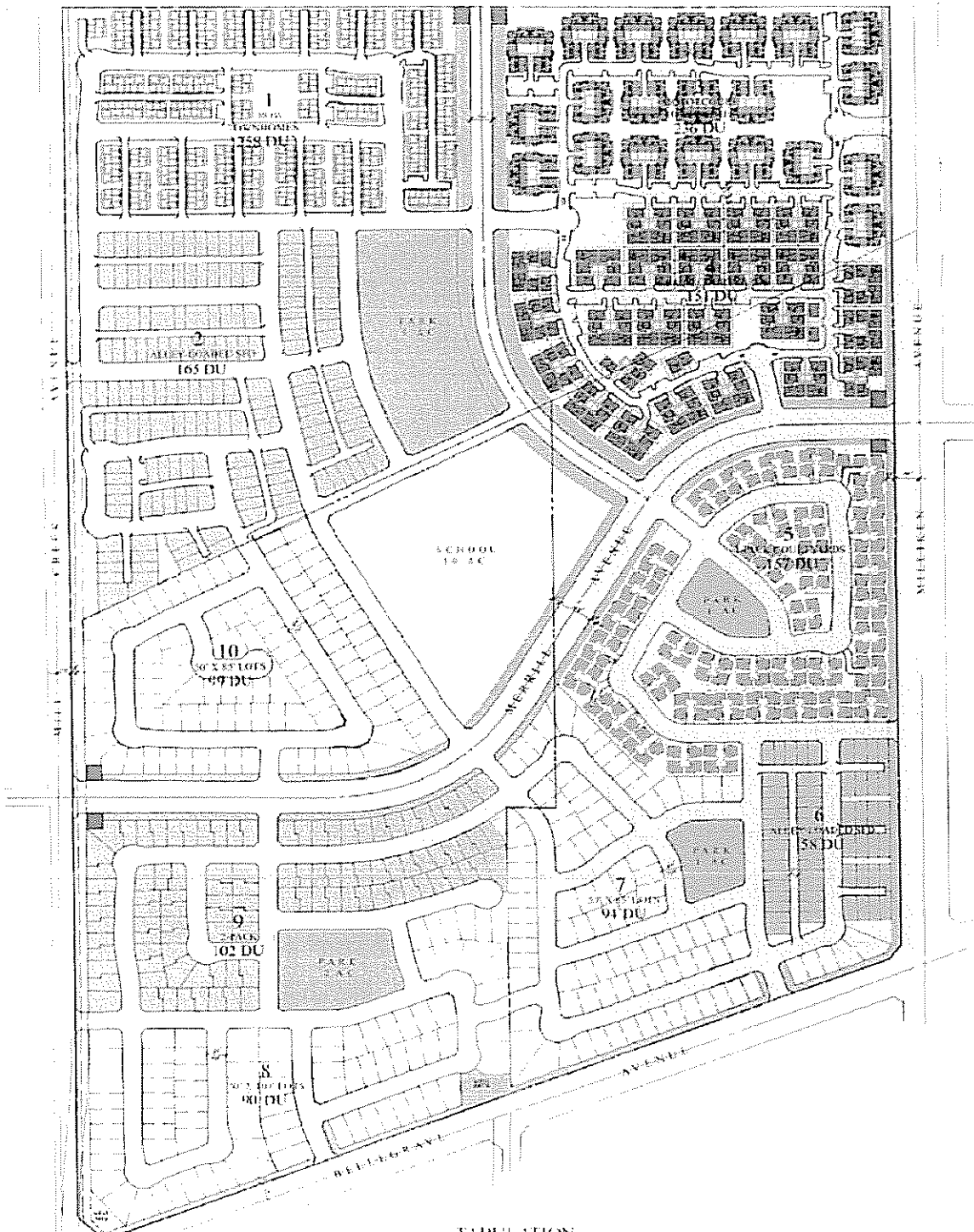
ALBERT A.
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 ENGINEERING CONSULTANTS

PROJECT SITE LOCATION MAP

ESPERANZA SPECIFIC PLAN
 CITY OF ONTARIO, CALIFORNIA

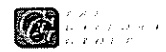
FIGURE
 2-1

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TABULATION

LOT NO.	AREA	DU	AREA	DU
1	10.15	758	10.15	758
2	165	165	165	165
3	130	130	130	130
4	15	15	15	15
5	157	157	157	157
6	58	58	58	58
7	91	91	91	91
8	90	90	90	90
9	62	62	62	62
10	97	97	97	97
TOTAL		1210		1210



ALBERT A.
WEBB
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ENGINEERING CONSULTANTS

PROJECT SITE PLAN

ESPERANZA SPECIFIC PLAN
CITY OF ONTARIO, CALIFORNIA

FIGURE

2-2

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SECTION 2 - PROPOSED DEVELOPMENT

SUMMARY OF THE DEVELOPMENT

Location

The Esperanza Specific Plan is located south of Edison Avenue, east of Mill Creek Avenue, west of Hamner Avenue and north of Bellegrave Avenue and the Riverside County boundary line in the southeasterly portion of the City of Ontario (see Figure 2-1).

Site Plan

The current proposed project layout is shown on Figure 2-2.

Land Use and Intensity

The project site (Esperanza Specific Plan) encompasses approximately 223 acres. The project is currently proposed for development of a 736-student elementary school, 765 single family detached residential dwelling units, and 645 residential condominium/townhouse dwelling units.

Zoning and Land Use Category

Existing and proposed land use designations are as follows:

- Existing Zoning: Specific Plan (SP)
- Proposed Zoning: Specific Plan (SP)

- Existing Land Use: Agriculture, dairy farming, and rural residential
- Proposed Land Use: Esperanza Specific Plan

Phasing and Timing of the Proposed Project

For analysis purposes, it is assumed that the Esperanza Specific Plan will be developed in a single phase and full development is anticipated by 2015.

SECTION 3 - AREA CONDITIONS

STUDY AREA

The study area includes the following intersections:

1. Milliken Avenue / SR-60 Westbound Ramps
2. Milliken Avenue / SR-60 Eastbound Ramps
3. Hamner Avenue / Riverside Avenue
4. Hamner Avenue / Chino Avenue – Harvest Drive
5. Archibald Avenue / Schaefer Avenue
6. Archibald Avenue / Edison Avenue
7. Schaefer Avenue / Edison Avenue
8. Haven Avenue / Edison Avenue
9. Archibald Avenue / Eucalyptus Avenue (Merrill Avenue)
10. Haven Avenue / Eucalyptus Avenue (Merrill Avenue)
11. Cleveland Avenue (Mill Creek Avenue) / Eucalyptus Avenue (Merrill Avenue)
12. Hamner Avenue / Eucalyptus Avenue (Merrill Avenue)
13. Project Street (W) / Eucalyptus Avenue (Merrill Avenue)
14. Project Street (E) / Eucalyptus Avenue (Merrill Avenue)
15. Cleveland Avenue (Mill Creek Avenue) / Bellegrave Avenue
16. Hamner Avenue / Bellegrave Avenue
17. Hamner Avenue / Limonite Avenue
18. I-15 Southbound Ramps / Limonite Avenue
19. I-15 Northbound Ramps / Limonite Avenue

STUDY AREA LAND USE

Existing Land Uses on the Site and Adjacent

The existing land use is predominantly agricultural. Surrounding land uses include dairy farming, agriculture, single family residential and apartments to the south and southeast, and open spaces. Low traffic generation is currently occurring outside this area.

Existing Zoning on the Subject Property

Existing zoning on the subject property is Specific Plan (SP).

Planned Future Developments on Other Sites Within the Study Area

Table 3-1 – Planned Projects within the Project Vicinity

Project	Land Use	Quantity	Units
Countryside	Single Family Residential	650	DU
West Haven Specific Plan	Single Family Residential	1037	DU
	Shopping Center	115	TSF
Subarea 7 Specific Plan	Single Family Residential	184	DU
	Multi Family Residential	400	DU
	Shopping Center	217.52	TSF
	Business Park	550	TSF
Sub-Area 29 Specific Plan	Single Family Residential	2,220	DU
	Elementary School	900	Students
	Shopping Center	87	TSF
Parkside Specific Plan	Single Family Residential	430	DU
	Shopping Center	115	TSF
	Low-Rise Condominium/Townhouse	1,517	DU

TSF - Thousand Square Feet
DU - Dwelling Units

The locations of these planned developments are shown on Figure 3-1. The above projects were included as per discussion with City of Ontario Planning Department staff.

SITE ACCESSIBILITY

Area Roadway Conditions

Existing

The existing roadway system is shown on Figure 3-2. It identifies the existing intersection controls (i.e. signals and signage), and the number of through traffic lanes within the study area.

Traffic Volumes and Conditions

The existing average daily traffic (ADT) volumes for the study area are shown on Figure 3-3. The ADT volumes shown on Figure 3-3 are based on information obtained from the following source:

- Estimated ADT factored from the PM peak hour counts. PM peak hour volume was assumed to be 10 percent of the ADT volume.

The City of Ontario Transportation Department requires that the Highway Capacity Manual (HCM; Methodologies – Section 3) be used to analyze the Level of Service (LOS) to be achieved. The HCM evaluates level of service at intersections based upon the average controlled delay per vehicle by approach. The methodology used to evaluate the intersection level of service differs on whether the intersection is signalized or unsignalized. The study utilizes the 2000 HCM methodology to determine levels of service.

Signalized Intersections

Several intersections anticipated to be affected in the study area are signalized. The level of service for signalized intersections is based upon the average control delay (in seconds) per vehicle. Table 3-2 shows the criteria used to determine the level of service at signalized intersections.

Levels of service at signalized and unsignalized intersections have been evaluated using TRAFFIX Version 7.7, which is based upon 2000 HCM methodologies.

Table 3-2 – Level of Service For Signalized Intersection

Level of Service	Control Delay per Vehicle (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Unsignalized Intersections

As defined by the HCM, the level of service for unsignalized intersections is based upon the computed or measured control delay (in seconds) per vehicle defined for each minor movement. For two-way stop controlled intersections, the level of service is based on the highest control delay, whereas for all-way stop controlled intersections, the level of service is based on the average control delay. Table 3-3 shows the criteria used to determine the level of service at unsignalized intersections.

Table 3-3 – Level of Service For Unsignalized Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

The existing level of service (Table 3-4) calculations are based upon actual AM and PM peak hour traffic counts made for Albert A. Webb Associates. The existing AM peak hour intersection volumes are shown on Figure 3-4, and the existing PM peak hour intersection volumes are shown on Figure 3-5. Traffic count worksheets are provided in Appendix A, and level of service calculation worksheets are provided in Appendix C.

Table 3-4 – Existing Levels of Service

Intersection	Traffic Control Status	AM Peak Hour		PM Peak Hour	
		Delay (Sec)	LOS	Delay (Sec)	LOS
1. Milliken Avenue / SR-60 WB Ramps	Signal	20.5	C	17.3	B
2. Milliken Avenue / SR-60 EB Ramps	Signal	21.8	C	27.1	C
3. Hamner Avenue / Riverside Avenue	Signal	16.6	B	25.9	C
4. Hamner Avenue / Chino Avenue	Signal	7.3	A	7.8	A
5. Archibald Avenue / Schaefer Avenue	TWSC	14.7	B	10.8	B
6. Archibald Avenue / Edison Avenue	Signal	23.5	C	25.9	C
7. Schaefer Avenue / Edison Avenue		<i>Does Not Exist</i>			
8. Haven Avenue / Edison Avenue	TWSC	10.7	B	13.2	B
9. Archibald Avenue / Merrill Avenue	TWSC	154.2	F	OFL	F
10. Haven Avenue / Merrill Avenue		<i>Does Not Exist</i>			
11. Cleveland Avenue / Merrill Avenue		<i>Does Not Exist</i>			
12. Project Street (W) / Merrill Avenue		<i>Does Not Exist</i>			
13. Project Street (E) / Merrill Avenue		<i>Does Not Exist</i>			
14. Hamner Avenue / Merrill Avenue	TWSC	11.7	B	45.5	E
15. Cleveland Avenue / Bellegrave Avenue		<i>Does Not Exist</i>			
16. Hamner Avenue / Bellegrave Avenue	Signal	25.7	C	32.5	C
17. Hamner Avenue / Limonite Avenue	Signal	31.2	C	32.2	C
18. I-15 Southbound Ramps / Limonite Avenue	Signal	97.1	F	56.2	E
19. I-15 Northbound Ramps / Limonite Avenue	Signal	64.3	E	55.0	D

TWSC – Two Way Stop Controlled

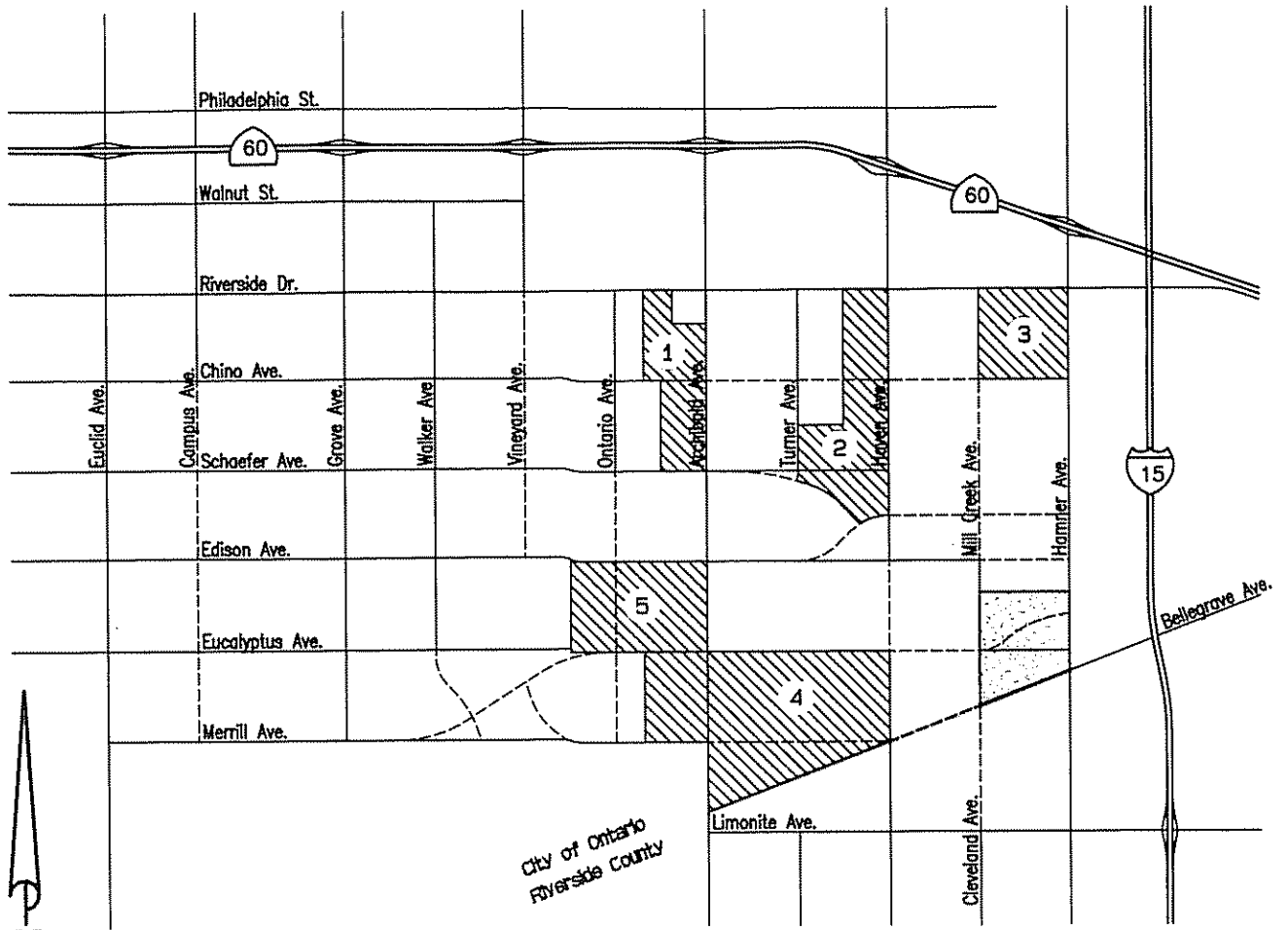
Transit Service

Bus transit service to Ontario is provided by Omnitrans. Omnitrans currently operates at the following route closest to the project:

- Route 75 – Creekside to Ontario Mills

Existing Relevant Transportation System Management Programs

No known transportation system management programs are in place within the project vicinity.



LEGEND

- ① COUNTRYSIDE
- ② WEST HAVEN SPECIFIC PLAN
- ③ SUB-AREA 7 SPECIFIC PLAN
- ④ SUB-AREA 29 SPECIFIC PLAN
- ⑤ PARKSIDE SPECIFIC PLAN

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CUMULATIVE DEVELOPMENTS
WITHIN STUDY AREA

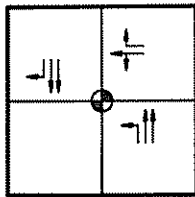
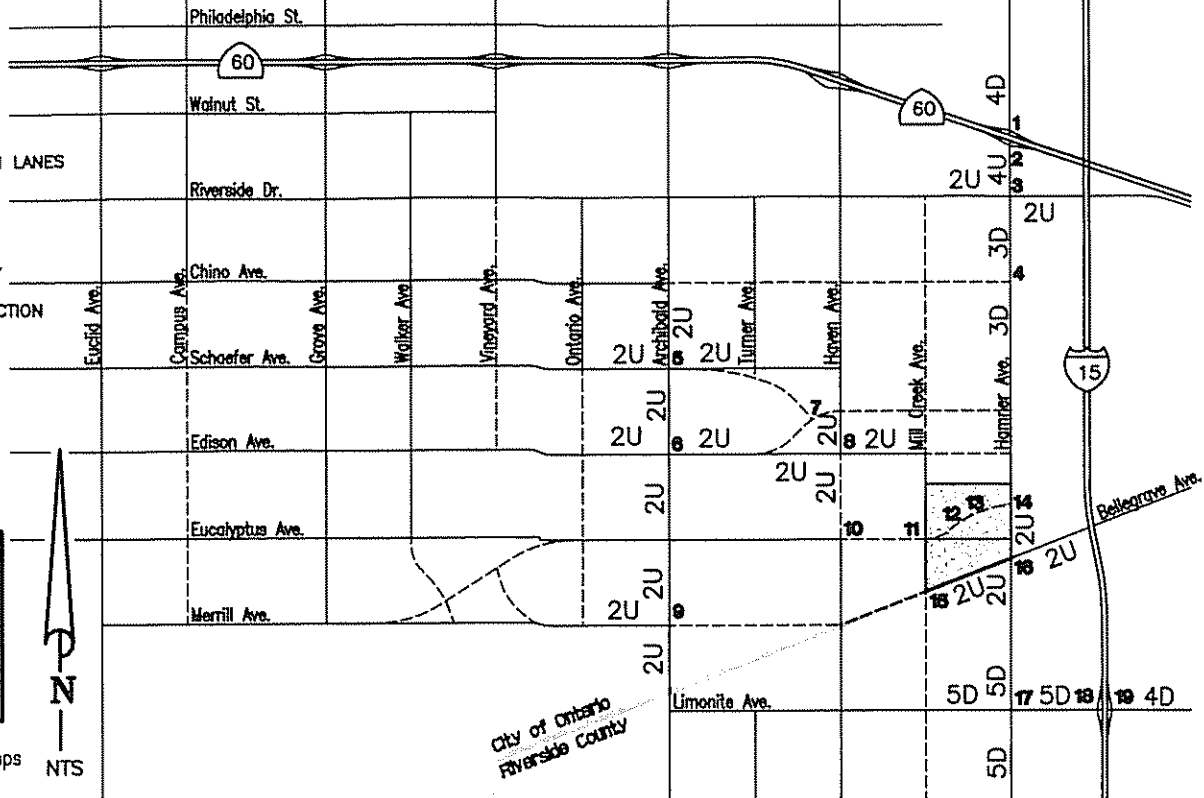
ESPERANZA SPECIFIC PLAN
CITY OF ONTARIO, CALIFORNIA

FIGURE
3-1

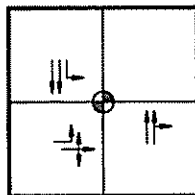
W.O. 02-0393T

LEGEND

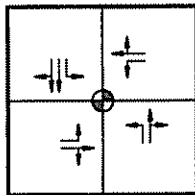
- ⊙ TRAFFIC SIGNAL
- ALL WAY STOP
- △ TWO-WAY STOP
- X NO. OF THROUGH LANES
- D DIVIDED ROAD
- U UNDIVIDED ROAD
- FUTURE ROADWAY
- * UNDER CONSTRUCTION



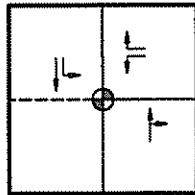
1. Milliken Avenue / SR-60 Westbound Ramps



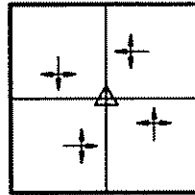
2. Milliken Avenue / SR-60 Eastbound Ramps



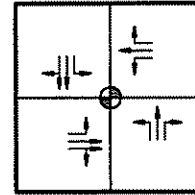
3. Hamner Avenue / Riverside Avenue*



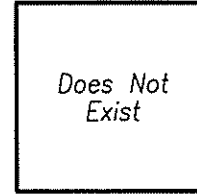
4. Hamner Avenue / Chino Avenue - Harvest Drive



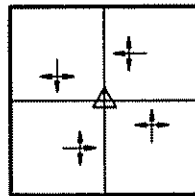
5. Archibald Avenue / Schaefer Avenue



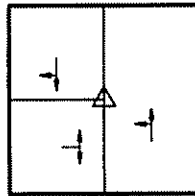
6. Archibald Avenue / Edison Avenue



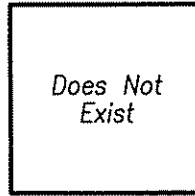
7. Schaefer Avenue / Edison Avenue



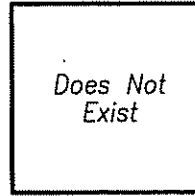
8. Haven Avenue / Edison Avenue



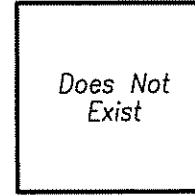
9. Archibald Avenue / Merrill Avenue



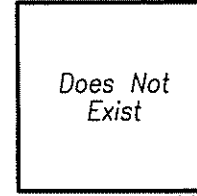
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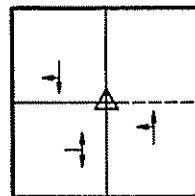
11. Cleveland Avenue / Merrill Avenue



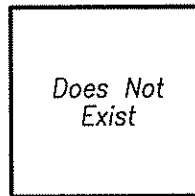
12. Project Street (W) / Merrill Avenue



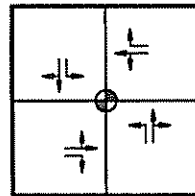
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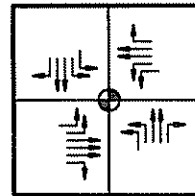
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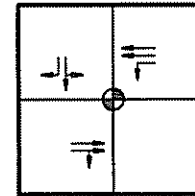
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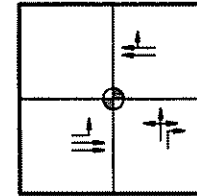
16. Hamner Avenue / Bellegrove Avenue



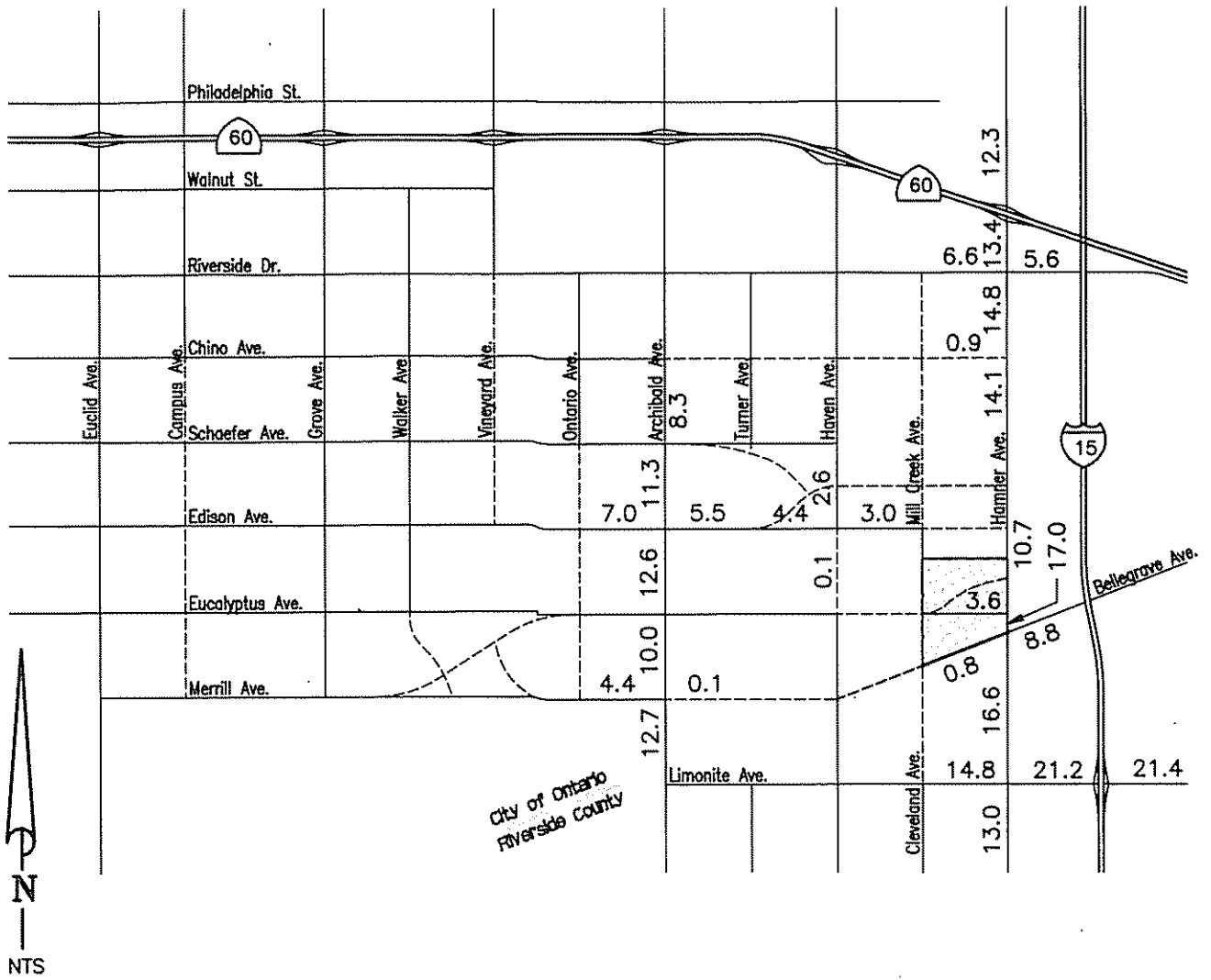
17. Hamner Avenue / Limonite Avenue

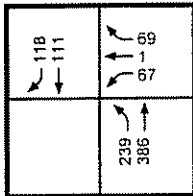
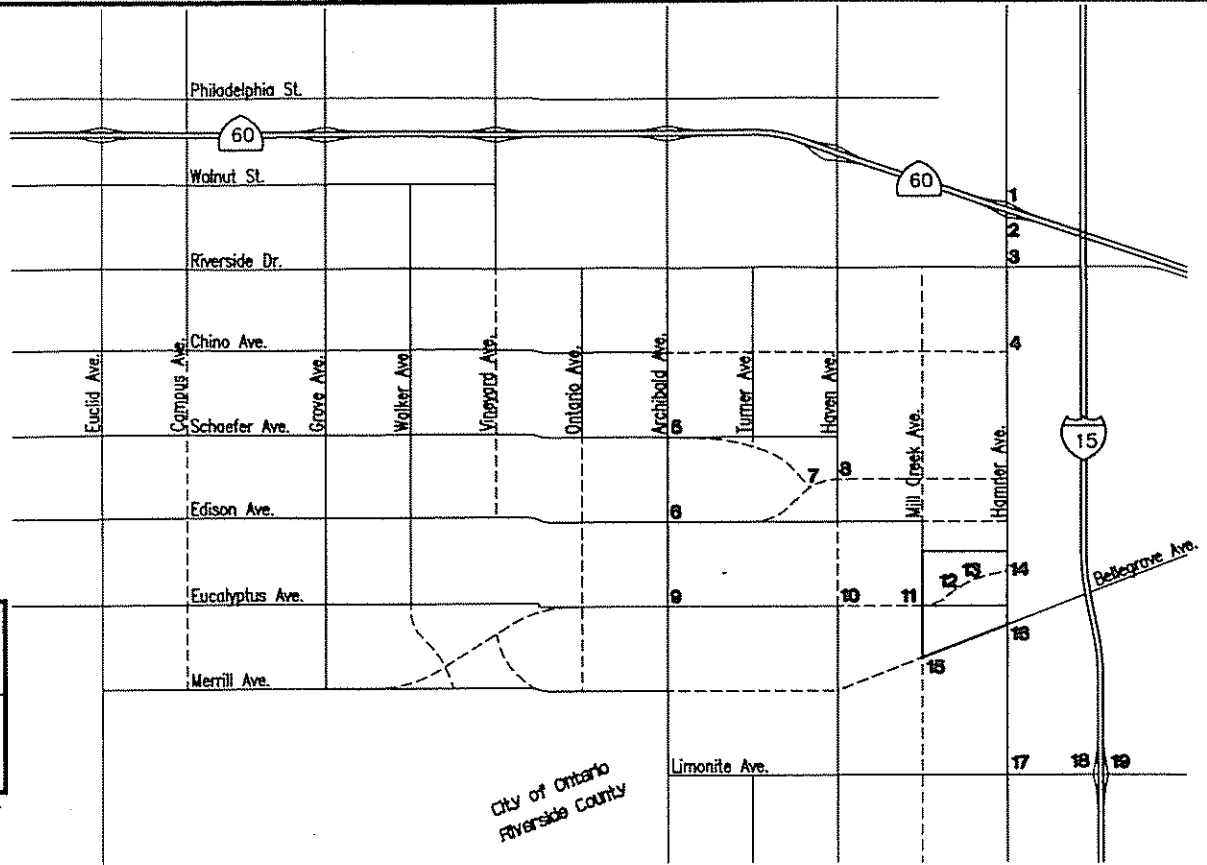


18. I-15 Southbound Ramps / Limonite Avenue

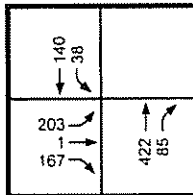


19. I-15 Northbound Ramps / Limonite Avenue

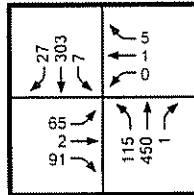




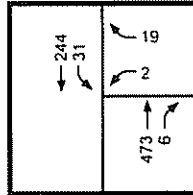
1. Milliken Avenue / SR-60 Westbound Ramps



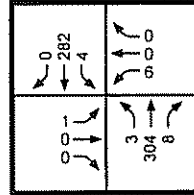
2. Milliken Avenue / SR-60 Eastbound Ramps



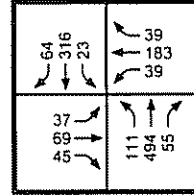
3. Hamner Avenue / Riverside Avenue



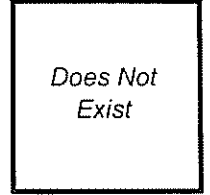
4. Hamner Avenue / Chino Avenue - Harvest Drive



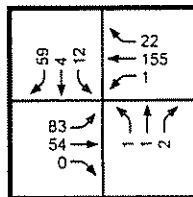
5. Archibald Avenue / Schaefer Avenue



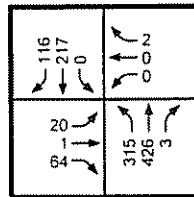
6. Archibald Avenue / Edison Avenue



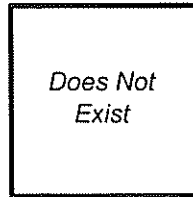
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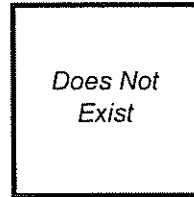
8. Haven Avenue / Edison Avenue



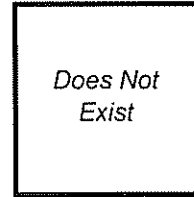
9. Archibald Avenue / Merrill Ave



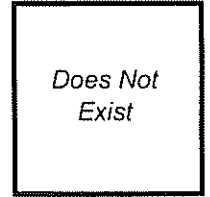
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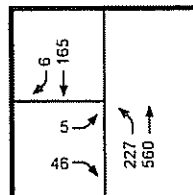
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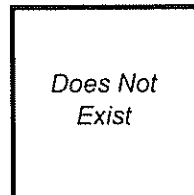
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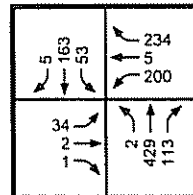
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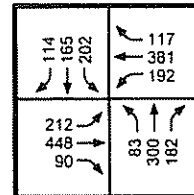
14. Hamner Avenue / Merrill Ave



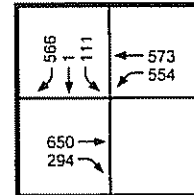
Does Not Exist



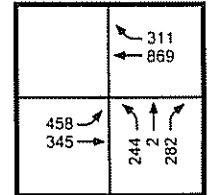
16. Hamner Avenue / Bellegrove Avenue



17. Hamner Avenue / Limonite Avenue



18. I-15 Southbound Ramps / Limonite Avenue



19. I-15 Northbound Ramps / Limonite Avenue

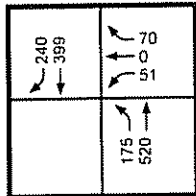
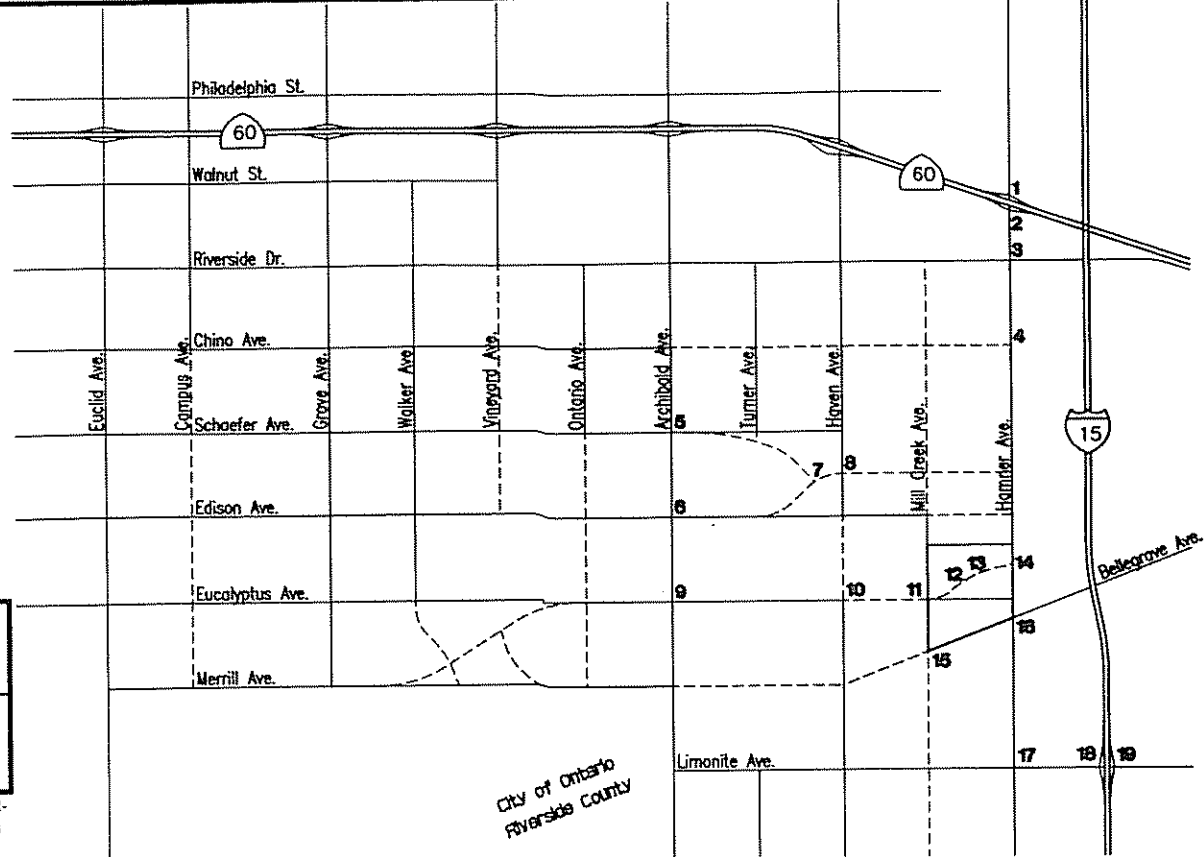
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EXISTING AM
PEAK HOUR INTERSECTION VOLUMES

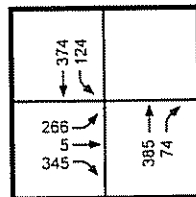
ESPERANZA SPECIFIC PLAN
CITY OF ONTARIO, CALIFORNIA

FIGURE
3-4

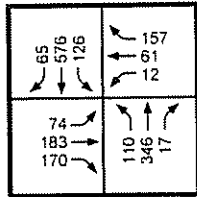
W.O. 02-0393T



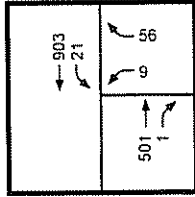
1. Milliken Avenue / SR-60 Westbound Ramps



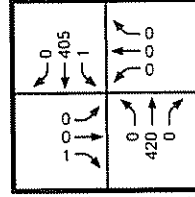
2. Milliken Avenue / SR-60 Eastbound Ramps



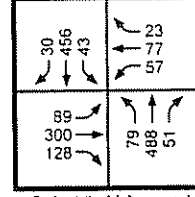
3. Hamner Avenue / Riverside Avenue



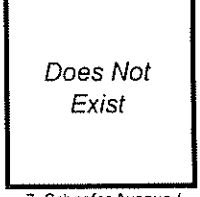
4. Hamner Avenue / Chino Avenue - Harvest Drive



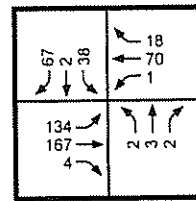
5. Archibald Avenue / Schaefer Avenue



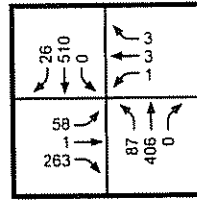
6. Archibald Avenue / Edison Avenue



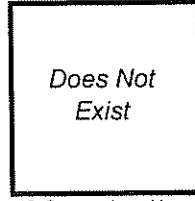
7. Schaefer Avenue / Edison Avenue



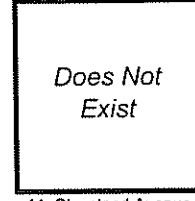
8. Haven Avenue / Edison Avenue



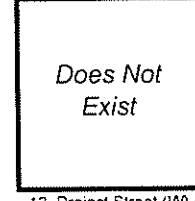
9. Archibald Avenue / Merrill Ave



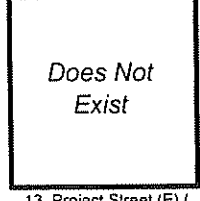
10. Sumner Ave - Haven Avenue / Merrill Ave



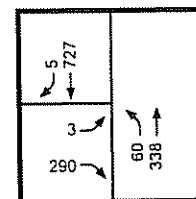
11. Cleveland Avenue / Merrill Ave



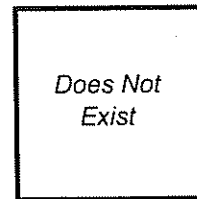
12. Project Street (W) / Merrill Avenue



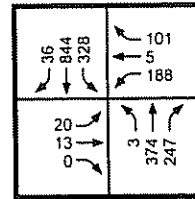
13. Project Street (E) / Merrill Avenue



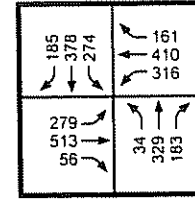
14. Hamner Avenue / Merrill Ave



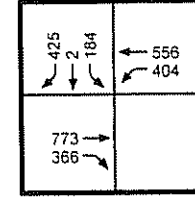
15. Cleveland Avenue / Bellegrove Avenue



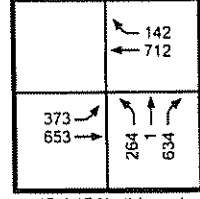
16. Hamner Avenue / Bellegrove Avenue



17. Hamner Avenue / Limonite Avenue



18. I-15 Southbound Ramps / Limonite Avenue



19. I-15 Northbound Ramps / Limonite Avenue

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**EXISTING PM
PEAK HOUR INTERSECTION VOLUMES**

ESPERANZA SPECIFIC PLAN
CITY OF ONTARIO, CALIFORNIA

FIGURE
3-5
W.O. 02-0393T

SECTION 4 - PROJECTED TRAFFIC

SITE TRAFFIC

Trip Generation

Trip generation represents the amount of traffic traveling to and from the proposed project. The traffic generation figures determined for the project are based upon the development of 765 single family residential dwelling units, 645 multi-family residential dwelling units, and a 736 student elementary school as currently proposed. Trip generation rates are based upon a publication entitled "Trip Generation" by the Institute of Transportation Engineers (ITE), seventh edition.

Table 4-1 shows the peak hour trip generation rates for the proposed project. The peak hour rates are based on the average peak hour generation rate multiplied by the directional distribution provided in ITE's trip generation publication referenced above.

Table 4-1 – Trip Generation Rates

Land Use	Unit of Measurement	AM Peak Hour			PM Peak Hour			Daily
		Total	In	Out	Total	In	Out	
Single Family Detached Land Use Category: 210	DU	0.75	0.19	0.56	1.01	0.64	0.37	9.57
Residential Condominium/Townhouse Land Use Category: 230	DU	0.44	0.07	0.37	0.52	0.35	0.17	5.86
Elementary School Land Use Category: 520	Students	0.42	0.23	0.19	0.28	0.13	0.15	1.29

Trip generation from *Trip Generation Manual, 7th Edition* by the Institute of Transportation Engineers (ITE), 2003.
DU – Dwelling Units, TSF – Thousand Square Feet

Table 4-2 shows the daily and peak hour trip generation for the proposed project. The project is estimated to generate approximately 12,050 daily trip-ends, including 1,166 trip-ends during the AM Peak hour and 1,315 trip-ends during the PM Peak hour.

Table 4-2 – Project Trip Generation

Land Use	Unit	Qty	AM Peak Hour			PM Peak Hour			Daily
			Total	In	Out	Total	In	Out	
Single Family Detached	DU	765	573	145	428	773	490	283	7,321
Residential Condominium/Townhouse	DU	645	284	45	239	336	226	110	3,780
Elementary School	Students	736	309	169	140	206	96	110	949
TOTAL			1,166	359	807	1,315	812	503	12,050

DU – Dwelling Units
TSF – Thousand Square Feet

The current City of Ontario General Plan circulation element is shown on Figure 4-1.

Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is influenced by the geographical location of the site, type of land use in the study area, such as shopping centers and recreational sites, and proximity to the regional freeway system. The directional distribution of traffic for the proposed project was determined based upon the 2015 New Model Colony Traffic Forecast (Figure 4-2).

Modal Split

The traffic reducing potential of public transit has not been considered in this study. Therefore, the traffic projections provided in this report are considered conservative since public transit could reduce traffic volumes in the project area.

Trip Assignment

Trip assignment is the result of using the previously discussed trip generation numbers and trip distribution percentages. Figure 4-3 shows the project related traffic volumes, which are based upon the identified project traffic generation and distribution. AM and PM peak hour intersection turning movement volumes for the proposed project are shown on Figures 4-4 and 4-5, respectively.

THROUGH TRAFFIC

Method of Projection

The method of traffic projection is based on the following criteria:

- Existing traffic conditions;
- Area wide growth projections.
- Project generated traffic.

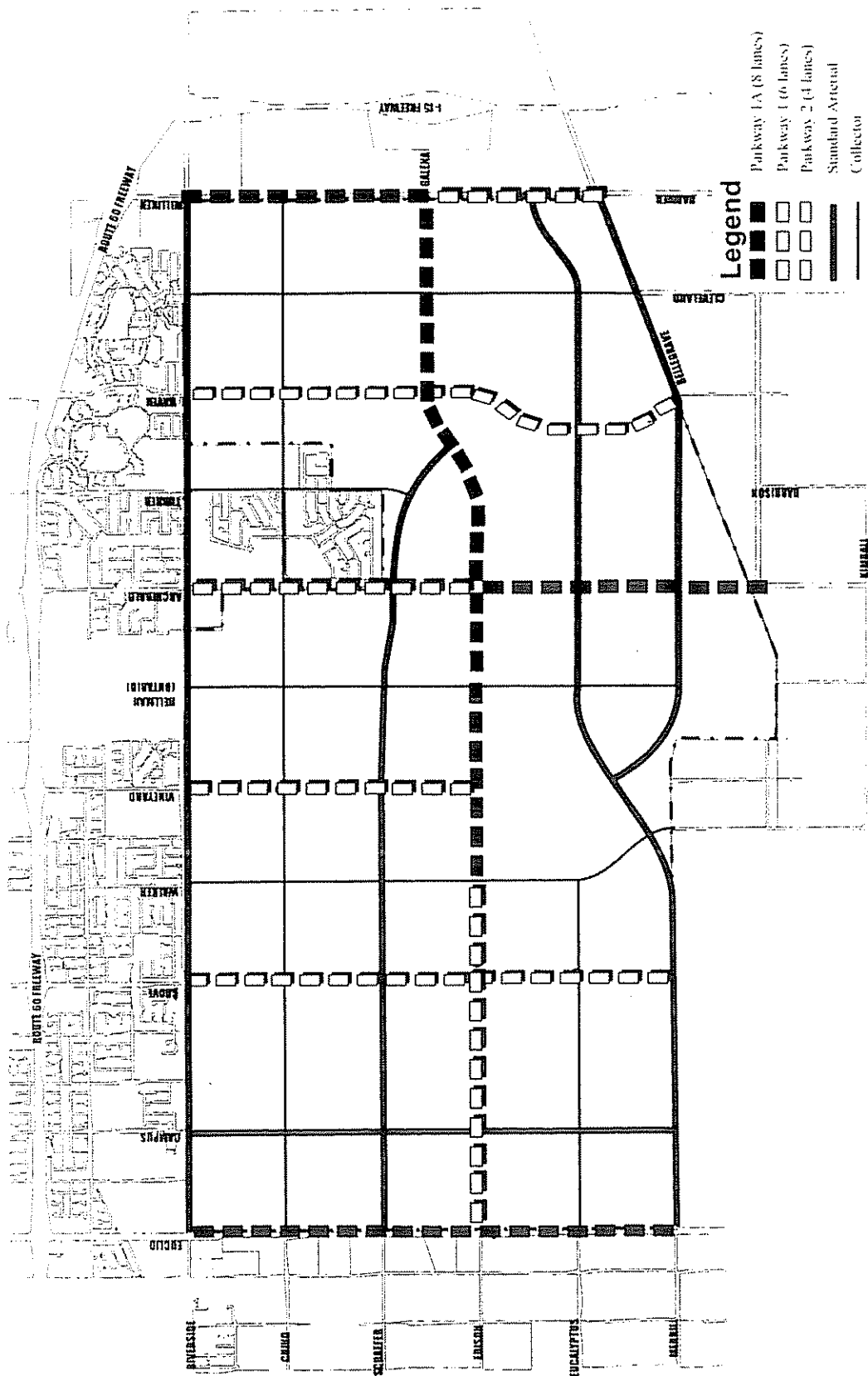
This report uses a study year of 2015 for analysis purposes.

Through Traffic

The Opening Year with Project traffic volumes have been derived from the 2015 Peak Hour Forecasts for Ontario New Model Colony (NMC) Specific Plan EIRs (Appendix D). This model includes forecasts for the projects and five other specific plans listed in Table 3-1. Project select zone run was obtained from the model. This is when all the zones other than the ones with project information are turned off. To get the opening year (2015) conditions without project, the results of the select zone model run were subtracted from the model run of all projects. The results of these runs were post-processed to obtain AM and PM peak hour turning volumes for opening year scenarios.

ESTIMATED VOLUMES

The projected daily traffic volumes under Opening Year without Project and Opening Year with Project traffic conditions are shown on Figures 4-6 and 4-7, respectively.



Legend

- Parkway 1A (8 lanes)
- Parkway 1 (6 lanes)
- Parkway 2 (4 lanes)
- Standard Arterial
- Collector

Note: Major street alignments are not precise; final location will be determined at the time of Specific Plan preparation.
 15 February 1998

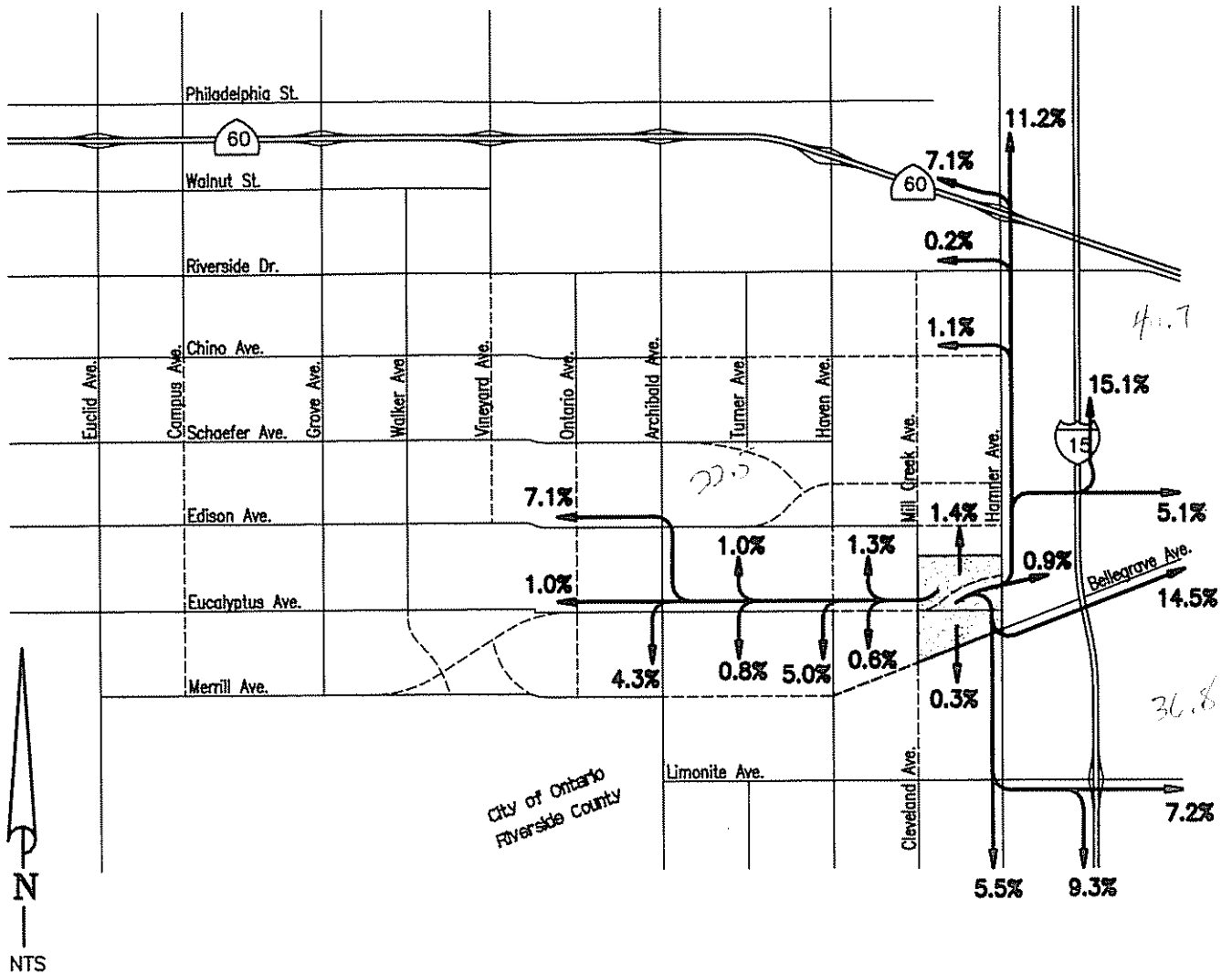
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 ASSOCIATES
 ENGINEERING CONSULTANTS

CITY OF ONTARIO GENERAL PLAN
 CIRCULATION ELEMENT

ESPERANZA SPECIFIC PLAN
 CITY OF ONTARIO, CALIFORNIA

FIGURE
 4-1

W.O. 02-0393T



SOURCE: CITY OF ONTARIO MODEL, INTERIM NMC SCENARIO, SELECT ZONE ANALYSIS - PM PEAK PERIOD (TAZ 805)

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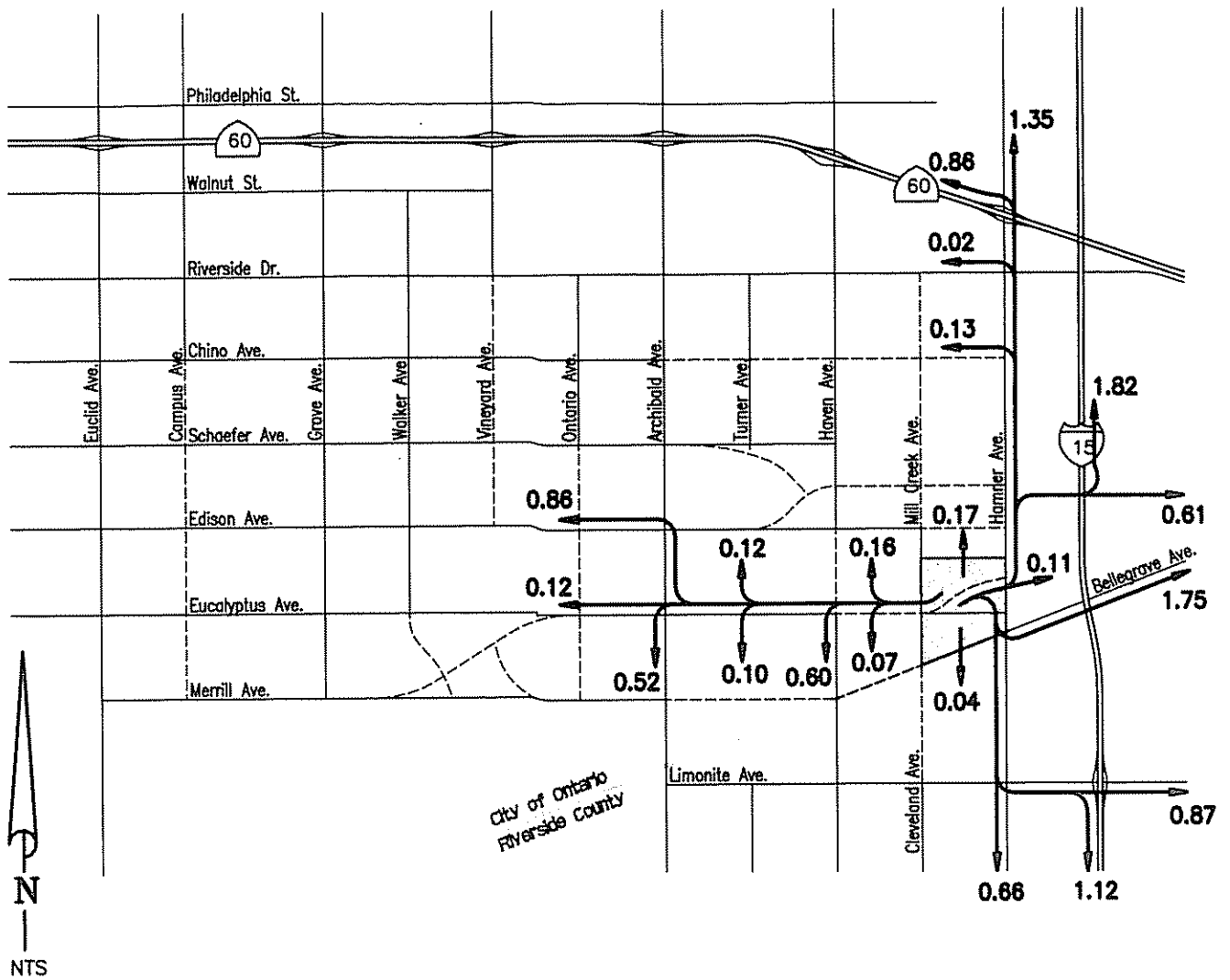
DIRECTIONAL DISTRIBUTION
OF PROJECT TRAFFIC

ESPERANZA SPECIFIC PLAN
CITY OF ONTARIO, CALIFORNIA

FIGURE

4-2

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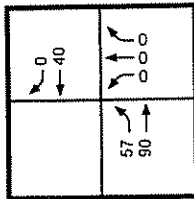
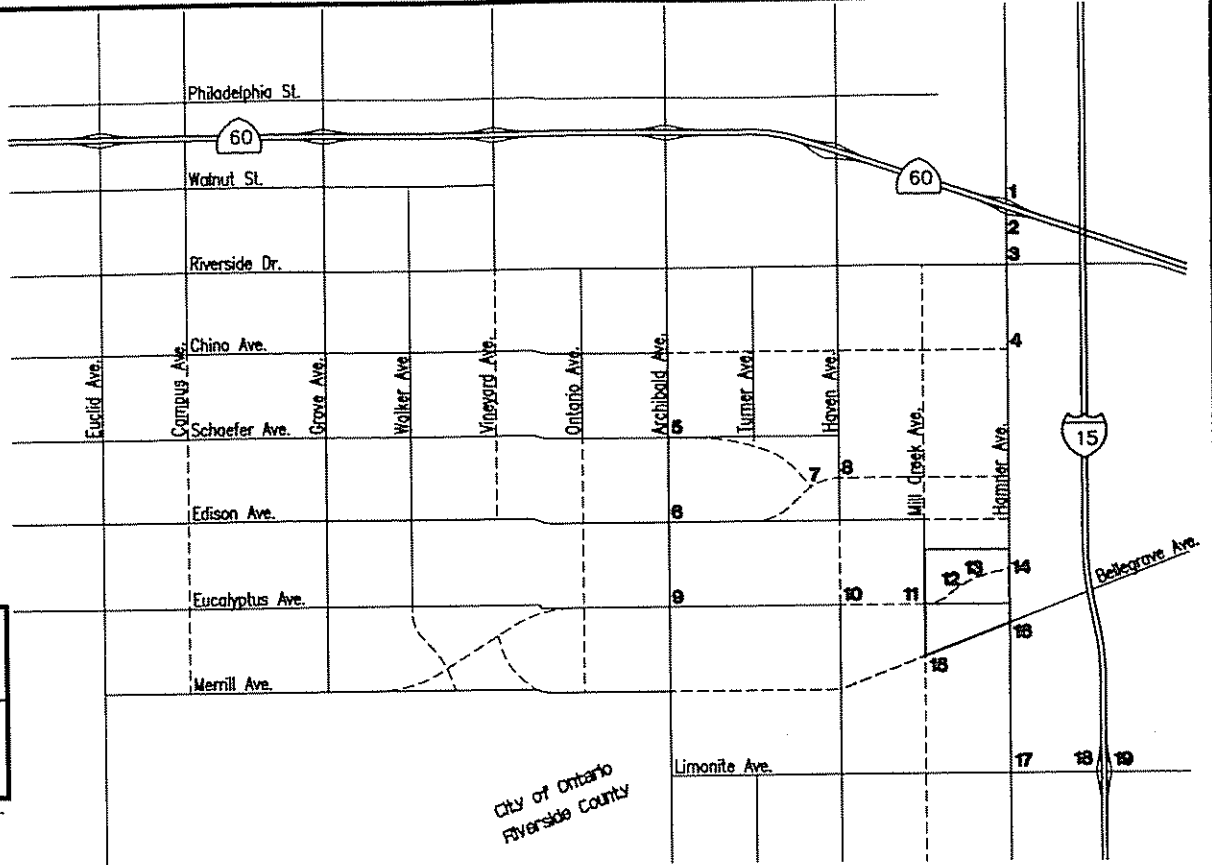
PROJECT
 AVERAGE DAILY TRAFFIC (ADT) VOLUMES

ESPERANZA SPECIFIC PLAN
 CITY OF ONTARIO, CALIFORNIA

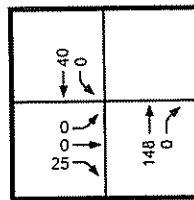
FIGURE

4-3

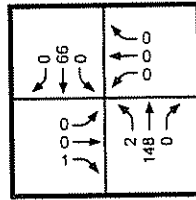
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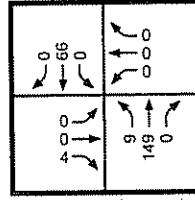
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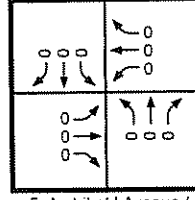
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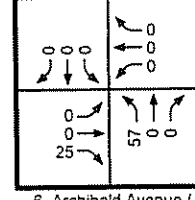
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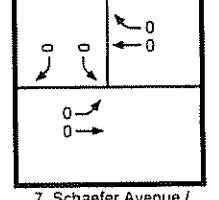
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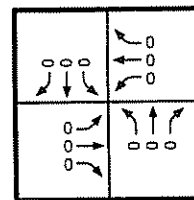
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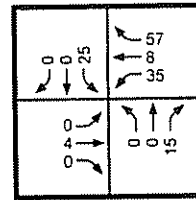
6. Archibald Avenue / Edison Avenue



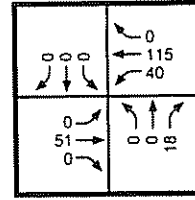
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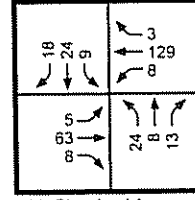
8. Haven Avenue / Edison Avenue



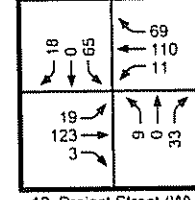
9. Archibald Avenue / Merrill Ave



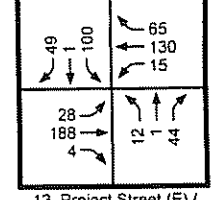
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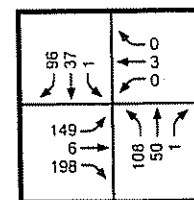
11. Cleveland Avenue / Merrill Ave



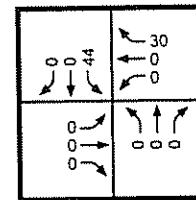
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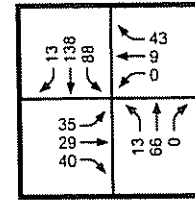
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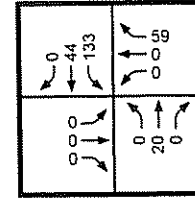
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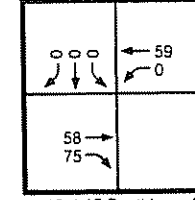
15. Cleveland Avenue / Bellevue Avenue



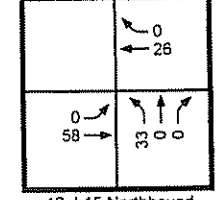
16. Hamner Avenue / Bellevue Avenue



17. Hamner Avenue / Limonite Avenue



18. I-15 Southbound Ramps / Limonite Avenue



19. I-15 Northbound Ramps / Limonite Avenue

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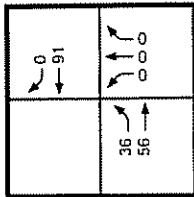
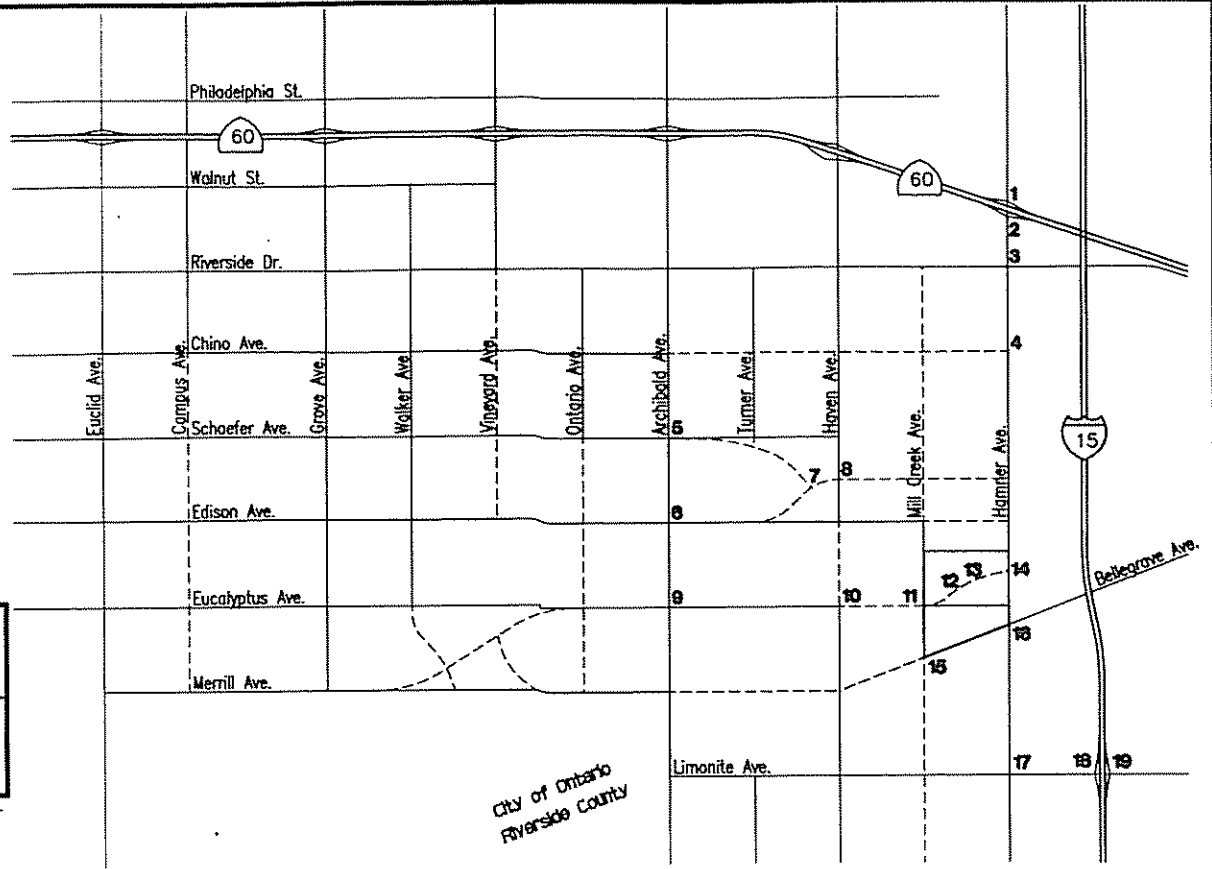
PROJECT AM
PEAK HOUR INTERSECTION VOLUMES

ESPERANZA SPECIFIC PLAN
CITY OF ONTARIO, CALIFORNIA

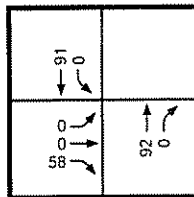
FIGURE

4-4

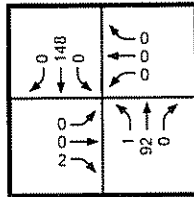
W.O. 02-0393T



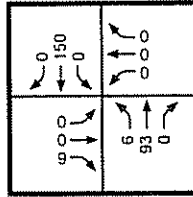
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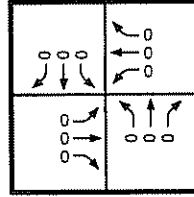
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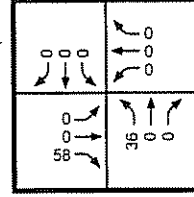
3. Hamner Avenue / Riverside Avenue



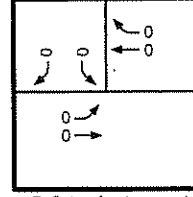
4. Hamner Avenue / Chino Avenue - Harvest Drive



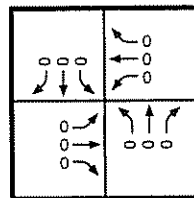
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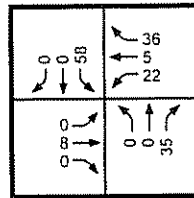
6. Archibald Avenue / Edison Avenue



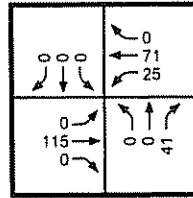
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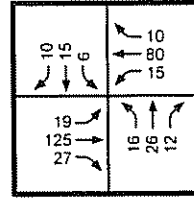
8. Haven Avenue / Edison Avenue



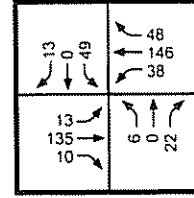
9. Archibald Avenue / Merrill Ave



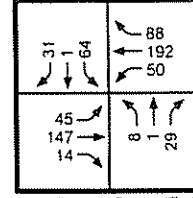
10. Sumner Ave - Haven Avenue / Merrill Ave



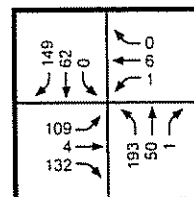
11. Cleveland Avenue / Merrill Ave



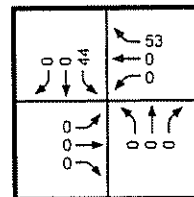
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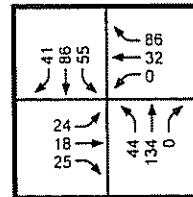
13. Project Street (E) / Merrill Avenue



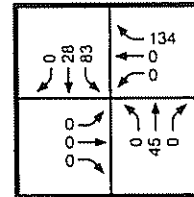
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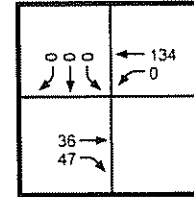
15. Cleveland Avenue / Bellegrove Avenue



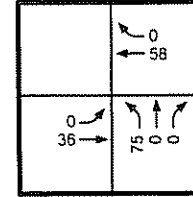
16. Hamner Avenue / Bellegrove Avenue



17. Hamner Avenue / Limonite Avenue



18. I-15 Southbound Ramps / Limonite Avenue



19. I-15 Northbound Ramps / Limonite Avenue

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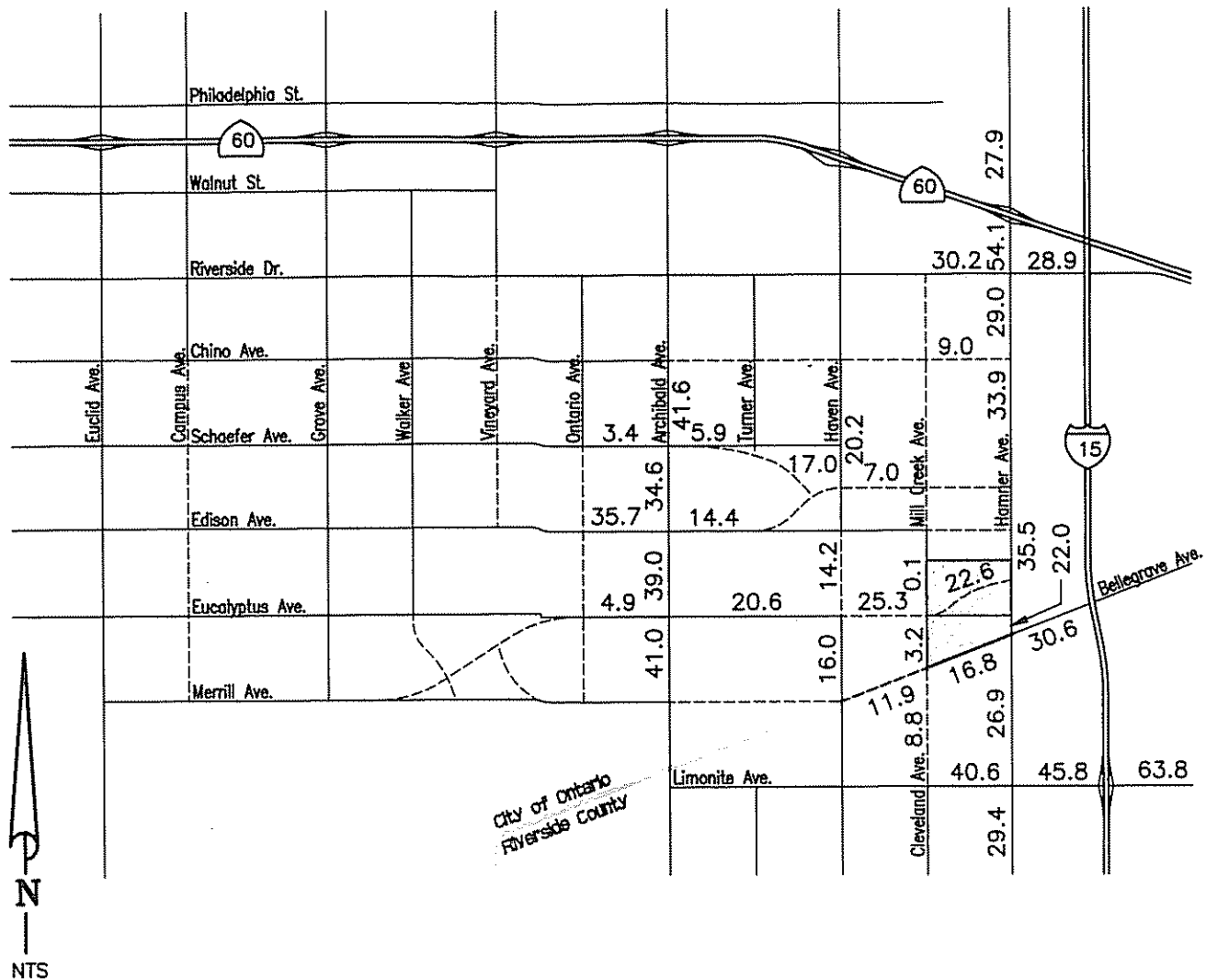
PROJECT PM
PEAK HOUR INTERSECTION VOLUMES

ESPERANZA SPECIFIC PLAN
CITY OF ONTARIO, CALIFORNIA

FIGURE

4-5

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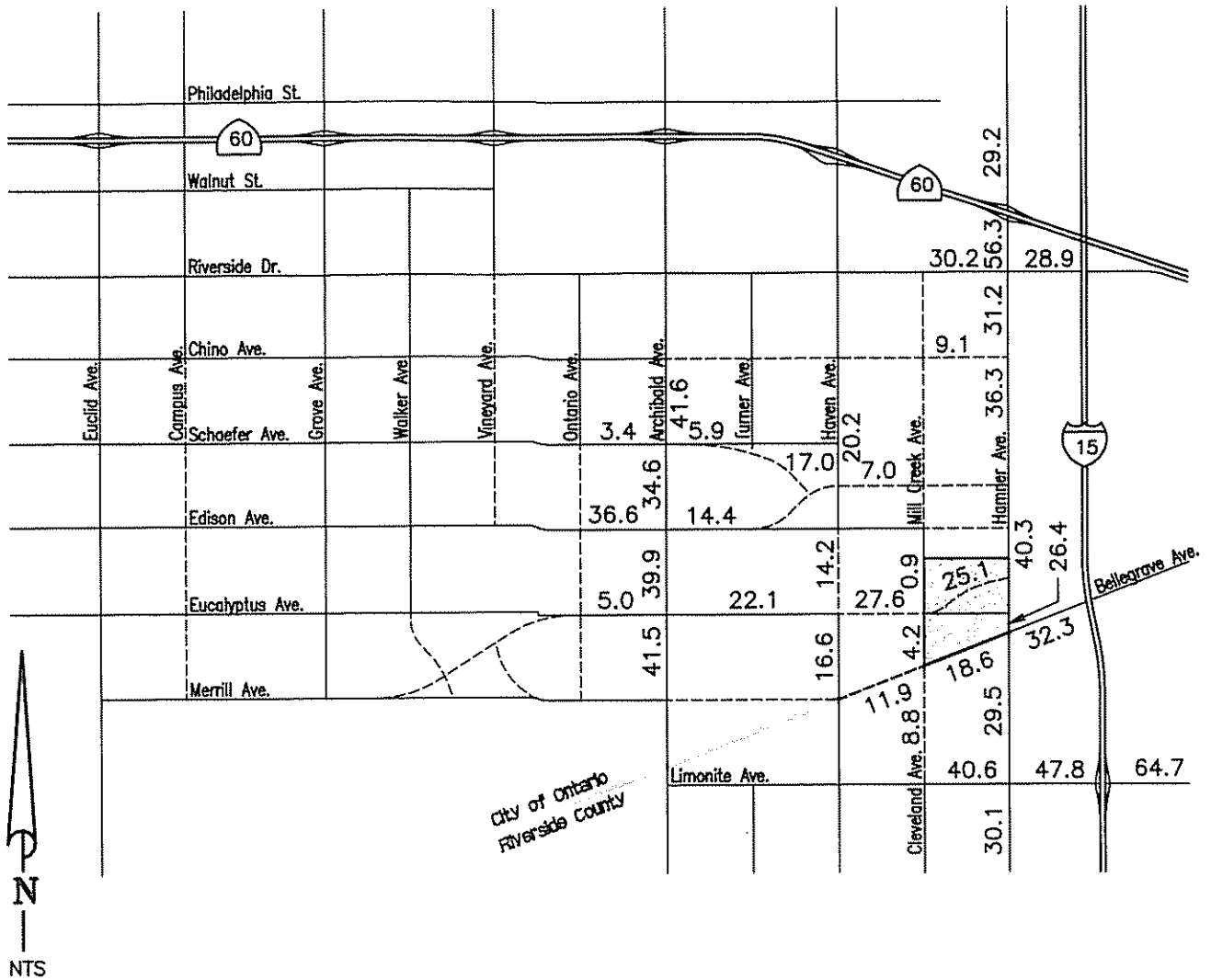
OPENING YEAR WITHOUT PROJECT
AVERAGE DAILY DRAFFIC (ADT) VOLUMES

ESPERANZA SPECIFIC PLAN
CITY OF ONTARIO, CALIFORNIA

FIGURE

4-6

W.O. 02-0393T



SECTION 5 - TRAFFIC ANALYSIS

SITE ACCESS

As indicated on Figure 2-2, the Esperanza Specific Plan will have access to Merrill Avenue (future) through the project, Mill Creek Avenue west of the project and Hamner Avenue east of the project.

CAPACITY AND LEVEL OF SERVICE AND IMPROVEMENT ANALYSIS

Levels of Service – Opening Year without Project Conditions

Table 5-1 provides the projected levels of service at the study intersections under opening year conditions without project. The levels of service were based upon the existing geometrics for the study intersections. The level of service calculation worksheets are provided in Appendix C. The opening year without project AM and PM peak hour intersection turning movement volumes are shown on Figures 5-1 and 5-2, respectively.

Levels of Service – Opening Year with Project Conditions

Table 5-2 provides the projected levels of service at the study intersections under opening year with project conditions. The levels of service were based upon the existing geometrics for the study intersections. The level of service calculation worksheets are provided in Appendix C. The opening year with project AM and PM peak hour intersection turning movement volumes are shown on Figures 5-3 and 5-4, respectively.

Levels of Service – Opening Year with Project Conditions with Improvements

Under opening year conditions with project and with offsite improvements, the study area intersections would operate at acceptable LOS D or better (refer to worksheets in Appendix C). Table 5-3 provides the projected levels of service at the study intersections under opening year conditions with project and with offsite improvements.

Table 5-1 – Level of Service – Opening Year without Project Conditions

Intersection	Traffic Control Status	AM Peak Hour		PM Peak Hour	
		Delay (Sec)	LOS	Delay (Sec)	LOS
1. Milliken Avenue / SR-60 WB Ramps	Signal	28.5	C	151.8	F
2. Milliken Avenue / SR-60 EB Ramps	Signal	46.8	D	OFL	F
3. Hamner Avenue / Riverside Avenue	Signal	OFL	F	OFL	F
4. Hamner Avenue / Chino Avenue	Signal	25.6	C	OFL	F
5. Archibald Avenue / Schaefer Avenue	TWSC	OFL	F	OFL	F
6. Archibald Avenue / Edison Avenue	Signal	122.7	F	OFL	F
7. Schaefer Avenue / Edison Avenue	TWSC	24.3	C	OFL	F
8. Haven Avenue / Edison Avenue	TWSC	OFL	F	OFL	F
9. Archibald Avenue / Merrill Avenue	TWSC	OFL	F	OFL	F
10. Haven Avenue / Merrill Avenue	TWSC	OFL	F	OFL	F
11. Cleveland Avenue / Merrill Avenue	TWSC	OFL	F	OFL	F
12. Project Street (W) / Merrill Avenue		<i>Not Applicable</i>			
13. Project Street (E) / Merrill Avenue		<i>Not Applicable</i>			
14. Hamner Avenue / Merrill Avenue	TWSC	OFL	F	OFL	F
15. Cleveland Avenue / Bellegrave Avenue	TWSC	OFL	F	OFL	F
16. Hamner Avenue / Bellegrave Avenue	Signal	OFL	F	OFL	F
17. Hamner Avenue / Limonite Avenue	Signal	29.4	C	154.8	F
18. I-15 Southbound Ramps / Limonite Avenue	Signal	193.0	F	OFL	F
19. I-15 Northbound Ramps / Limonite Avenue	Signal	OFL	F	OFL	F

TWSC – Two Way Stop Controlled

OFL – Overflow Conditions, Delay > 200 seconds

Table 5-2 – Level of Service – Opening Year with Project Conditions

Intersection	Traffic Control Status	AM Peak Hour		PM Peak Hour	
		Delay (Sec)	LOS	Delay (Sec)	LOS
1. Milliken Avenue / SR-60 WB Ramps	Signal	29.4	C	168.0	F
2. Milliken Avenue / SR-60 EB Ramps	Signal	63.5	E	OFL	F
3. Hamner Avenue / Riverside Avenue	Signal	OFL	F	OFL	F
4. Hamner Avenue / Chino Avenue	Signal	30.5	C	OFL	F
5. Archibald Avenue / Schaefer Avenue	TWSC	OFL	F	OFL	F
6. Archibald Avenue / Edison Avenue	Signal	132.0	F	OFL	F
7. Schaefer Avenue / Edison Avenue	TWSC	24.3	C	OFL	F
8. Haven Avenue / Edison Avenue	TWSC	OFL	F	OFL	F
9. Archibald Avenue / Merrill Avenue	TWSC	OFL	F	OFL	F
10. Haven Avenue / Merrill Avenue	TWSC	OFL	F	OFL	F
11. Cleveland Avenue / Merrill Avenue	TWSC	OFL	F	OFL	F
12. Project Street (W) / Merrill Avenue	TWSC	OFL	F	OFL	F
13. Project Street (E) / Merrill Avenue	TWSC	OFL	F	OFL	F
14. Hamner Avenue / Merrill Avenue	TWSC	OFL	F	OFL	F
15. Cleveland Avenue / Bellegrave Avenue	TWSC	OFL	F	OFL	F
16. Hamner Avenue / Bellegrave Avenue	Signal	OFL	F	OFL	F
17. Hamner Avenue / Limonite Avenue	Signal	30.6	C	153.8	F
18. I-15 Southbound Ramps / Limonite Avenue	Signal	OFL	F	OFL	F
19. I-15 Northbound Ramps / Limonite Avenue	Signal	OFL	F	OFL	F

TWSC – Two Way Stop Controlled
 OFL – Overflow Conditions, Delay > 200 seconds

Table 5-3 – Level of Service – Opening Year with Project with Improvements

Intersection	Traffic Control Status	AM Peak Hour		PM Peak Hour	
		Delay (Sec)	LOS	Delay (Sec)	LOS
1. Milliken Avenue / SR-60 WB Ramps	Signal	28.7	C	49.9	D
2. Milliken Avenue / SR-60 EB Ramps	Signal	17.8	B	49.5	D
3. Hamner Avenue / Riverside Avenue	Signal	36.4	D	50.9	D
4. Hamner Avenue / Chino Avenue	Signal	16.3	B	32.4	C
5. Archibald Avenue / Schaefer Avenue	Signal	25.0	C	28.1	C
6. Archibald Avenue / Edison Avenue	Signal	33.5	C	40.8	D
7. Schaefer Avenue / Edison Avenue	Signal	13.4	B	20.5	C
8. Haven Avenue / Edison Avenue	Signal	34.4	C	43.2	D
9. Archibald Avenue / Merrill Avenue	Signal	37.2	D	39.2	D
10. Haven Avenue / Merrill Avenue	Signal	34.5	C	54.1	D
11. Cleveland Avenue / Merrill Avenue	Signal	19.6	B	48.8	D
12. Project Street (W) / Merrill Avenue	Signal	11.3	B	23.2	C
13. Project Street (E) / Merrill Avenue	Signal	13.6	B	30.9	C
14. Hamner Avenue / Merrill Avenue	Signal	24.4	C	35.6	D
15. Cleveland Avenue / Bellegrave Avenue	Signal	27.3	C	27.7	C
16. Hamner Avenue / Bellegrave Avenue	Signal	32.4	C	40.5	D
17. Hamner Avenue / Limonite Avenue	Signal	28.9	C	59.4	E
18. I-15 Southbound Ramps / Limonite Avenue	Signal	18.7	B	24.2	C
19. I-15 Northbound Ramps / Limonite Avenue	Signal	28.8	C	69.4	E

Table 5-4 – Recommended Offsite Improvements for Opening Year with Project

Intersection	Scenario	Northbound			Southbound			Eastbound			Westbound			Traffic Control
		L	T	R	L	T	R	L	T	R	L	T	R	
1. Milliken Avenue / SR-60 WB Ramps	Existing	1	2	NA	NA	2	1	NA	NA	NA	S	1	1	Signal
	Recommended	2	2	NA	NA	2	1	NA	NA	NA	1	LT	1	Signal
2. Milliken Avenue / SR-60 EB Ramps	Existing	NA	2	S	1	2	NA	1	LT	S	NA	NA	NA	Signal
	Recommended	NA	3	1	1	3	NA	S	1	2	NA	NA	NA	Signal
3. Hamner Avenue / Riverside Avenue	Existing	1	1	S	1	2	S	1	1	S	1	1	S	Signal
	Recommended	1	3	S	2	4	1	2	2	S	1	2	1	Signal
4. Hamner Avenue / Chino Avenue	Existing	NA	1	S	1	1	NA	NA	NA	NA	1	NA	1	Signal
	Recommended	2	2	S	1	2	S	1	1	S	1	1	S	Signal
5. Archibald Avenue / Schaefer Avenue	Existing	S	1	S	S	1	S	S	1	S	S	1	S	TWSC
	Recommended	1	2	S	1	2	S	S	1	S	S	1	S	Signal
6. Archibald Avenue / Edison Avenue	Existing	1	1	1	1	2	S	1	2	S	1	1	1	Signal
	Recommended	2	2	1	1	2	1	2	2	1	1	2	1	Signal
7. Schaefer Avenue / Edison Avenue	Existing	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Recommended	NA	NA	NA	NA	LR	NA	1	1	NA	NA	1	S	Signal
8. Haven Avenue / Edison Avenue	Existing	S	1	S	S	1	S	S	1	S	S	1	S	TWSC
	Recommended	1	1	S	1	1	1	2	1	S	1	1	S	Signal
9. Archibald Avenue / Merrill Avenue	Existing	S	1	S	S	1	S	S	1	S	S	1	S	TWSC
	Recommended	1	3	S	2	3	S	1	1	S	2	1	S	Signal
10. Haven Avenue / Merrill Avenue	Existing	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Recommended	1	1	S	1	1	S	1	2	S	1	2	S	Signal
11. Cleveland Avenue / Merrill Avenue	Existing	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Recommended	1	1	S	1	1	S	1	1	S	1	1	S	Signal

NA – Not Applicable
 S- Shared Lane
 TWSC – Two Way Stop Controlled
 LT – Lane shared by Left turn & Through movements
 LR – Lane shared by Left & Right turn movements

Table 5-4 – Recommended Offsite Improvements for Opening Year with Project (continued)

Intersection	Scenario	Northbound			Southbound			Eastbound			Westbound			Traffic Control
		L	T	R	L	T	R	L	T	R	L	T	R	
12. Project Street (W) / Merrill Avenue	Existing	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Recommended	S	1	S	S	1	S	1	1	S	1	1	S	Signal
13. Project Street (E) / Merrill Avenue	Existing	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Recommended	S	1	S	1	1	S	1	1	S	1	1	S	Signal
14. Hamner Avenue / Merrill Avenue	Existing	S	1	NA	NA	1	S	NA	LR	NA	NA	NA	NA	TWSC
	Recommended	1	3	S	1	3	1	2	1	S	1	1	S	Signal
15. Cleveland Avenue / Bellegrave Avenue	Existing	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Recommended	S	1	S	S	1	S	1	1	S	2	1	S	Signal
16. Hamner Avenue / Bellegrave Avenue	Existing	1	1	S	1	1	S	S	1	1	S	1	1	Signal
	Recommended	1	3	S	2	3	S	1	2	1	2	2	1	Signal
17. Hamner Avenue / Limonite Avenue	Existing	2	2	1	2	2	1	2	3	1	2	2	1	Signal
	Recommended	2	3	1	2	3	1	2	3	1	2	3	1	Signal
18. I-15 Southbound Ramps / Limonite Avenue	Existing	NA	NA	NA	S	1	1	NA	2	S	1	2	NA	Signal
	Recommended	NA	NA	NA	1	A	1	NA	3	1	NA	3	L	Signal
19. I-15 Northbound Ramps / Limonite Avenue	Existing	S	TR	1	NA	NA	NA	1	2	NA	NA	2	S	Signal
	Recommended	1	A	1	NA	NA	NA	NA	3	L	NA	3	1	Signal

NA – Not Applicable
 S – Shared Lane
 TWSC – Two Way Stop Controlled
 A – Lane shared by Left, Through & Right turn movements
 L – Loop on-ramp

PROJECT MITIGATION COST ANALYSIS

Intersection Improvements Needed to Maintain CMP Level of Service Standard

The costs for the improvements are based upon the "Preliminary Construction Cost Estimates For Congestion Management Plan" provided by SANBAG. Table 5-6 shows the unit prices used for the offsite mitigation. The necessary improvements and costs are shown in Tables 5-7 through 5-12. It should be noted that the through lane improvements were assumed to require 600 linear feet (LF) of pavement before and after the intersection along with a 100 foot wide intersection (1300 LF total).

Project Fair Share Costs

The fair share cost is computed by the ratio between project traffic to total new traffic. Total new traffic is defined as future traffic minus existing traffic. For improvements, the proportion of PM project traffic to PM new traffic was utilized. As shown in Table 5-13, the project's fair share cost is \$776,622.

Table 5-5 – Preliminary Construction Costs Estimates

Improvement	Unit Cost
Add One Lane Each Direction on Freeway (portland cement concrete)	\$2,800,000 / Mile
Widen Ramp	\$350,000
Construct Loop On-Ramp	\$700,000
Widen Existing UC Structure	\$160 / Sq. Ft.
Widen Existing OC Structure	\$110 / Sq. Ft.
Signalization of Local Intersection	\$250,000
Upgrade Existing Intersection Signalization	\$75,000
Street Widening (12' wide)	\$180,000 / Mile
Construct Left-Turn Lane (240' long)	\$50,000 / Location
Costruct Right-Turn Lane	\$50,000 / Location

Source: SANBAG

Table 5-6 – Summary of Recommended Improvements and Costs for Study Intersections

Location	Mitigation	Total Cost
1. Milliken Avenue / SR-60 Westbound Ramps	Construct NB LT Lane	\$50,000
	Construct WB LT Lane	\$50,000
	Upgrade Existing Intersection Signalization	\$75,000
	Subtotal	\$175,000
2. Milliken Avenue / SR-60 Eastbound Ramps	Construct NB TH Lane (1300 LF Street Widening)	\$44,318
	Construct NB RT Lane	\$50,000
	Construct SB TH Lane (1300 LF Street Widening)	\$44,318
	Construct EB RT Lane	\$50,000
	Upgrade Existing Intersection Signalization	\$75,000
	Subtotal	\$263,636
3. Hamner Avenue / Riverside Avenue	Construct 3 NB TH Lanes (1300 LF Street Widening)	\$132,955
	Construct SB LT Lane	\$50,000
	Construct 2 SB TH Lanes (1300 LF Street Widening)	\$88,636
	Construct SB RT Lane	\$50,000
	Construct EB LT Lane	\$50,000
	Construct EB TH Lane (1300 LF Street Widening)	\$44,318
	Construct WB TH Lane (1300 LF Street Widening)	\$44,318
	Construct WB RT Lane	\$50,000
	Upgrade Existing Intersection Signalization	\$75,000
	Subtotal	\$585,227
4. Hamner Avenue / Chino Avenue	Construct 2 NB LT Lanes	\$100,000
	Construct NB TH Lane (1300 LF Street Widening)	\$44,318
	Construct SB TH Lane (1300 LF Street Widening)	\$44,318
	Construct EB LT Lane	\$50,000
	Construct EB TH Lane (1300 LF Street Widening)	\$44,318
	Upgrade Existing Intersection Signalization	\$75,000
	Subtotal	\$357,955
5. Archibald Avenue / Schaefer Avenue	Construct NB LT Lane	\$50,000
	Construct NB TH Lane (1300 LF Street Widening)	\$44,318
	Construct SB LT Lane	\$50,000
	Construct SB TH Lane (1300 LF Street Widening)	\$44,318
	Signalization of Local Intersection	\$250,000
	Subtotal	\$438,636

LT – Left turn
 TH – Through
 RT – Right turn

Table 5-6 – Summary of Recommended Improvements and Costs (continued)

Location	Mitigation	Total Cost
6. Archibald Avenue / Edison Avenue	Construct NB LT Lane	\$50,000
	Construct NB TH Lane (1300 LF Street Widening)	\$44,318
	Construct SB RT Lane	\$50,000
	Construct EB LT Lane	\$50,000
	Construct EB RT Lane	\$50,000
	Construct WB TH Lane (1300 LF Street Widening)	\$44,318
	Upgrade Existing Intersection Signalization	\$75,000
	Subtotal	\$363,636
7. Schaefer Avenue / Edison Avenue	Construct EB LT Lane	\$50,000
	Signalization of Local Intersection	\$250,000
	Subtotal	\$300,000
8. Haven Avenue / Edison Avenue	Construct NB LT Lane	\$50,000
	Construct SB LT Lane	\$50,000
	Construct SB RT Lane	\$50,000
	Construct 2 EB LT Lanes	\$100,000
	Construct WB LT Lane	\$50,000
	Signalization of Local Intersection	\$250,000
	Subtotal	\$550,000
9. Archibald Avenue / Merrill Avenue	Construct NB LT Lane	\$50,000
	Construct 2 NB TH Lanes (1300 LF Street Widening)	\$44,318
	Construct 2 SB LT Lanes	\$100,000
	Construct 2 SB TH Lanes (1300 LF Street Widening)	\$44,318
	Construct EB LT Lane	\$50,000
	Construct 2 WB LT Lanes	\$100,000
	Signalization of Local Intersection	\$250,000
	Subtotal	\$638,636
10. Haven Avenue / Merrill Avenue	Construct NB LT Lane	\$50,000
	Construct SB LT Lane	\$50,000
	Construct EB LT Lane	\$50,000
	Construct EB TH Lane (1300 LF Street Widening)	\$44,318
	Construct WB LT Lane	\$50,000
	Construct WB TH Lane (1300 LF Street Widening)	\$44,318
	Signalization of Local Intersection	\$250,000
	Subtotal	\$538,636

LT – Left turn
 TH – Through
 RT – Right turn

Table 5-6 – Summary of Recommended Improvements and Costs (continued)

Location	Mitigation	Total Cost
11. Cleveland Avenue / Merrill Avenue	Construct NB LT Lane	\$50,000
	Construct SB LT Lane	\$50,000
	Construct EB LT Lane	\$50,000
	Construct WB LT Lane	\$50,000
	Signalization of Local Intersection	\$250,000
	Subtotal	\$450,000
12. Project Street (W) / Merrill Avenue	Construct EB LT Lane	\$50,000
	Construct WB LT Lane	\$50,000
	Signalization of Local Intersection	\$250,000
	Subtotal	\$350,000
13. Project Street (E) / Merrill Avenue	Construct EB LT Lane	\$50,000
	Construct EB TH Lane (1300 LF Street Widening)	\$44,318
	Construct WB LT Lane	\$50,000
	Construct WB TH Lane (1300 LF Street Widening)	\$44,318
	Signalization of Local Intersection	\$250,000
	Subtotal	\$438,636
14. Hamner Avenue / Merrill Avenue	Construct NB LT Lane	\$50,000
	Construct 2 NB TH Lanes (1300 LF Street Widening)	\$88,636
	Construct SB LT Lane	\$50,000
	Construct 2 SB TH Lanes (1300 LF Street Widening)	\$88,636
	Construct SB RT Lane	\$50,000
	Construct 2 EB LT Lanes	\$100,000
	Construct WB LT Lane	\$50,000
Signalization of Local Intersection	\$250,000	
	Subtotal	\$727,273
15. Cleveland Avenue / Bellegrave Avenue	Construct EB LT Lane	\$50,000
	Construct 2 WB LT Lanes	\$100,000
	Signalization of Local Intersection	\$250,000
	Subtotal	\$400,000

LT – Left turn
TH – Through
RT – Right turn

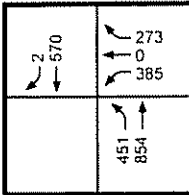
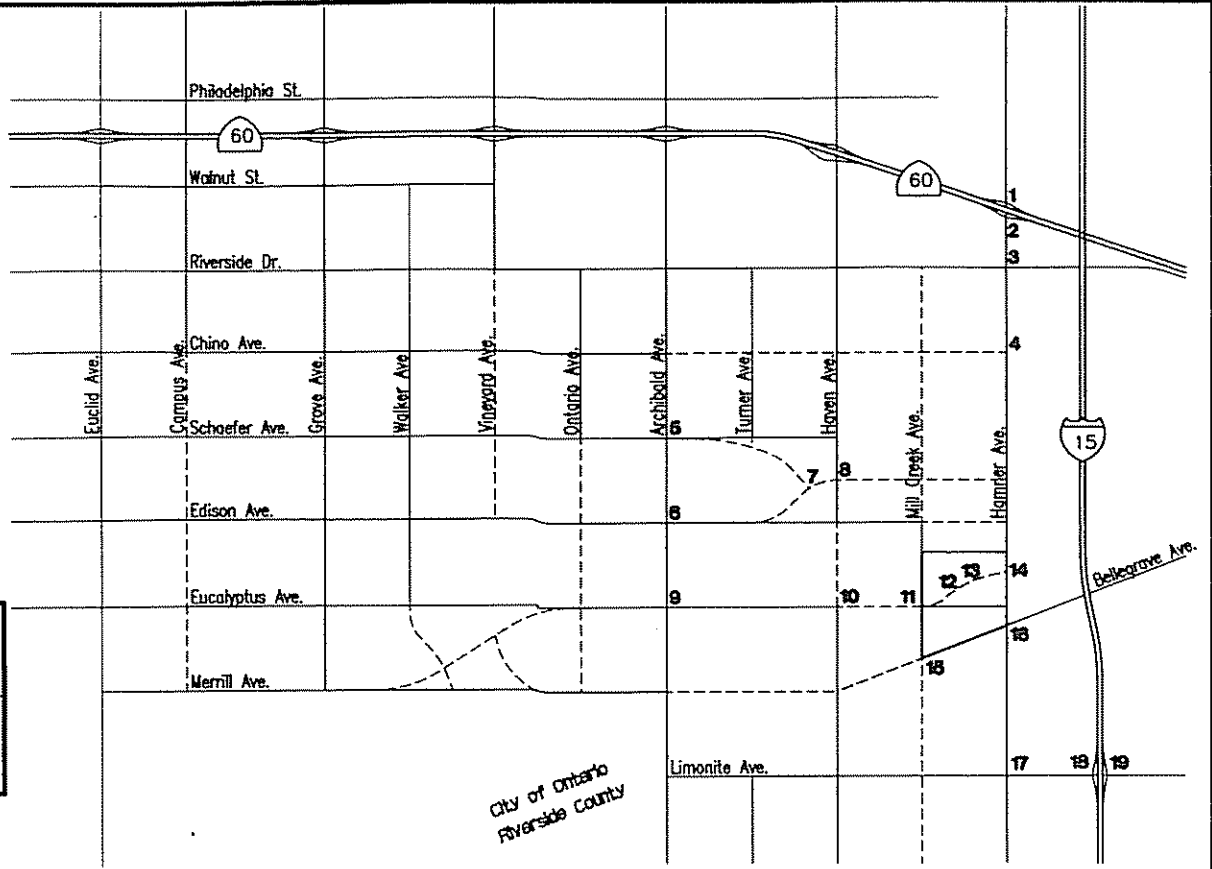
Table 5-6 – Summary of Recommended Improvements and Costs (continued)

Location	Mitigation	Total Cost
16. Hamner Avenue / Bellegrave Avenue	Construct 2 NB TH Lanes (1300 LF Street Widening)	\$88,636
	Construct SB LT Lane	\$50,000
	Construct 2 SB TH Lanes (1300 LF Street Widening)	\$88,636
	Construct EB LT Lane	\$50,000
	Construct EB TH Lane (1300 LF Street Widening)	\$44,318
	Construct 2 WB LT Lanes	\$100,000
	Construct WB TH Lane (1300 LF Street Widening)	\$44,318
	Upgrade Existing Intersection Signalization	\$75,000
	Subtotal	\$540,909
17. Hamner Avenue / Limonite Avenue	Construct NB TH Lane (1300 LF Street Widening)	\$44,318
	Construct SB TH Lane (1300 LF Street Widening)	\$44,318
	Construct WB TH Lane (1300 LF Street Widening)	\$44,318
	Upgrade Existing Intersection Signalization	\$250,000
	Subtotal	\$382,955
18. I-15 Southbound Ramps / Limonite Avenue	Construct SB LT Lane	\$50,000
	Construct EB TH Lane (1300 LF Street Widening)	\$44,318
	Construct EB RT Lane	\$50,000
	Construct WB TH Lane (1300 LF Street Widening)	\$44,318
	Construct Loop On-ramp	\$700,000
	Upgrade Existing Intersection Signalization	\$75,000
	Subtotal	\$963,636
19. I-15 Northbound Ramps / Limonite Avenue	Construct NB LT Lane	\$50,000
	Construct EB TH Lane (1300 LF Street Widening)	\$44,318
	Construct Loop On-ramp	\$700,000
	Construct WB TH Lane (1300 LF Street Widening)	\$44,318
	Construct WB RT Lane	\$50,000
	Upgrade Existing Intersection Signalization	\$75,000
	Subtotal	\$963,636
GRAND TOTAL		\$9,428,409

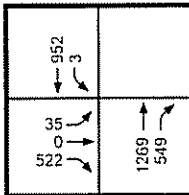
LT – Left turn
 TH – Through
 RT – Right turn

Table 5-7 – Project Fair Share Cost and Traffic Contribution for Study Area Intersections –
Opening Year with Project (2015)

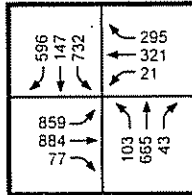
Location	Total Cost	Existing Traffic (2004) vph	Future Traffic (2015) vph	Project Traffic vph	Total New Traffic vph	Project % of New Traffic	Project Fair Share Cost
1. Milliken Avenue / SR-60 Westbound Ramp	\$175,000	1455	4144	183	2689	6.81%	\$11,910
2. Milliken Avenue / SR-60 Eastbound Ramp	\$263,636	1573	5705	241	4132	5.83%	\$15,377
3. Hamner Avenue / Riverside Avenue	\$585,227	1897	7246	243	5349	4.54%	\$26,586
4. Hamner Avenue / Chino Avenue	\$357,955	1491	3824	258	2333	11.06%	\$39,585
5. Archibald Avenue / Schaefer Avenue	\$438,636	827	4275	0	3448	0.00%	\$0
6. Archibald Avenue / Edison Avenue	\$363,636	1821	6019	94	4198	2.24%	\$8,142
7. Schaefer Avenue / Edison Avenue	\$300,000	0	1716	0	1716	0.00%	\$0
8. Haven Avenue / Edison Avenue	\$550,000	508	2917	0	2409	0.00%	\$0
9. Archibald Avenue / Merrill Avenue	\$638,636	1358	5194	164	3836	4.28%	\$27,304
10. Haven Avenue / Merrill Avenue	\$538,636	0	3756	252	3756	6.71%	\$36,139
11. Cleveland Avenue / Merrill Avenue	\$450,000	0	2846	361	2846	12.68%	\$57,080
12. Project Street (W) / Merrill Avenue	\$350,000	0	2669	480	2669	17.98%	\$62,945
13. Project Street (E) / Merrill Avenue	\$438,636	0	2860	670	2860	23.43%	\$102,757
14. Hamner Avenue / Merrill Avenue	\$727,273	1423	4482	707	3059	23.11%	\$168,088
15. Cleveland Avenue / Bellegrave Avenue	\$400,000	0	2127	97	2127	4.56%	\$18,242
16. Hamner Avenue / Bellegrave Avenue	\$540,909	2159	5336	545	3177	17.15%	\$92,791
17. Hamner Avenue / Limonite Avenue	\$382,955	3118	7215	290	4097	7.08%	\$27,107
18. I-15 Southbound Ramps / Limonite Avenue	\$963,636	2710	7026	217	4316	5.03%	\$48,450
19. I-15 Northbound Ramps / Limonite Avenue	\$963,636	2779	7552	169	4773	3.54%	\$34,120
GRAND TOTAL	\$9,428,409						\$776,622



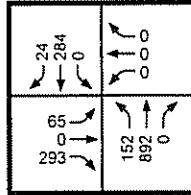
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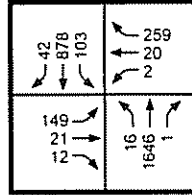
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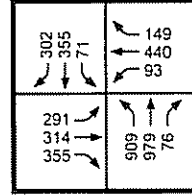
3. Hamner Avenue / Riverside Avenue



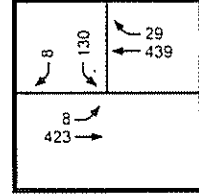
4. Hamner Avenue / Chino Avenue - Harvest Drive



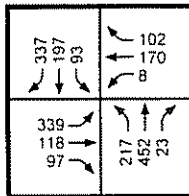
5. Archibald Avenue / Schaefer Avenue



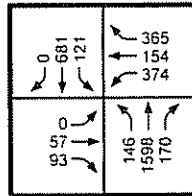
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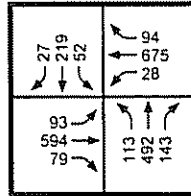
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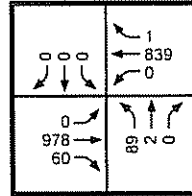
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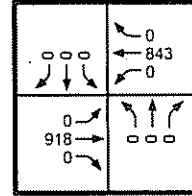
9. Archibald Avenue / Merrill Ave



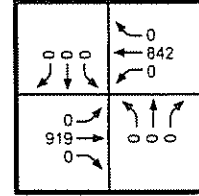
10. Hamner Avenue - Haven Avenue / Merrill Ave



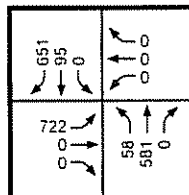
11. Cleveland Avenue / Merrill Ave



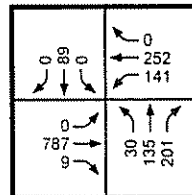
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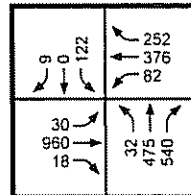
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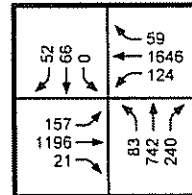
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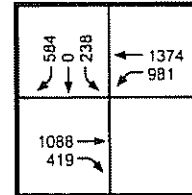
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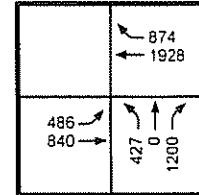
16. Hamner Avenue / Bellegrave Avenue



17. Hamner Avenue / Limonite Avenue



18. I-15 Southbound Ramps / Limonite Avenue



19. I-15 Northbound Ramps / Limonite Avenue

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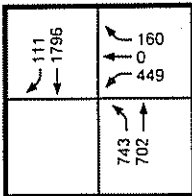
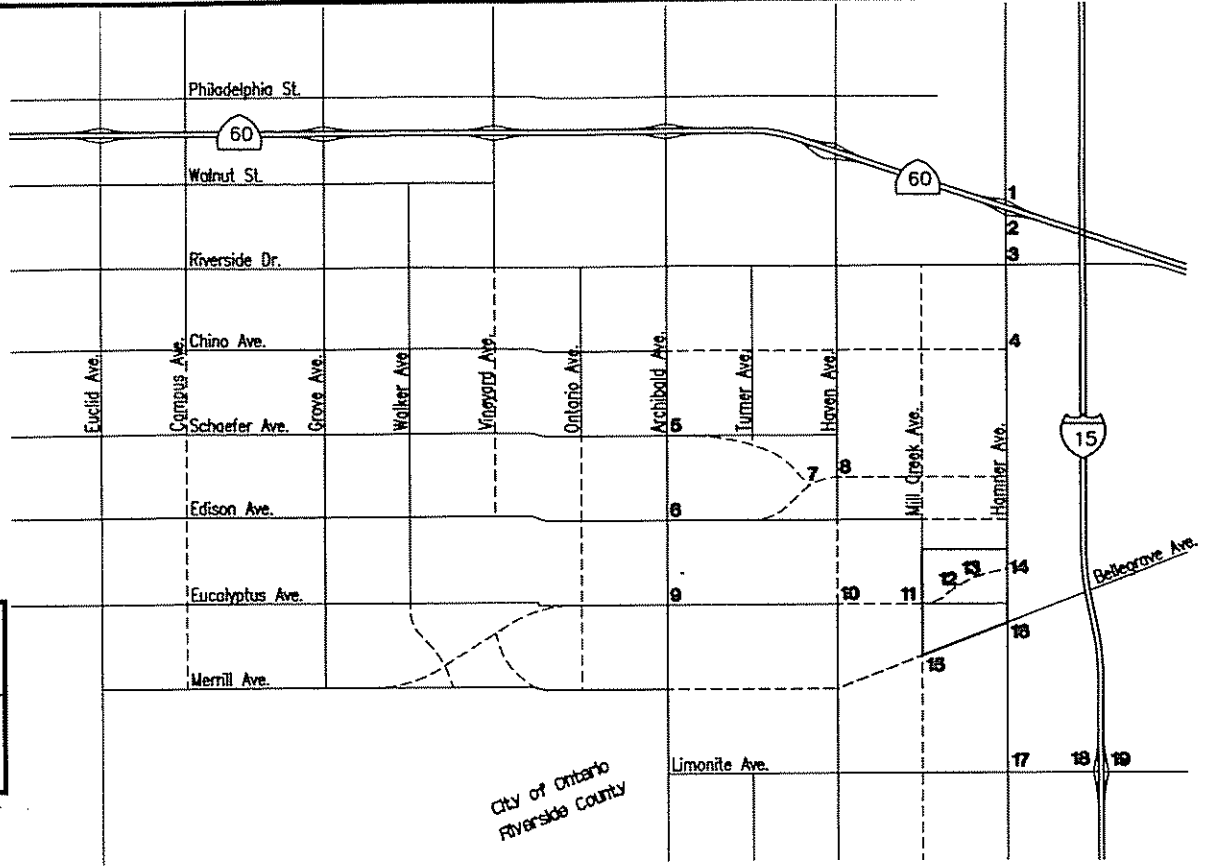
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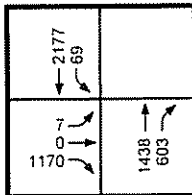
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5-1

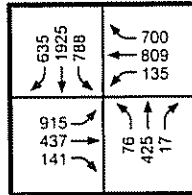
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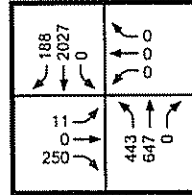
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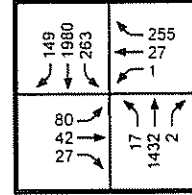
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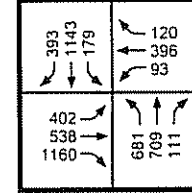
3. Hamner Avenue / Riverside Avenue



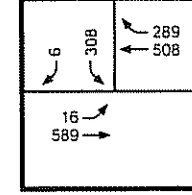
4. Hamner Avenue / Chino Avenue - Harvest Drive



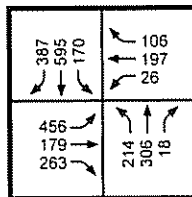
5. Archibald Avenue / Schaefer Avenue



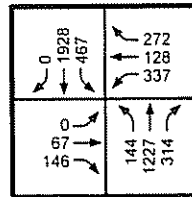
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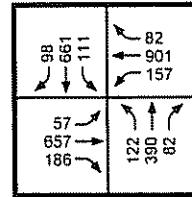
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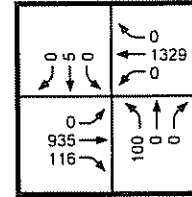
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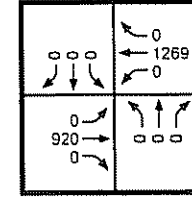
9. Archibald Avenue / Merrill Ave



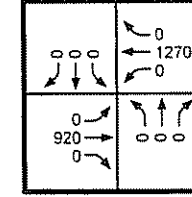
10. Sumner Ave - Haven Avenue / Merrill Ave



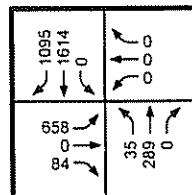
11. Cleveland Avenue / Merrill Ave



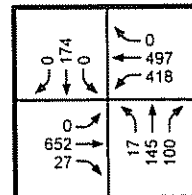
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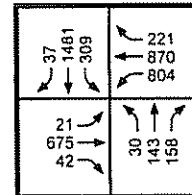
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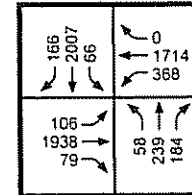
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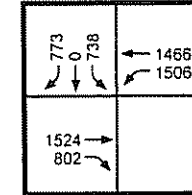
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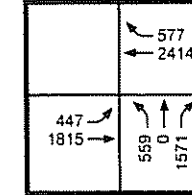
16. Hamner Avenue / Bellegrave Avenue



17. Hamner Avenue / Limonite Avenue



18. I-15 Southbound Ramps / Limonite Avenue



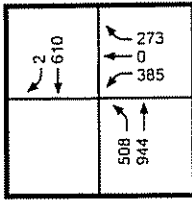
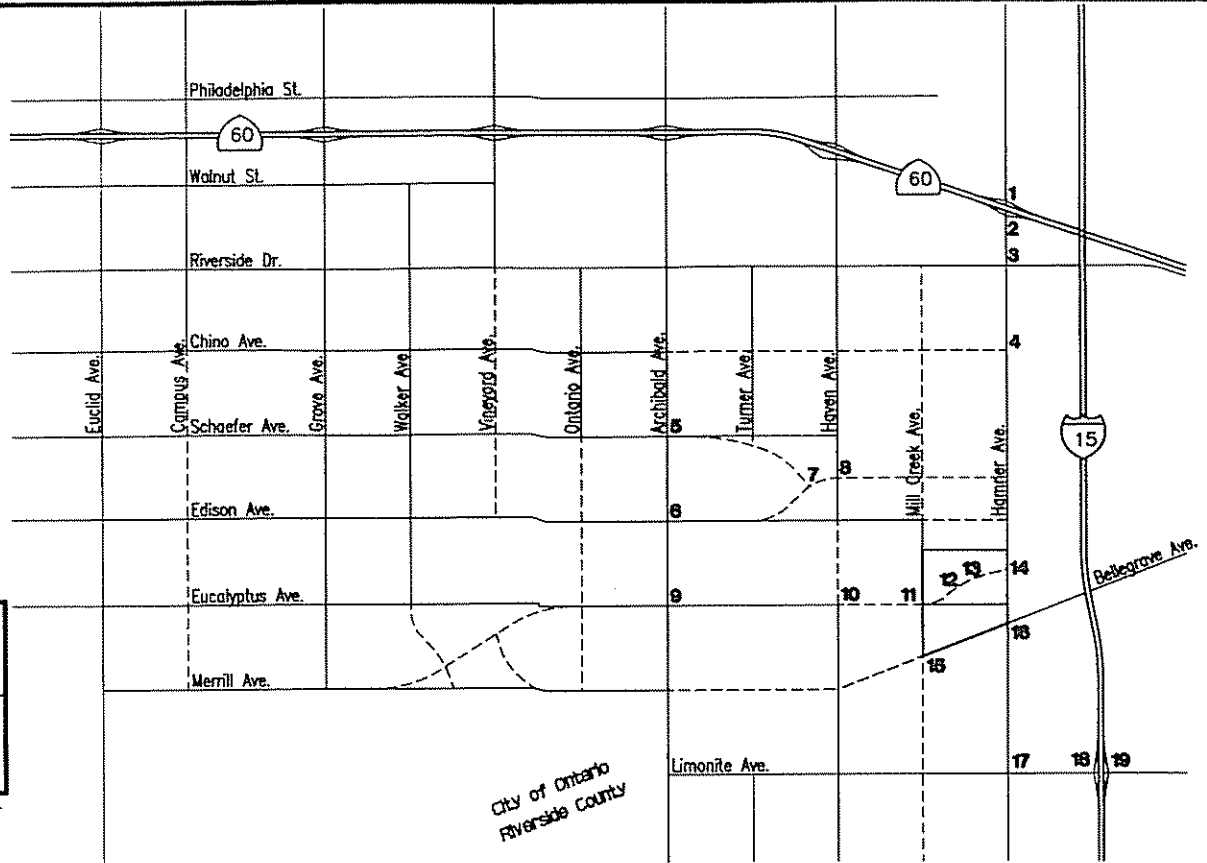
19. I-15 Northbound Ramps / Limonite Avenue

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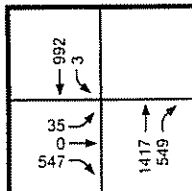
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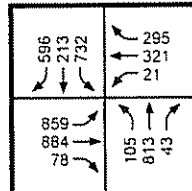
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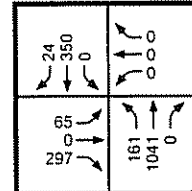
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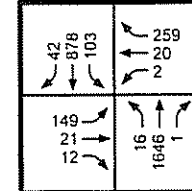
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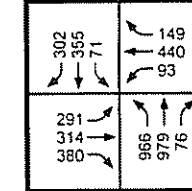
3. Hamner Avenue / Riverside Avenue



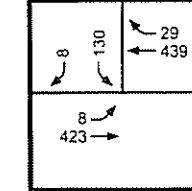
4. Hamner Avenue / Chino Avenue - Harvest Drive



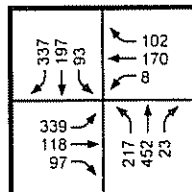
5. Archibald Avenue / Schaefer Avenue



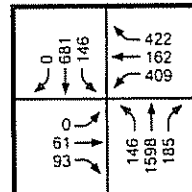
6. Archibald Avenue / Edison Avenue



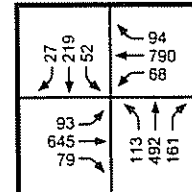
7. Schaefer Avenue / Edison Avenue



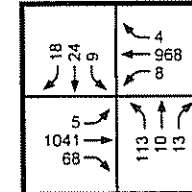
8. Haven Avenue / Edison Avenue



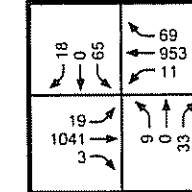
9. Archibald Avenue / Merrill Ave



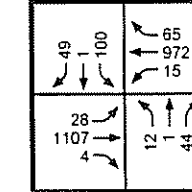
10. Sumner Ave - Haven Avenue / Merrill Ave



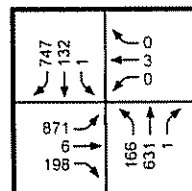
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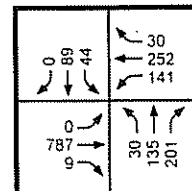
12. Project Street (W) / Merrill Avenue



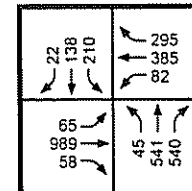
13. Project Street (E) / Merrill Avenue



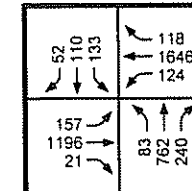
14. Hamner Avenue / Merrill Ave



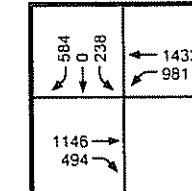
15. Cleveland Avenue / Bellegrave Avenue



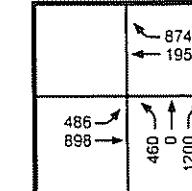
16. Hamner Avenue / Bellegrave Avenue



17. Hamner Avenue / Limonite Avenue



18. I-15 Southbound Ramps / Limonite Avenue

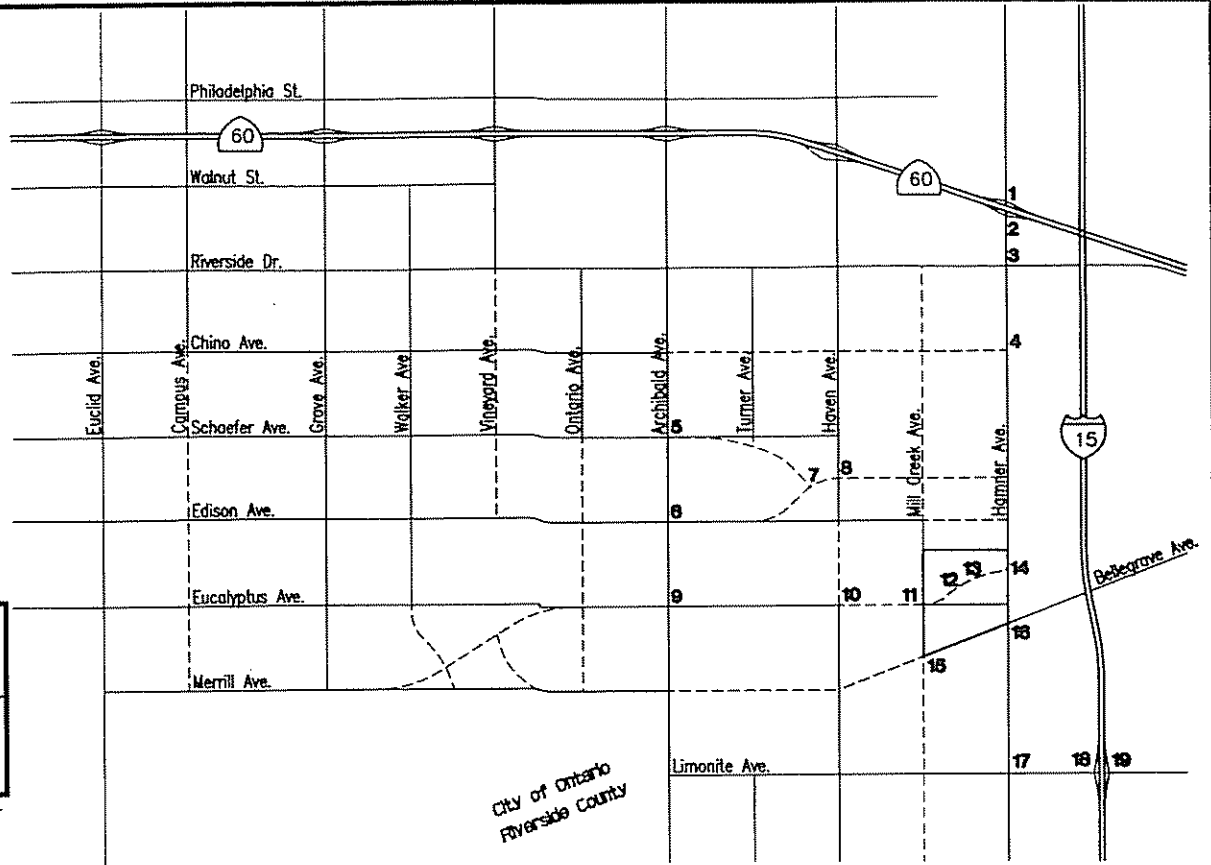


19. I-15 Northbound Ramps / Limonite Avenue

ALBERT A.
WEBB
 ASSOCIATES
 ENGINEERING CONSULTANTS

OPENING YEAR PLUS PROJECT AM
 PEAK HOUR INTERSECTION VOLUMES
 ESPERANZA SPECIFIC PLAN
 CITY OF ONTARIO, CALIFORNIA

FIGURE
5-3
 W.O. 02-0393T



111 ↓	1887 ↓	160 ←	0 ←	449 ←
		779 ↑	758 ↑	

1. Milliken Avenue / SR-60 Westbound Ramps

2268 ↓	69 ↓	7 ↓	1530 ↑	603 ↑
0 ←	1228 ←			

2. Milliken Avenue / SR-60 Eastbound Ramps

635 ↓	2073 ↓	788 ↓	700 ←	809 ←	135 ←
915 ↓	437 ↓	143 ↓	77 ↑	517 ↑	17 ↑

3. Hamner Avenue / Riverside Avenue

188 ↓	2177 ↓	0 ↓	0 ←	0 ←	0 ←
11 ↓	0 ↓	259 ↓	449 ↑	740 ↑	0 ↑

4. Hamner Avenue / Chino Avenue - Harvest Drive

149 ↓	1980 ↓	263 ↓	255 ←	27 ←	1 ←
80 ↓	42 ↓	27 ↓	17 ↑	1432 ↑	2 ↑

5. Archibald Avenue / Schoefer Avenue

393 ↓	1143 ↓	179 ↓	120 ←	396 ←	93 ←
402 ↓	538 ↓	1218 ↓	717 ↑	709 ↑	111 ↑

6. Archibald Avenue / Edison Avenue

6 ↓	308 ↓	289 ←	508 ←	
16 ↓	589 ↓			

7. Schaefer Avenue / Edison Avenue

387 ↓	595 ↓	170 ↓	106 ←	197 ←	26 ←
456 ↓	179 ↓	263 ↓	214 ↑	306 ↑	18 ↑

8. Haven Avenue / Edison Avenue

0 ↓	1928 ↓	525 ↓	308 ←	133 ←	359 ←
0 ↓	75 ↓	146 ↓	144 ↑	1227 ↑	349 ↑

9. Archibald Avenue / Merrill Ave

98 ↓	661 ↓	111 ↓	82 ←	972 ←	182 ←
57 ↓	772 ↓	186 ↓	122 ↑	390 ↑	123 ↑

10. Sumner Ave - Haven Avenue / Merrill Ave

10 ↓	20 ↓	6 ↓	10 ←	1409 ←	15 ←
19 ↓	1060 ↓	143 ↓	116 ↑	26 ↑	12 ↑

11. Cleveland Avenue / Merrill Ave

13 ↓	0 ↓	49 ↓	48 ←	1415 ←	38 ←
13 ↓	1055 ↓	10 ↓	6 ↑	0 ↑	22 ↑

12. Project Street (W) / Merrill Avenue

31 ↓	64 ↓	88 ←	1462 ←	50 ←
45 ↓	1067 ↓	14 ↓	8 ↑	29 ↑

13. Project Street (E) / Merrill Avenue

1244 ↓	1676 ↓	0 ↓	0 ←	0 ←	0 ←
767 ↓	4 ↓	216 ↓	228 ↑	339 ↑	1 ↑

14. Hamner Avenue / Merrill Ave

0 ↓	174 ↓	44 ↓	53 ←	497 ←	418 ←
0 ↓	652 ↓	27 ↓	17 ↑	145 ↑	100 ↑

15. Cleveland Avenue / Belgrave Avenue

78 ↓	1567 ↓	354 ↓	307 ←	802 ←	804 ←
45 ↓	693 ↓	67 ↓	74 ↑	277 ↑	158 ↑

16. Hamner Avenue / Belgrave Avenue

166 ↓	2035 ↓	149 ↓	134 ←	1714 ←	368 ←
106 ↓	1938 ↓	79 ↓	58 ↑	284 ↑	184 ↑

17. Hamner Avenue / Limonite Avenue

773 ↓	0 ↓	738 ↓	1600 ←	1506 ←
1560 ↓	849 ↓			

18. I-15 Southbound Ramps / Limonite Avenue

		577 ←	2472 ←	
447 ↓	1851 ↓	634 ↑	0 ↑	1571 ↑

19. I-15 Northbound Ramps / Limonite Avenue

ALBERT A.
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ENGINEERING CONSULTANTS

OPENING YEAR PLUS PROJECT PM
PEAK HOUR INTERSECTION VOLUMES

ESPERANZA SPECIFIC PLAN
CITY OF ONTARIO, CALIFORNIA

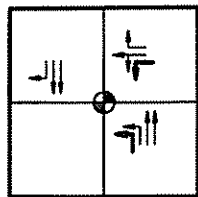
FIGURE

5-4

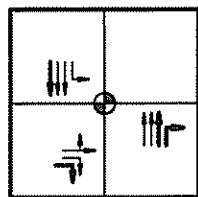
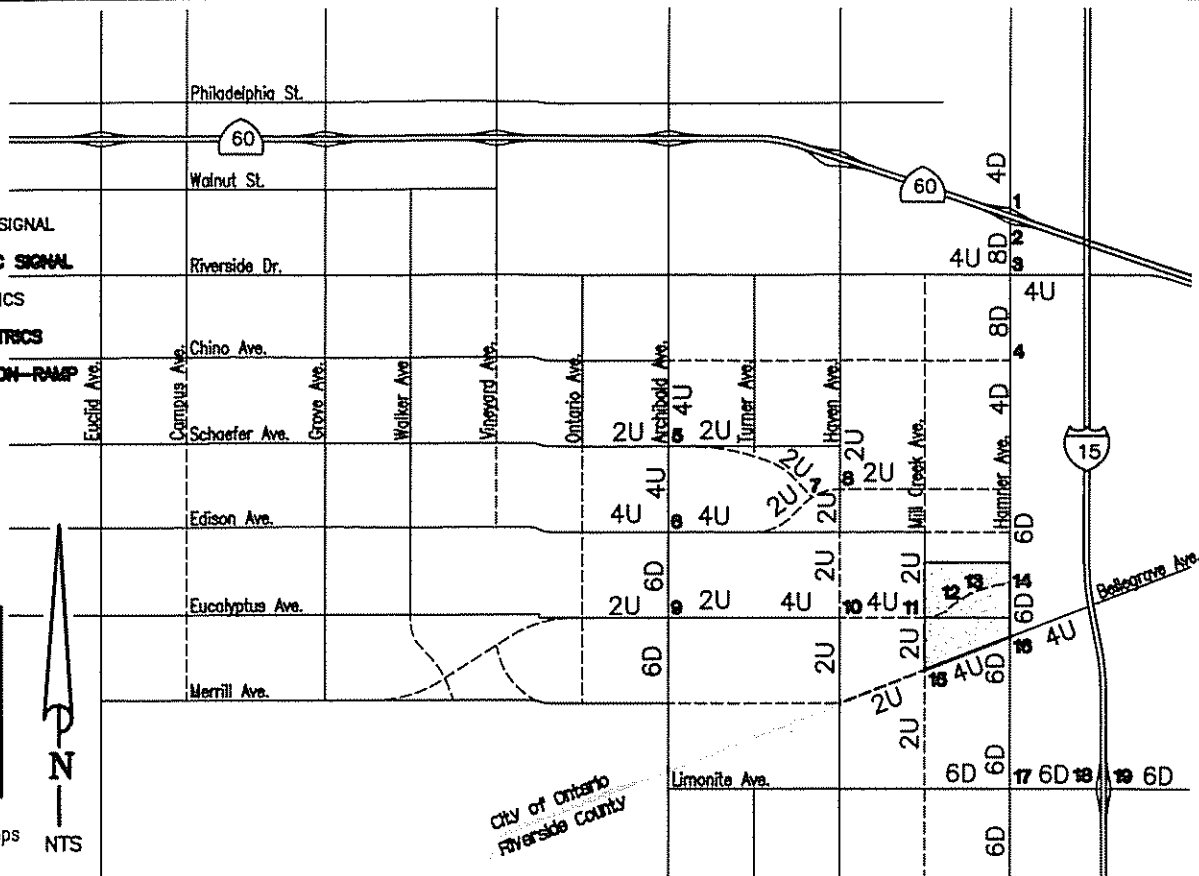
W.O. 02-0393T

LEGEND

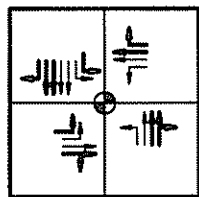
- ⊙ EXISTING TRAFFIC SIGNAL
- ⊙ PROPOSED TRAFFIC SIGNAL
- ↔ EXISTING GEOMETRICS
- ↔ PROPOSED GEOMETRICS
- L PROPOSED LOOP ON-RAMP



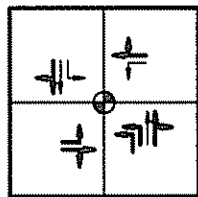
1. Milliken Avenue / SR-60 Westbound Ramps



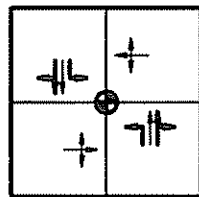
2. Milliken Avenue / SR-60 Eastbound Ramps



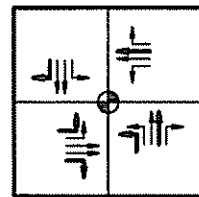
3. Hamner Avenue / Riverside Avenue



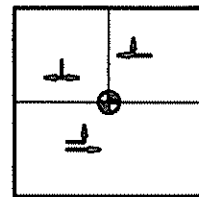
4. Hamner Avenue / Chino Avenue - Harvest Drive



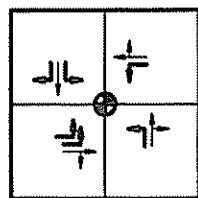
5. Archibald Avenue / Schaefer Avenue



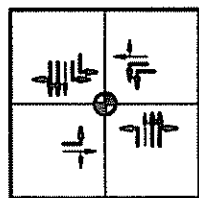
6. Archibald Avenue / Edison Avenue



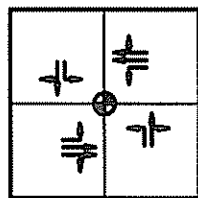
7. Schaefer Avenue / Edison Avenue



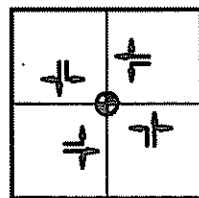
8. Haven Avenue / Edison Avenue



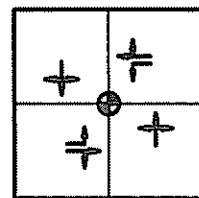
9. Archibald Avenue / Merrill Avenue



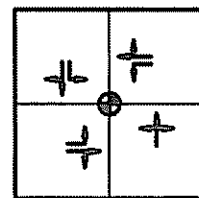
10. Haven Avenue / Merrill Avenue



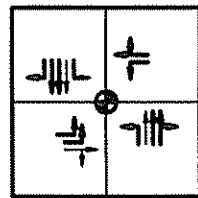
11. Cleveland Avenue / Merrill Avenue



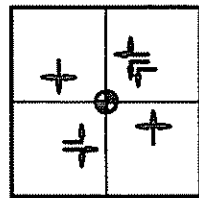
12. Project Street (W) / Merrill Avenue



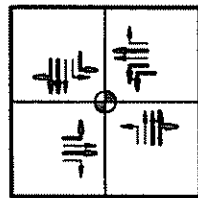
13. Project Street (E) / Merrill Avenue



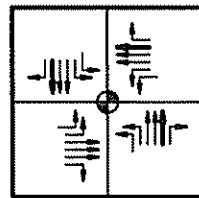
14. Hamner Avenue / Merrill Avenue



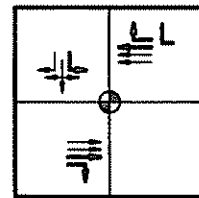
15. Cleveland Avenue / Bellegrove Avenue



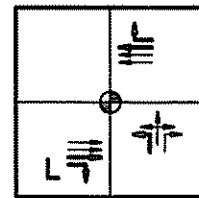
16. Hamner Avenue / Bellegrove Avenue



17. Hamner Avenue / Limonite Avenue



18. I-15 Southbound Ramps / Limonite Avenue



19. I-15 Northbound Ramps / Limonite Avenue

ALBERT A.
WEBB
ASSOCIATES
ENGINEERING CONSULTANTS

**OPENING YEAR WITH
PROJECT OFFSITE IMPROVEMENTS**

ESPERANZA SPECIFIC PLAN
CITY OF ONTARIO, CALIFORNIA

FIGURE

5-5

W.O. 02-0393T

SECTION 6 - FINDINGS AND CONCLUSIONS

SITE ACCESS CIRCULATION PLAN

The project will have access to Merrill Avenue (future), Mill Creek Avenue, and Hamner Avenue.

TRAFFIC IMPACTS

The proposed project is projected to generate approximately 12,050 daily trip-ends, including 1,166 trip-ends during the AM Peak hour and 1,315 trip-ends during the PM Peak hour.

NEED FOR IMPROVEMENTS TO ACHIEVE REQUIRED LEVEL OF SERVICE

Based upon this study, the proposed project along with area wide growth can be accommodated within the existing circulation system given the following recommendations:

Opening Year with Project

- Install traffic signal at the intersection of Cleveland Avenue/Merrill Avenue with the following geometrics:
 - Northbound: One left-turn lane. One shared through and right-turn lane.
 - Southbound: One left-turn lane. One shared through and right-turn lane.
 - Eastbound: One left-turn lane. One shared through and right-turn lane.
 - Westbound: One left-turn lane. One shared through and right-turn lane.

- Install traffic signal at the intersection of Project Street (W)/Merrill Avenue with the following geometrics:
 - Northbound: One shared left, through and right-turn lane.
 - Southbound: One shared left, through and right-turn lane.
 - Eastbound: One left-turn lane. One shared through and right-turn lane.
 - Westbound: One left-turn lane. One shared through and right-turn lane.

- Install traffic signal at the intersection of Project Street (E)/Merrill Avenue with the following geometrics:
 - Northbound: One shared left, through and right-turn lane.
 - Southbound: One shared left, through and right-turn lane.
 - Eastbound: One left-turn lane. One through lane. One shared through and right-turn lane.
 - Westbound: One left-turn lane. One through lane. One shared through and right-turn lane.

- Install traffic signal at the intersection of Hamner Avenue/Merrill Avenue with the following geometrics:
Northbound: One left-turn lane. Two through lanes. One shared through and right-turn lane.
Southbound: One left-turn lane. Three through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. One shared through and right-turn lane.
Westbound: One left-turn lane. One shared through and right-turn lane.
- Install traffic signal at the intersection of Cleveland Avenue/Bellegrave Avenue with the following geometrics:
Northbound: One shared left, through and right-turn lane.
Southbound: One shared left, through and right-turn lane.
Eastbound: One left-turn lane. One shared through and right-turn lane.
Westbound: Two left-turn lanes. One shared through and right-turn lane.
- Modify the intersection of Hamner Avenue/Bellegrave Avenue to include the following geometrics:
Northbound: One left-turn lane. Two through lanes. One shared through and right-turn lane.
Southbound: Two left-turn lanes. Two through lanes. One shared through and right-turn lane.
Eastbound: One left-turn lane. Two through lanes. One right-turn lane.
Westbound: Two left-turn lanes. Two through lanes. One right-turn lane.

Construction of full width of internal roadways and part width of the following roadways shall comply with City of Ontario Standards:

- Construct partial width improvements on the easterly side of Mill Creek Avenue at its ultimate cross-section as a collector street (88' right-of-way) adjacent to project boundary line.
- Construct partial width improvements on the westerly of Hamner Avenue at its ultimate cross-section as a divided arterial parkway 1 (140' or more right-of-way) adjacent to project boundary line.
- Construct partial width improvements on the northerly side of Bellegrave Avenue at its ultimate cross-section as a standard arterial (100' right-of-way) adjacent to project boundary line.

Sight distance at the project entrance roadway should be reviewed with respect to the City of Ontario sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

Signing/stripping should be implemented in conjunction with detailed construction plans for the project site.

The project will participate in the cost of off-site improvements through fair-share payment of the Development Impact fee as established by the City of Ontario.

These fees should be collected and utilized as needed by the City to construct the improvements necessary to maintain the required level of service.

PUBLIC TRANSIT

Future Transit Service

As the City of Ontario continues to develop, transit service expansion should actively be pursued to provide an alternative means of travel to the automobile. The City should work with Omnitrans to develop additional routes and service for both local and regional service. Also, the City should maintain a close relationship with the regional transit planning organizations, such as the SANBAG and ensure its active participation in the regional transit planning process.

TRANSPORTATION SYSTEM MANAGEMENT ACTIONS

The City should establish a Transportation System Management (TSM) Program with the goal of reducing vehicle trips to and from land uses within the City, and particularly focusing on the reduction of drive-alone vehicle use in work commuting. The program should set the overall policy and goals for trip reduction measures within the City, and require new developments to implement programs and measures to ensure compliance with those goals, such as preferential parking for carpools and vanpools, flex-time work hours, compressed work week, and distribution of information about ridesharing and transit services.

The TSM measures and goals should be coordinated with future infrastructure designed to support such measures, such as HOV lanes, transit services, and park-and-ride facilities, and should be supportive and compatible with regional vehicle trip reduction goals and programs.

The transit agencies should also introduce Dial-a-Ride service. This is relatively a new concept to the transit oriented development. The residents can simply call the service and can be picked up and dropped off at their primary destinations.

MULTIMODAL TRANSPORTATION FACILITIES

Bicycle Facilities

The bicycle has become a viable and attractive alternative mode to the automobile for some people, particularly for short and intermediate distance trips. Bicycle riding should be encouraged within the City of Ontario through the provision of a safe and efficient network of bike paths and bike lanes, particularly in newly developing areas.

To further support bicycle use, new commercial developments should also include provisions for bicycle parking and storage, including bike racks and/or stands in both public and private parking lots.

In addition, the bus and transit service should be equipped with Bike Racks (usually in front) to encourage multi-modal transportation.

Pedestrian Facilities

Walking is also an important travel mode that needs to be provided for in the City. Walking is often the fastest, cheapest, and most convenient mode of travel for short trips, particularly in mixed use developments and Central Business Districts (CBDs). In residential areas, walking is also often a recreational activity. The City of Ontario General Plan should help provide for a safe, convenient and amenable pedestrian environment. This includes the provision of adequate sidewalks, pedestrian traffic signals at busy traffic locations, and pedestrian paths and connections within and between developments.

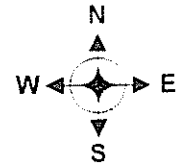
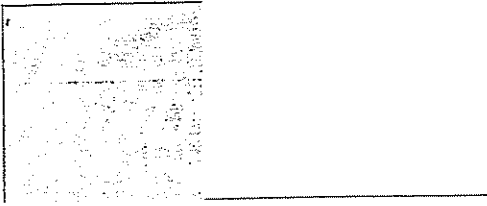
Pedestrian facilities should particularly be considered in new developments to include pathways in new residential developments and pedestrian plazas and connections in new employment centers. The latter is particularly important in conjunction with transit and carpool programs which encourage employees to leave their automobile at home, and thus need convenient pedestrian linkages to facilities near their work locations.

APPENDIX A

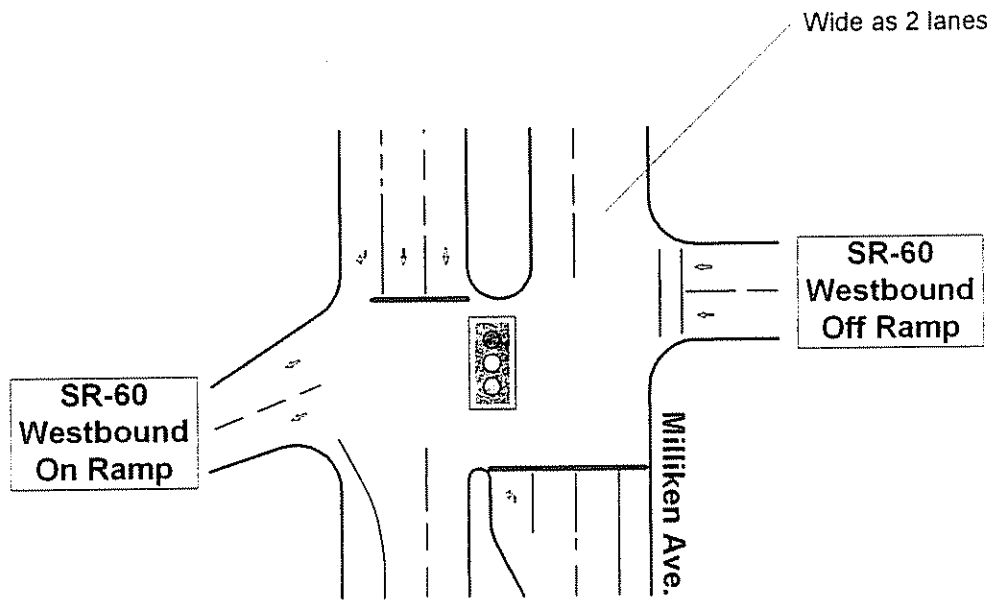
Traffic Count Worksheets

CITY OF ONTARIO
MILLIKEN AVENUE / SR-60 WESTBOUND RAMPS

Turning Movement Count
July 2005



NOT TO SCALE

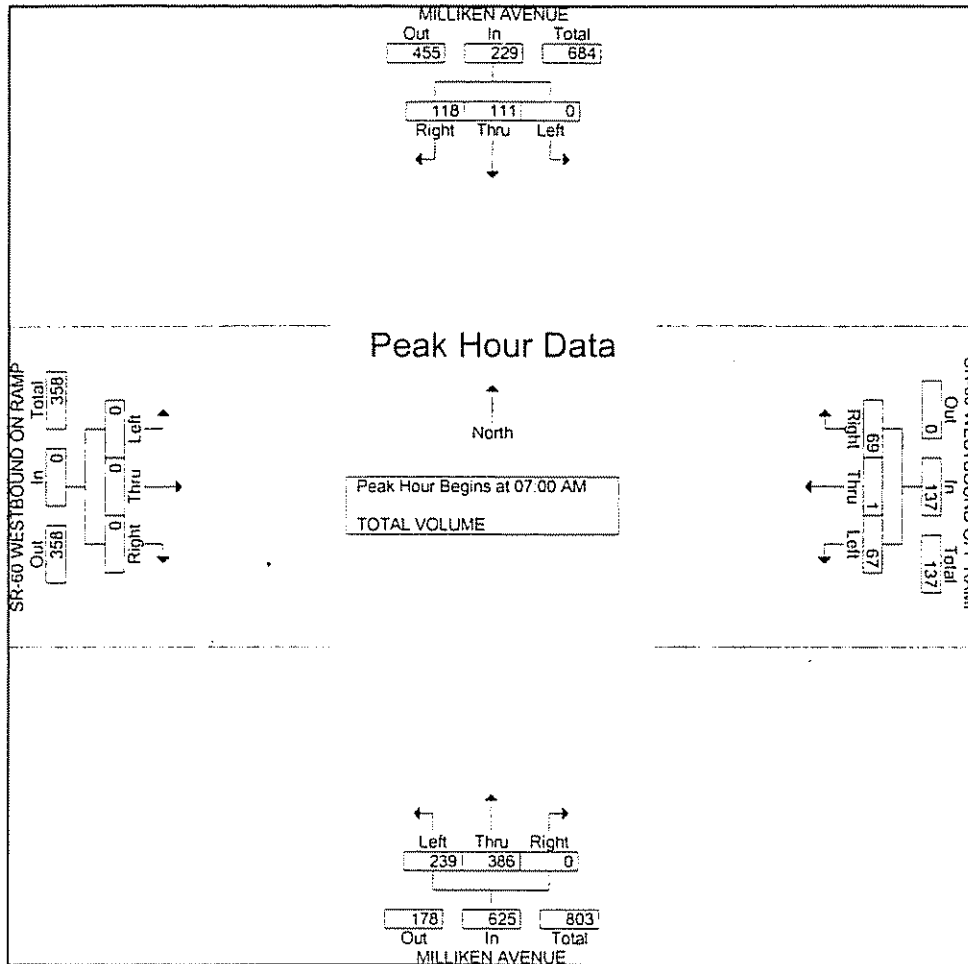


**City of Ontario
Milliken Avenue and SR-60 Westbound Ramps**

Signalized Intersections

A A Webb - 02-0393T

<u>Intersection</u>		<u>N/S Left Turn Phasing</u>	<u>E/W Left Turn Phasing</u>
<u>N/S Street</u>	<u>E/W Street</u>		
Milliken Avenue	SR-60 Westbound Ramps	NB - Left Protected	WB - Unopposed
Milliken-Hamner	SR-60 Eastbound Ramps	SB - Left Protected	EB - Unopposed
Hamner avenue	Riverside Avenue	Left Protected	Permitted
Hamner Avenue	Bellgrave Avenue	Left Protected	Split Phasing
Hamner Avenue	Limonite Avenue	Left Protected	Left Protected
Hamner Avenue	Harvest Drive	Left Protected	Left Protected



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	0	25	47	72	19	0	16	35	66	74	0	140	0	0	0	0
+15 mins.	0	41	20	61	15	1	15	31	60	85	0	145	0	0	0	0
+30 mins.	0	15	42	57	19	0	16	35	56	119	0	175	0	0	0	0
+45 mins.	0	68	27	95	12	0	26	38	57	108	0	165	0	0	0	0
Total Volume	0	149	136	285	65	1	73	139	239	386	0	625	0	0	0	0
% App. Total	0	52.3	47.7		46.8	0.7	52.5		38.2	61.8	0		0	0	0	
PHF	.000	.548	.723	.750	.855	.250	.702	.914	.905	.811	.000	.893	.000	.000	.000	.000

COUNTS UNLIMITED INC.
 25424 Jaclyn Avenue
 Moreno Valley Ca. 92557
 951-247-6716

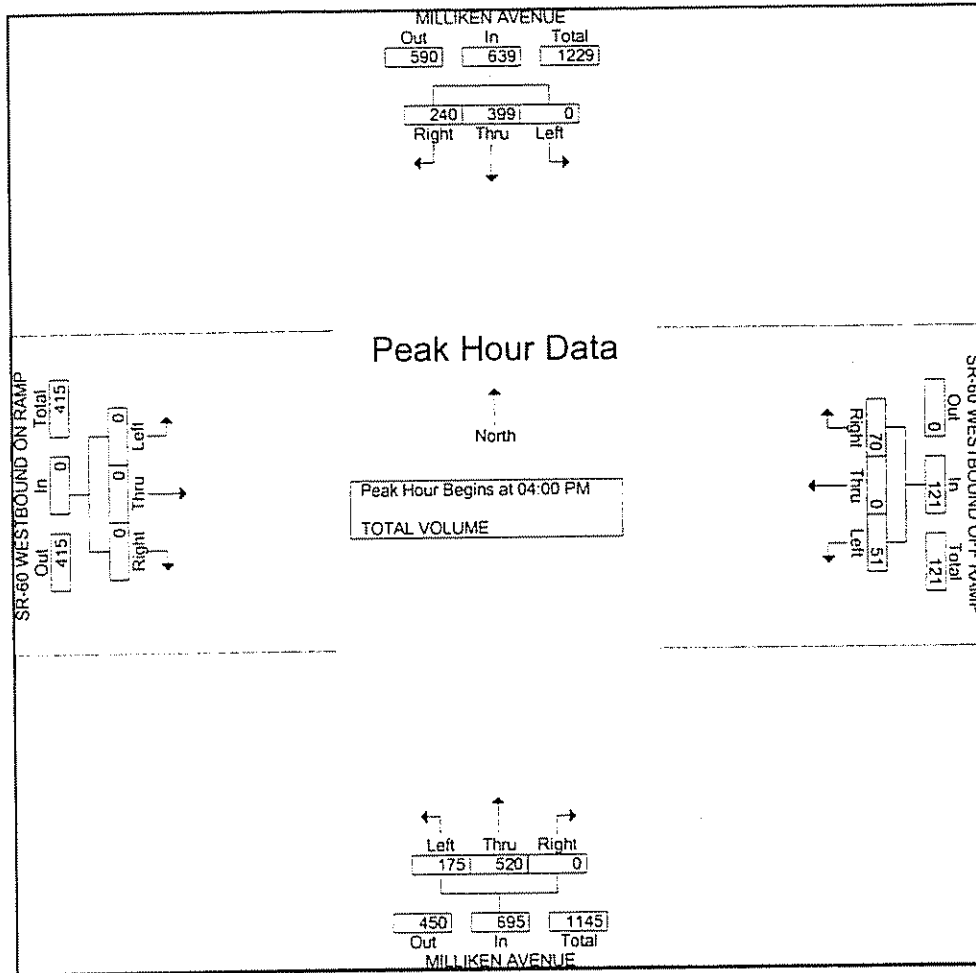
COUNTY OF RIVERSIDE
 N/S: MILLIKEN AVENUE
 E/W: SR-60 WESTBOUND RAMPS
 WEATHER: SUNNY

File Name : CRM160WAM
 Site Code : 670201
 Start Date : 7/28/2005
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	MILLIKEN AVENUE Southbound				SR-60 WESTBOUND OFF RAMP Westbound				MILLIKEN AVENUE Northbound				SR-60 WESTBOUND ON RAMP Eastbound				Int. Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
07:00 AM	0	20	26	46	14	0	22	36	66	74	0	140	0	0	0	0	222
07:15 AM	0	25	25	50	19	0	16	35	60	85	0	145	0	0	0	0	230
07:30 AM	0	25	47	72	15	1	15	31	56	119	0	175	0	0	0	0	278
07:45 AM	0	41	20	61	19	0	16	35	57	108	0	165	0	0	0	0	261
Total	0	111	118	229	67	1	69	137	239	386	0	625	0	0	0	0	991
08:00 AM	0	15	42	57	12	0	26	38	56	63	0	119	0	0	0	0	214
08:15 AM	0	68	27	95	13	0	6	19	47	70	0	117	0	0	0	0	231
08:30 AM	0	25	40	65	6	0	14	20	49	85	0	134	0	0	0	0	219
08:45 AM	0	28	34	62	10	0	18	28	60	68	0	128	0	0	0	0	218
Total	0	136	143	279	41	0	64	105	212	286	0	498	0	0	0	0	882
Grand Total	0	247	261	508	108	1	133	242	451	672	0	1123	0	0	0	0	1873
Apprch %	0	48.6	51.4		44.6	0.4	55		40.2	59.8	0		0	0	0	0	
Total %	0	13.2	13.9	27.1	5.8	0.1	7.1	12.9	24.1	35.9	0	60	0	0	0	0	

Start Time	MILLIKEN AVENUE Southbound				SR-60 WESTBOUND OFF RAMP Westbound				MILLIKEN AVENUE Northbound				SR-60 WESTBOUND ON RAMP Eastbound				Int. Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	20	26	46	14	0	22	36	66	74	0	140	0	0	0	0	222
07:15 AM	0	25	25	50	19	0	16	35	60	85	0	145	0	0	0	0	230
07:30 AM	0	25	47	72	15	1	15	31	56	119	0	175	0	0	0	0	278
07:45 AM	0	41	20	61	19	0	16	35	57	108	0	165	0	0	0	0	261
Total Volume	0	111	118	229	67	1	69	137	239	386	0	625	0	0	0	0	991
% App. Total	0	48.5	51.5		48.9	0.7	50.4		38.2	61.8	0		0	0	0	0	
PHF	.000	.677	.628	.795	.882	.250	.784	.951	.905	.811	.000	.893	.000	.000	.000	.000	.891



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				04:00 PM							
+0 mins.	0	102	57	159	19	0	15	34	52	135	0	187	0	0	0	0
+15 mins.	0	100	32	132	10	0	21	31	39	112	0	151	0	0	0	0
+30 mins.	0	107	65	172	17	0	16	33	42	134	0	176	0	0	0	0
+45 mins.	0	118	64	182	24	0	10	34	48	145	0	193	0	0	0	0
Total Volume	0	427	218	645	70	0	62	132	181	526	0	707	0	0	0	0
% App. Total	0	66.2	33.8		53	0	47		25.6	74.4	0		0	0	0	
PHF	.000	.905	.838	.886	.729	.000	.738	.971	.870	.907	.000	.916	.000	.000	.000	.000

COUNTS UNLIMITED INC.
 25424 Jaclyn Avenue
 Moreno Valley Ca. 92557
 951-247-6716

COUNTY OF RIVERSIDE
 N/S: MILLIKEN AVENUE
 E/W: SR-60 WESTBOUND RAMPS
 WEATHER: SUNNY

File Name : CRM160WPM
 Site Code : 670201
 Start Date : 7/28/2005
 Page No : 1

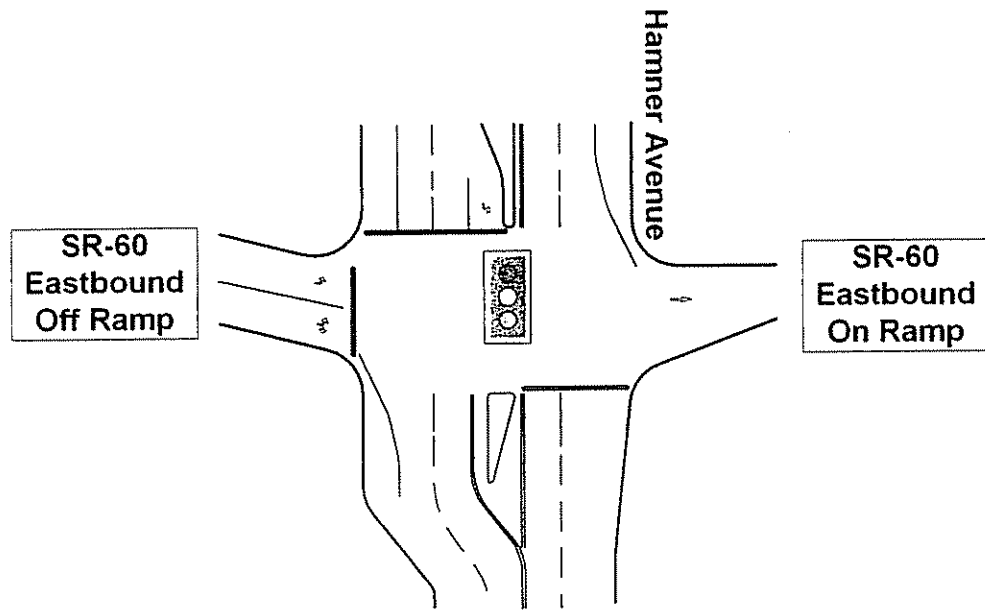
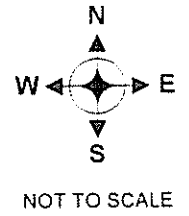
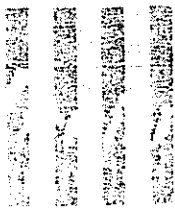
Groups Printed- TOTAL VOLUME

Start Time	MILLIKEN AVENUE Southbound				SR-60 WESTBOUND OFF RAMP Westbound				MILLIKEN AVENUE Northbound				SR-60 WESTBOUND ON RAMP Eastbound				Int. Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
04:00 PM	0	104	61	165	10	0	17	27	42	139	0	181	0	0	0	0	373
04:15 PM	0	110	69	179	12	0	27	39	52	135	0	187	0	0	0	0	405
04:30 PM	0	83	53	136	10	0	11	21	39	112	0	151	0	0	0	0	308
04:45 PM	0	102	57	159	19	0	15	34	42	134	0	176	0	0	0	0	369
Total	0	399	240	639	51	0	70	121	175	520	0	695	0	0	0	0	1455
05:00 PM	0	100	32	132	10	0	21	31	48	145	0	193	0	0	0	0	356
05:15 PM	0	107	65	172	17	0	16	33	36	99	0	135	0	0	0	0	340
05:30 PM	0	118	64	182	24	0	10	34	43	104	0	147	0	0	0	0	363
05:45 PM	0	64	43	107	15	0	13	28	38	115	0	153	0	0	0	0	288
Total	0	389	204	593	66	0	60	126	165	463	0	628	0	0	0	0	1347
Grand Total	0	788	444	1232	117	0	130	247	340	983	0	1323	0	0	0	0	2802
Apprch %	0	64	36		47.4	0	52.6		25.7	74.3	0		0	0	0		
Total %	0	28.1	15.8	44	4.2	0	4.6	8.8	12.1	35.1	0	47.2	0	0	0	0	

Start Time	MILLIKEN AVENUE Southbound				SR-60 WESTBOUND OFF RAMP Westbound				MILLIKEN AVENUE Northbound				SR-60 WESTBOUND ON RAMP Eastbound				Int. Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	104	61	165	10	0	17	27	42	139	0	181	0	0	0	0	373
04:15 PM	0	110	69	179	12	0	27	39	52	135	0	187	0	0	0	0	405
04:30 PM	0	83	53	136	10	0	11	21	39	112	0	151	0	0	0	0	308
04:45 PM	0	102	57	159	19	0	15	34	42	134	0	176	0	0	0	0	369
Total Volume	0	399	240	639	51	0	70	121	175	520	0	695	0	0	0	0	1455
% App. Total	0	62.4	37.6		42.1	0	57.9		25.2	74.8	0		0	0	0		
PHF	.000	.907	.870	.892	.671	.000	.648	.776	.841	.935	.000	.929	.000	.000	.000	.000	.898

CITY OF ONTARIO
MILLIKEN AVENUE / SR-60 EASTBOUND RAMPS

Turning Movement Count
July 2005

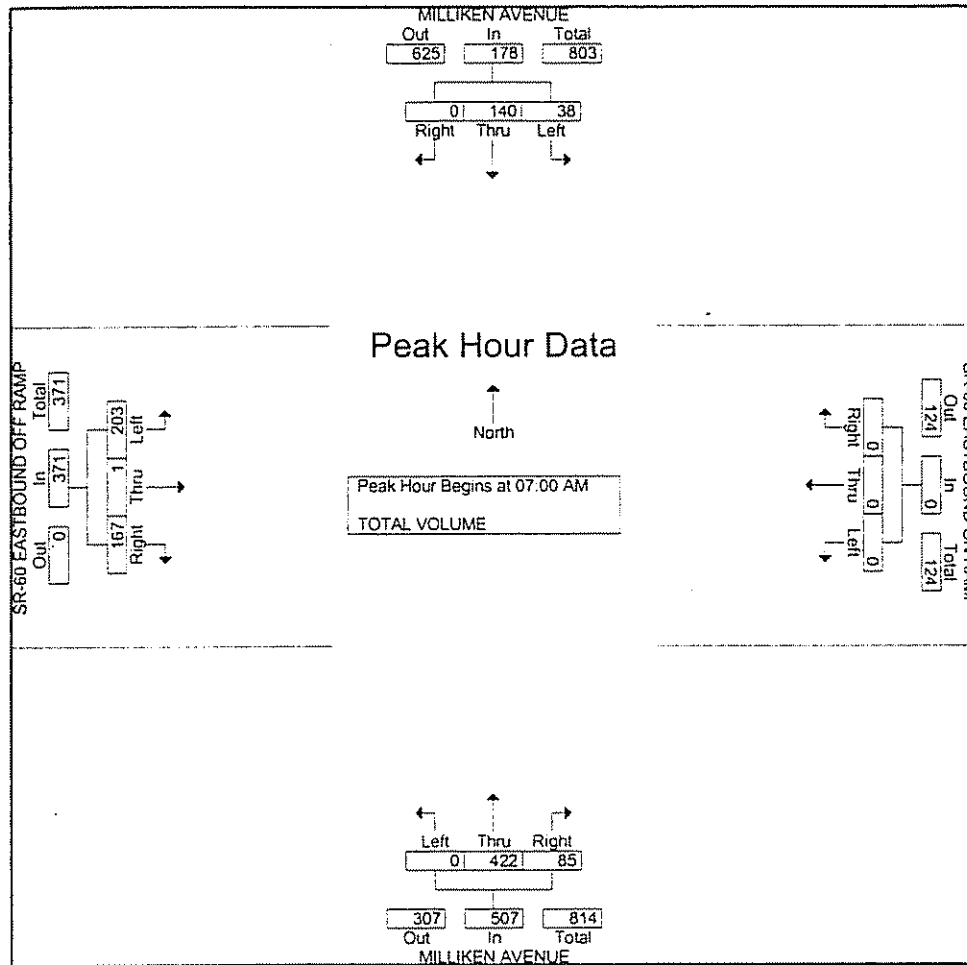


**City of Ontario
Hamner Avenue and SR-60 Eastbound Ramps**

Signalized Intersections

A A Webb - 02-0393T

<u>Intersection</u>		<u>Signal Phasing</u>	
<u>N/S Street</u>	<u>E/W Street</u>	<u>N/S Left Turn Phasing</u>	<u>E/W Left Turn Phasing</u>
Milliken Avenue	SR-60 Westbound Ramps	NB - Left Protected	WB - Unopposed
Milliken-Hamner	SR-60 Eastbound Ramps	SB - Left Protected	EB - Unopposed
Hamner avenue	Riverside Avenue	Left Protected	Permitted
Hamner Avenue	Bellgrave Avenue	Left Protected	Split Phasing
Hamner Avenue	Limonite Avenue	Left Protected	Left Protected
Hamner Avenue	Harvest Drive	Left Protected	Left Protected



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	9	31	0	40	0	0	0	0	0	103	16	119	43	1	46	90
+15 mins.	13	47	0	60	0	0	0	0	0	102	19	121	54	0	45	99
+30 mins.	9	18	0	27	0	0	0	0	0	121	27	148	69	0	39	108
+45 mins.	24	57	0	81	0	0	0	0	0	96	23	119	43	0	40	83
Total Volume	55	153	0	208	0	0	0	0	0	422	85	507	209	1	170	380
% App. Total	26.4	73.6	0		0	0	0	0	0	83.2	16.8		55	0.3	44.7	
PHF	.573	.671	.000	.642	.000	.000	.000	.000	.000	.872	.787	.856	.757	.250	.924	.880

COUNTS UNLIMITED INC.
 25424 Jaclyn Avenue
 Moreno Valley Ca. 92557
 951-247-6716

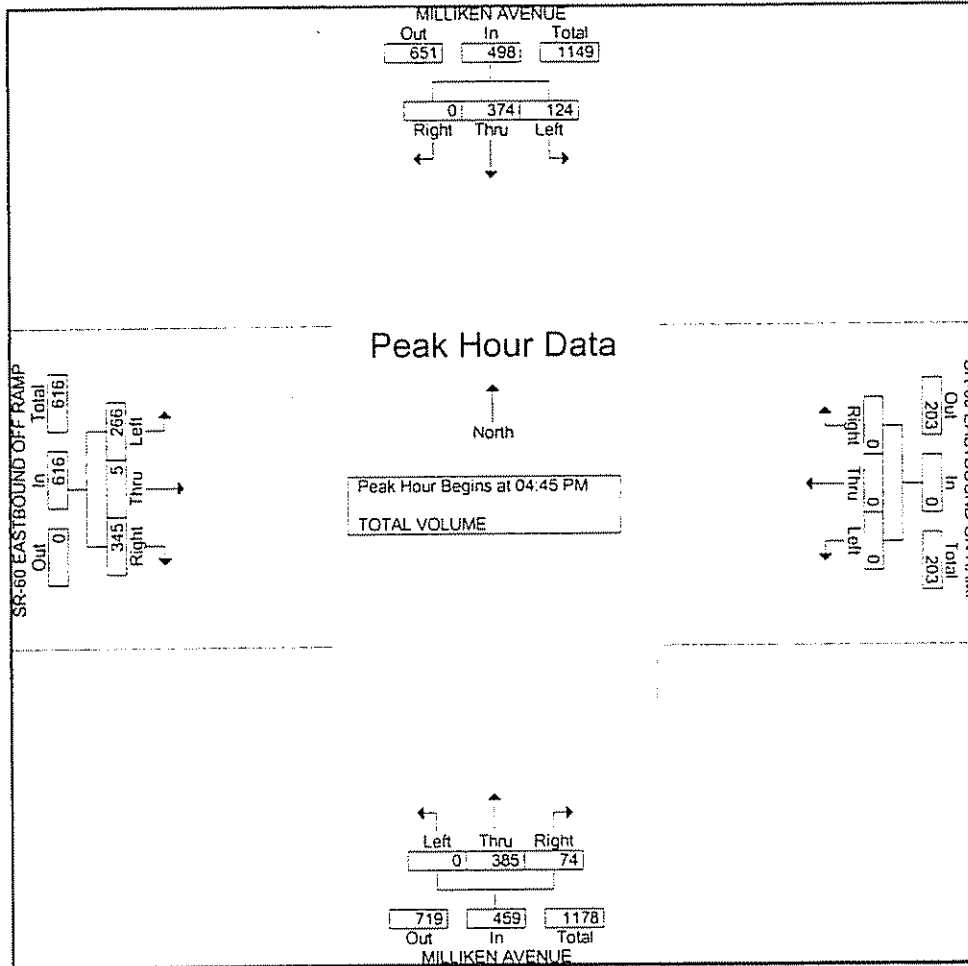
COUNTY OF RIVERSIDE
 N/S: MILLIKEN AVENUE
 E/W: SR-60 EASTBOUND RAMPS
 WEATHER: SUNNY

File Name : CRMI60EAM
 Site Code : 670201
 Start Date : 7/28/2005
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	MILLIKEN AVENUE Southbound				SR-60 EASTBOUND ON RAMP Westbound				MILLIKEN AVENUE Northbound				SR-60 EASTBOUND OFF RAMP Eastbound				Int. Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
07:00 AM	6	28	0	34	0	0	0	0	0	103	16	119	37	0	37	74	227
07:15 AM	10	34	0	44	0	0	0	0	0	102	19	121	43	1	46	90	255
07:30 AM	9	31	0	40	0	0	0	0	0	121	27	148	54	0	45	99	287
07:45 AM	13	47	0	60	0	0	0	0	0	96	23	119	69	0	39	108	287
Total	38	140	0	178	0	0	0	0	0	422	85	507	203	1	167	371	1056
08:00 AM	9	18	0	27	0	0	0	0	0	76	21	97	43	0	40	83	207
08:15 AM	24	57	0	81	0	0	0	0	0	77	17	94	40	0	35	75	250
08:30 AM	7	24	0	31	0	0	0	0	0	100	14	114	34	0	21	55	200
08:45 AM	13	25	0	38	0	0	0	0	0	92	13	105	36	0	41	77	220
Total	53	124	0	177	0	0	0	0	0	345	65	410	153	0	137	290	877
Grand Total	91	264	0	355	0	0	0	0	0	767	150	917	356	1	304	661	1933
Apprch %	25.6	74.4	0		0	0	0		0	83.6	16.4		53.9	0.2	46		
Total %	4.7	13.7	0	18.4	0	0	0	0	0	39.7	7.8	47.4	18.4	0.1	15.7	34.2	

Start Time	MILLIKEN AVENUE Southbound				SR-60 EASTBOUND ON RAMP Westbound				MILLIKEN AVENUE Northbound				SR-60 EASTBOUND OFF RAMP Eastbound				Int. Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	6	28	0	34	0	0	0	0	0	103	16	119	37	0	37	74	227
07:15 AM	10	34	0	44	0	0	0	0	0	102	19	121	43	1	46	90	255
07:30 AM	9	31	0	40	0	0	0	0	0	121	27	148	54	0	45	99	287
07:45 AM	13	47	0	60	0	0	0	0	0	96	23	119	69	0	39	108	287
Total Volume	38	140	0	178	0	0	0	0	0	422	85	507	203	1	167	371	1056
% App. Total	21.3	78.7	0		0	0	0		0	83.2	16.8		54.7	0.3	45		
PHF	.731	.745	.000	.742	.000	.000	.000	.000	.000	.872	.787	.856	.736	.250	.908	.859	.920



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:15 PM				04:15 PM			
+0 mins.	37	85	0	122	0	0	0	0	0	109	19	128	78	1	76	155
+15 mins.	23	87	0	110	0	0	0	0	0	96	12	108	55	0	65	120
+30 mins.	30	94	0	124	0	0	0	0	0	94	21	115	82	3	87	172
+45 mins.	34	108	0	142	0	0	0	0	0	107	18	125	86	1	95	182
Total Volume	124	374	0	498	0	0	0	0	0	406	70	476	301	5	323	629
% App. Total	24.9	75.1	0		0	0	0		0	85.3	14.7		47.9	0.8	51.4	
PHF	.838	.866	.000	.877	.000	.000	.000	.000	.000	.931	.833	.930	.875	.417	.850	.864

COUNTS UNLIMITED INC.
 25424 Jaclyn Avenue
 Moreno Valley Ca. 92557
 951-247-6716

File Name : CRM160EPM
 Site Code : 670201
 Start Date : 7/28/2005
 Page No : 1

COUNTY OF RIVERSIDE
 N/S: MILLIKEN AVENUE
 E/W: SR-60 EASTBOUND RAMPS
 WEATHER: SUNNY

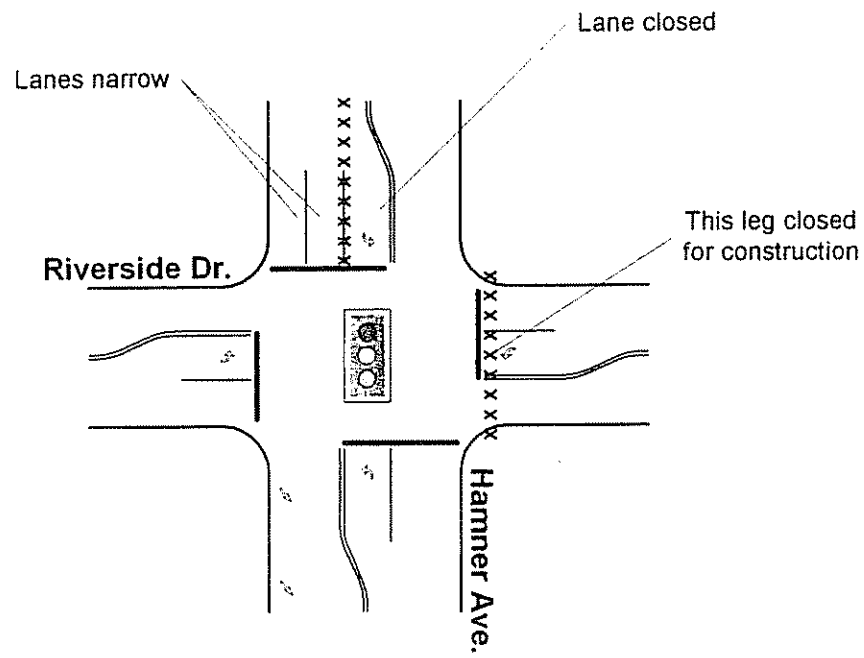
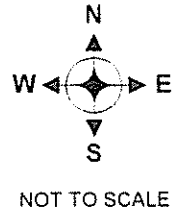
Groups Printed- TOTAL VOLUME

Start Time	MILLIKEN AVENUE Southbound				SR-60 EASTBOUND ON RAMP Westbound				MILLIKEN AVENUE Northbound				SR-60 EASTBOUND OFF RAMP Eastbound				Int. Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
04:00 PM	23	91	0	114	0	0	0	0	0	95	12	107	86	2	87	175	396
04:15 PM	26	96	0	122	0	0	0	0	0	109	19	128	78	1	76	155	405
04:30 PM	31	62	0	93	0	0	0	0	0	96	12	108	55	0	65	120	321
04:45 PM	37	85	0	122	0	0	0	0	0	94	21	115	82	3	87	172	409
Total	117	334	0	451	0	0	0	0	0	394	64	458	301	6	315	622	1531
05:00 PM	23	87	0	110	0	0	0	0	0	107	18	125	86	1	95	182	417
05:15 PM	30	94	0	124	0	0	0	0	0	85	18	103	50	1	76	127	354
05:30 PM	34	108	0	142	0	0	0	0	0	99	17	116	48	0	87	135	393
05:45 PM	26	53	0	79	0	0	0	0	0	102	15	117	51	0	63	114	310
Total	113	342	0	455	0	0	0	0	0	393	68	461	235	2	321	558	1474
Grand Total	230	676	0	906	0	0	0	0	0	787	132	919	536	8	636	1180	3005
Apprch %	25.4	74.6	0		0	0	0		0	85.6	14.4		45.4	0.7	53.9		
Total %	7.7	22.5	0	30.1	0	0	0	0	0	26.2	4.4	30.6	17.8	0.3	21.2	39.3	

Start Time	MILLIKEN AVENUE Southbound				SR-60 EASTBOUND ON RAMP Westbound				MILLIKEN AVENUE Northbound				SR-60 EASTBOUND OFF RAMP Eastbound				Int. Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	37	85	0	122	0	0	0	0	0	94	21	115	82	3	87	172	409
05:00 PM	23	87	0	110	0	0	0	0	0	107	18	125	86	1	95	182	417
05:15 PM	30	94	0	124	0	0	0	0	0	85	18	103	50	1	76	127	354
05:30 PM	34	108	0	142	0	0	0	0	0	99	17	116	48	0	87	135	393
Total Volume	124	374	0	498	0	0	0	0	0	385	74	459	266	5	345	616	1573
% App. Total	24.9	75.1	0		0	0	0		0	83.9	16.1		43.2	0.8	56		
PHF	.838	.866	.000	.877	.000	.000	.000	.000	.000	.900	.881	.918	.773	.417	.908	.846	.943

CITY OF ONTARIO
HAMNER AVENUE / RIVERSIDE AVENUE

Turning Movement Count
July 2005

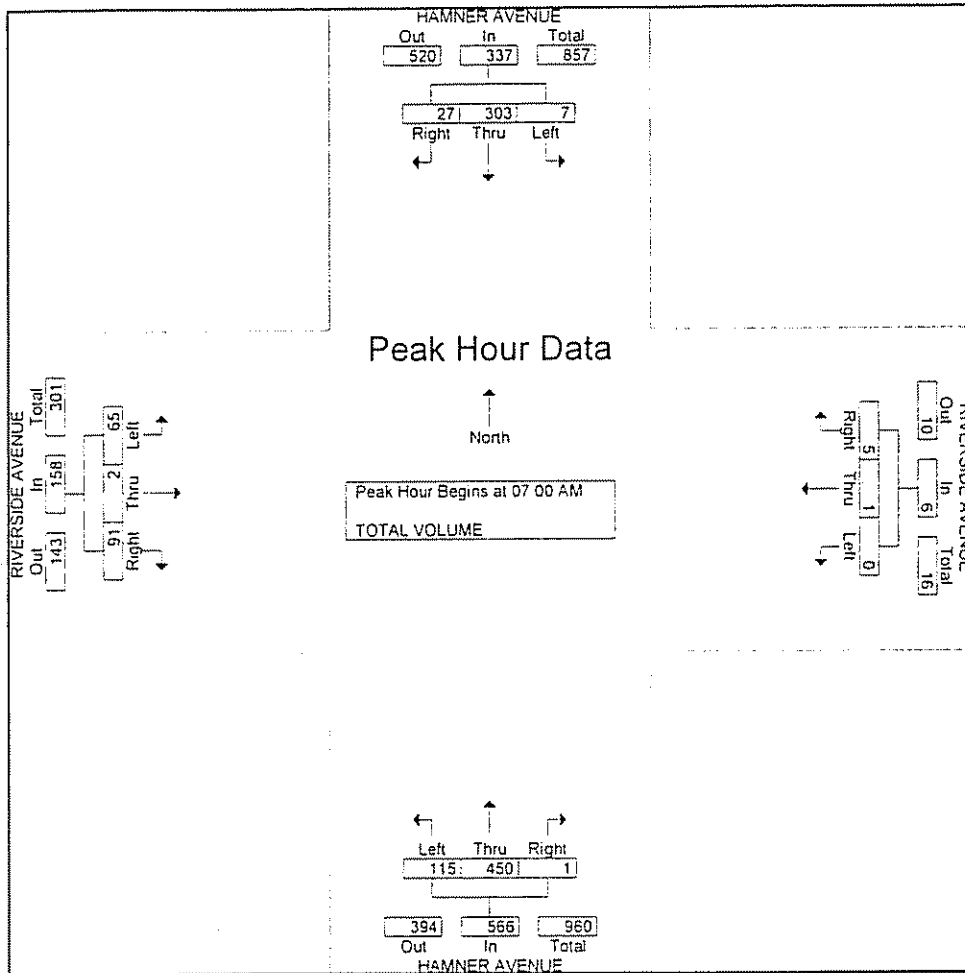


**City of Ontario
Hamner Avenue and Riverside Drive**

Signalized Intersections

A A Webb - 02-0393T

<u>Intersection</u>			
<u>N/S Street</u>	<u>E/W Street</u>	<u>N/S Left Turn Phasing</u>	<u>E/W Left Turn Phasing</u>
Milliken Avenue	SR-60 Westbound Ramps	NB - Left Protected	WB - Unopposed
Milliken-Hamner	SR-60 Eastbound Ramps	SB - Left Protected	EB - Unopposed
Hamner avenue	Riverside Avenue	Left Protected	Permitted
Hamner Avenue	Bellgrave Avenue	Left Protected	Split Phasing
Hamner Avenue	Limonite Avenue	Left Protected	Left Protected
Hamner Avenue	Harvest Drive	Left Protected	Left Protected



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:00 AM				07:00 AM			
+0 mins.	0	73	6	79	0	0	4	4	23	115	0	138	11	0	25	36
+15 mins.	0	78	10	88	0	0	4	4	42	118	0	160	20	1	20	41
+30 mins.	2	89	5	96	0	0	1	1	27	128	0	155	22	1	24	47
+45 mins.	5	63	6	74	0	0	2	2	23	89	1	113	12	0	22	34
Total Volume	7	303	27	337	0	0	11	11	115	450	1	566	65	2	91	158
% App. Total	2.1	89.9	8		0	0	100		20.3	79.5	0.2		41.1	1.3	57.6	
PHF	350	851	675	878	.000	.000	688	688	685	879	250	884	739	500	910	840

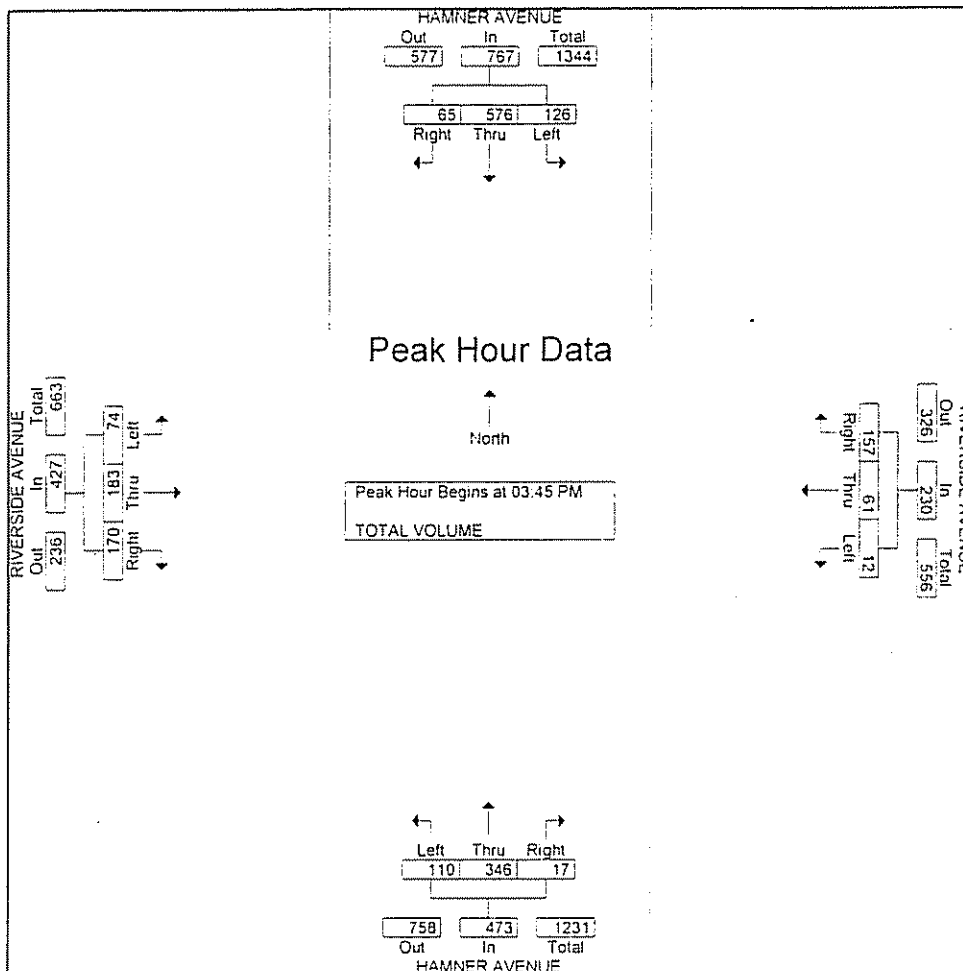
CITY OF ONTARIO
 N/S HAMNER AVENUE
 E/W RIVERSIDE AVENUE
 WEATHER SUNNY

File Name : ONHARIAM
 Site Code : 670211
 Start Date : 7/28/2005
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	HAMNER AVENUE Southbound				RIVERSIDE AVENUE Westbound				HAMNER AVENUE Northbound				RIVERSIDE AVENUE Eastbound				Int Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	73	6	79	0	0	0	0	23	115	0	138	11	0	25	36	253
07:15 AM	0	78	10	88	0	0	1	1	42	118	0	160	20	1	20	41	290
07:30 AM	2	89	5	96	0	1	0	1	27	128	0	155	22	1	24	47	299
07:45 AM	5	63	6	74	0	0	4	4	23	89	1	113	12	0	22	34	225
Total	7	303	27	337	0	1	5	6	115	450	1	566	65	2	91	158	1067
08:00 AM	8	59	6	73	0	0	4	4	16	91	0	107	14	0	15	29	213
08:15 AM	1	67	8	76	0	0	1	1	27	108	0	135	5	0	27	32	244
08:30 AM	3	61	3	67	0	0	2	2	24	94	1	119	11	0	25	36	224
08:45 AM	2	57	6	65	0	0	3	3	33	76	0	109	8	0	23	31	208
Total	14	244	23	281	0	0	10	10	100	369	1	470	38	0	90	128	889
Grand Total	21	547	50	618	0	1	15	16	215	819	2	1036	103	2	181	286	1956
Apprch %	3.4	88.5	8.1		0	6.2	93.8		20.8	79.1	0.2		36	0.7	63.3		
Total %	1.1	28	2.6	31.6	0	0.1	0.8	0.8	11	41.9	0.1	53	5.3	0.1	9.3	14.6	

Start Time	HAMNER AVENUE Southbound				RIVERSIDE AVENUE Westbound				HAMNER AVENUE Northbound				RIVERSIDE AVENUE Eastbound				Int Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	73	6	79	0	0	0	0	23	115	0	138	11	0	25	36	253
07:15 AM	0	78	10	88	0	0	1	1	42	118	0	160	20	1	20	41	290
07:30 AM	2	89	5	96	0	1	0	1	27	128	0	155	22	1	24	47	299
07:45 AM	5	63	6	74	0	0	4	4	23	89	1	113	12	0	22	34	225
Total Volume	7	303	27	337	0	1	5	6	115	450	1	566	65	2	91	158	1067
% App Total	2.1	89.9	8		0	16.7	83.3		20.3	79.5	0.2		41.1	1.3	57.6		
PHF	350	851	675	878	.000	250	.313	.375	685	879	250	884	.739	.500	.910	840	892



Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:45 PM				03:45 PM				04:00 PM				04:30 PM			
+0 mins.	37	144	18	199	1	18	37	56	36	94	5	135	22	39	47	108
+15 mins.	29	119	18	166	2	16	29	47	23	71	4	98	11	38	45	94
+30 mins.	29	155	8	192	1	7	27	35	27	113	4	144	21	45	63	129
+45 mins.	31	158	21	210	8	20	64	92	32	81	6	119	18	52	57	127
Total Volume	126	576	65	767	12	61	157	230	118	359	19	496	72	174	212	458
% App. Total	16.4	75.1	8.5		5.2	26.5	68.3		23.8	72.4	3.8		15.7	38	46.3	
PHF	.851	.911	.774	.913	.375	.763	.613	.625	.819	.794	.792	.861	.818	.837	.841	.888

CITY OF ONTARIO
 N/S HAMNER AVENUE
 E/W RIVERSIDE AVENUE
 WEATHER: SUNNY

File Name : ONHARIPM
 Site Code : 670211
 Start Date : 8/2/2005
 Page No : 1

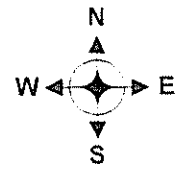
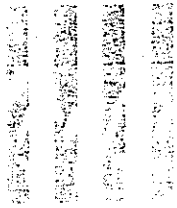
Groups Printed- TOTAL VOLUME

Start Time	HAMNER AVENUE Southbound				RIVERSIDE AVENUE Westbound				HAMNER AVENUE Northbound				RIVERSIDE AVENUE Eastbound				Int. Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
03:45 PM	37	144	18	199	1	18	37	56	24	68	4	96	15	51	43	109	460
Total	37	144	18	199	1	18	37	56	24	68	4	96	15	51	43	109	460
04:00 PM	29	119	18	166	2	16	29	47	36	94	5	135	13	41	50	104	452
04:15 PM	29	155	8	192	1	7	27	35	23	71	4	98	24	52	30	106	431
04:30 PM	31	158	21	210	8	20	64	92	27	113	4	144	22	39	47	108	554
04:45 PM	21	125	23	169	9	22	16	47	32	81	6	119	11	38	45	94	429
Total	110	557	70	737	20	65	136	221	118	359	19	496	70	170	172	412	1866
05:00 PM	19	141	22	182	3	19	24	46	25	71	5	101	21	45	63	129	458
05:15 PM	32	136	18	186	4	19	21	44	26	72	1	99	18	52	57	127	456
05:30 PM	29	125	22	176	6	13	20	39	47	119	8	174	12	32	42	86	475
Grand Total	227	1103	150	1480	34	134	238	406	240	689	37	966	136	350	377	863	3715
Apprch %	15.3	74.5	10.1		8.4	33	58.6		24.8	71.3	3.8		15.8	40.6	43.7		
Total %	6.1	29.7	4	39.8	0.9	3.6	6.4	10.9	6.5	18.5	1	26	3.7	9.4	10.1	23.2	

Start Time	HAMNER AVENUE Southbound				RIVERSIDE AVENUE Westbound				HAMNER AVENUE Northbound				RIVERSIDE AVENUE Eastbound				Int. Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	37	144	18	199	1	18	37	56	24	68	4	96	15	51	43	109	460
04:00 PM	29	119	18	166	2	16	29	47	36	94	5	135	13	41	50	104	452
04:15 PM	29	155	8	192	1	7	27	35	23	71	4	98	24	52	30	106	431
04:30 PM	31	158	21	210	8	20	64	92	27	113	4	144	22	39	47	108	554
Total Volume	126	576	65	767	12	61	157	230	110	346	17	473	74	183	170	427	1897
% App. Total	16.4	75.1	8.5		5.2	26.5	68.3		23.3	73.2	3.6		17.3	42.9	39.8		
PHF	851	911	774	913	375	763	613	625	764	765	850	821	771	880	850	979	856

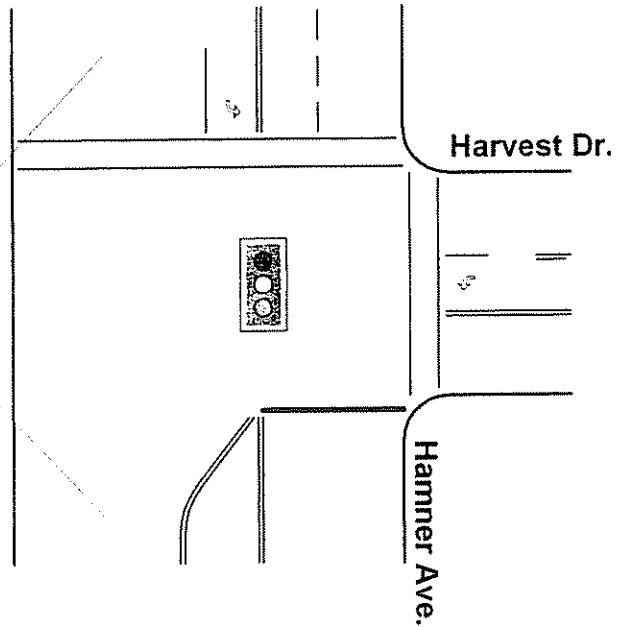
CITY OF ONTARIO
HAMNER AVENUE / HARVEST DRIVE

Turning Movement Count
July 2005



NOT TO SCALE

Wide as 3 lanes; but
no markings/striping.

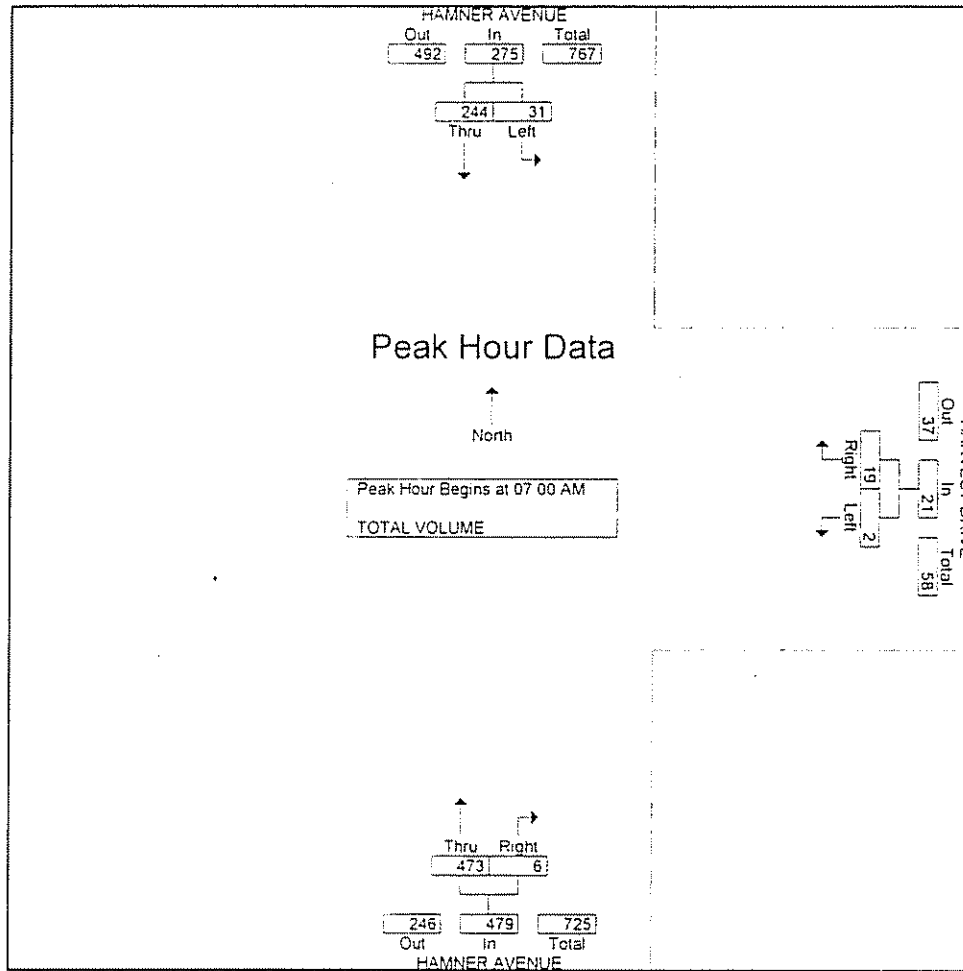


**City of Ontario
Hamner Avenue and Harvest Drive**

Signalized Intersections

A A Webb - 02-0393T

<u>Intersection</u>		<u>N/S Left Turn Phasing</u>	<u>E/W Left Turn Phasing</u>
<u>N/S Street</u>	<u>E/W Street</u>		
Milliken Avenue	SR-60 Westbound Ramps	NB - Left Protected	WB - Unopposed
Milliken-Hamner	SR-60 Eastbound Ramps	SB - Left Protected	EB - Unopposed
Hamner avenue	Riverside Avenue	Left Protected	Permitted
Hamner Avenue	Bellgrave Avenue	Left Protected	Split Phasing
Hamner Avenue	Limonite Avenue	Left Protected	Left Protected
Hamner Avenue	Harvest Drive	Left Protected	Left Protected



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			08:00 AM			07:00 AM		
+0 mins.	10	56	66	1	2	3	109	5	114
+15 mins.	8	55	63	2	10	12	116	0	116
+30 mins.	5	69	74	1	11	12	140	1	141
+45 mins.	8	64	72	1	15	16	108	0	108
Total Volume	31	244	275	5	38	43	473	6	479
% App. Total	11.3	88.7		11.6	88.4		98.7	1.3	
PHF	775	884	929	625	633	672	845	300	849

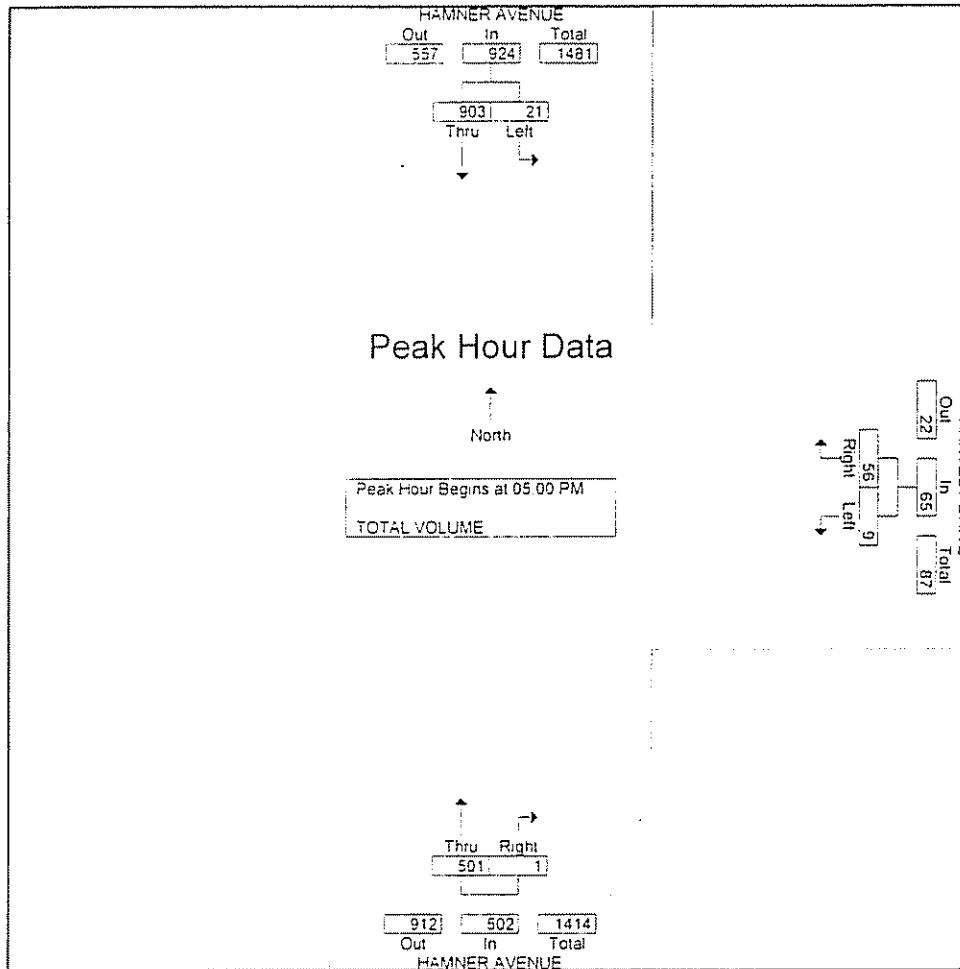
CITY OF ONTARIO
 N/S HAMNER AVENUE
 E/W HARVEST DRIVE
 WEATHER: SUNNY

File Name : ONHAHAAM
 Site Code : 670257
 Start Date : 7/28/2005
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	HAMNER AVENUE Southbound			HARVEST DRIVE Westbound			HAMNER AVENUE Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	10	56	66	1	6	7	109	5	114	187
07:15 AM	8	55	63	0	5	5	116	0	116	184
07:30 AM	5	69	74	0	4	4	140	1	141	219
07:45 AM	8	64	72	1	4	5	108	0	108	185
Total	31	244	275	2	19	21	473	6	479	775
08:00 AM	6	37	43	1	2	3	99	1	100	146
08:15 AM	10	69	79	2	10	12	118	3	121	212
08:30 AM	9	46	55	1	11	12	90	0	90	157
08:45 AM	11	58	69	1	15	16	91	3	94	179
Total	36	210	246	5	38	43	398	7	405	694
Grand Total	67	454	521	7	57	64	871	13	884	1469
Apprch %	12.9	87.1		10.9	89.1		98.5	1.5		
Total %	4.6	30.9	35.5	0.5	3.9	4.4	59.3	0.9	60.2	

Start Time	HAMNER AVENUE Southbound			HARVEST DRIVE Westbound			HAMNER AVENUE Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	10	56	66	1	6	7	109	5	114	187
07:15 AM	8	55	63	0	5	5	116	0	116	184
07:30 AM	5	69	74	0	4	4	140	1	141	219
07:45 AM	8	64	72	1	4	5	108	0	108	185
Total Volume	31	244	275	2	19	21	473	6	479	775
% App. Total	11.3	88.7		9.5	90.5		98.7	1.3		
PHF	775	884	929	500	792	750	845	300	849	885



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	8	221	229	1	6	7	124	0	124
+15 mins.	2	207	209	1	14	15	124	1	125
+30 mins.	5	231	236	4	27	31	131	0	131
+45 mins.	6	244	250	3	9	12	122	0	122
Total Volume	21	903	924	9	56	65	501	1	502
% App. Total	2.3	97.7		13.8	86.2		99.8	0.2	
PHF	656	925	924	563	519	524	956	250	958

CITY OF ONTARIO
 N/S HAMNER AVENUE
 E/W HARVEST DRIVE
 WEATHER SUNNY

File Name : ONHAHAPM
 Site Code : 670225
 Start Date : 7/28/2005
 Page No : 1

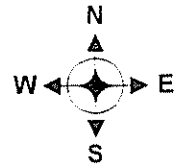
Groups Printed- TOTAL VOLUME

Start Time	HAMNER AVENUE Southbound			HARVEST DRIVE Westbound			HAMNER AVENUE Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	6	168	174	1	20	21	100	1	101	296
04:15 PM	5	194	199	1	6	7	93	0	93	299
04:30 PM	7	180	187	0	6	6	127	0	127	320
04:45 PM	7	182	189	2	3	5	111	1	112	306
Total	25	724	749	4	35	39	431	2	433	1221
05:00 PM	8	221	229	1	6	7	124	0	124	360
05:15 PM	2	207	209	1	14	15	124	1	125	349
05:30 PM	5	231	236	4	27	31	131	0	131	398
05:45 PM	6	244	250	3	9	12	122	0	122	384
Total	21	903	924	9	56	65	501	1	502	1491
Grand Total	46	1627	1673	13	91	104	932	3	935	2712
Apprch %	2.7	97.3		12.5	87.5		99.7	0.3		
Total %	1.7	60	61.7	0.5	3.4	3.8	34.4	0.1	34.5	

Start Time	HAMNER AVENUE Southbound			HARVEST DRIVE Westbound			HAMNER AVENUE Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	8	221	229	1	6	7	124	0	124	360
05:15 PM	2	207	209	1	14	15	124	1	125	349
05:30 PM	5	231	236	4	27	31	131	0	131	398
05:45 PM	6	244	250	3	9	12	122	0	122	384
Total Volume	21	903	924	9	56	65	501	1	502	1491
% App Total	2.3	97.7		13.8	86.2		99.8	0.2		
PHF	656	925	924	563	519	524	956	250	956	937

CITY OF ONTARIO
ARCHIBALD AVENUE / SCHAEFER AVENUE

Turning Movement Count
July 2005



NOT TO SCALE

No STOP signs
or any other marking
or striping.

Private
Road

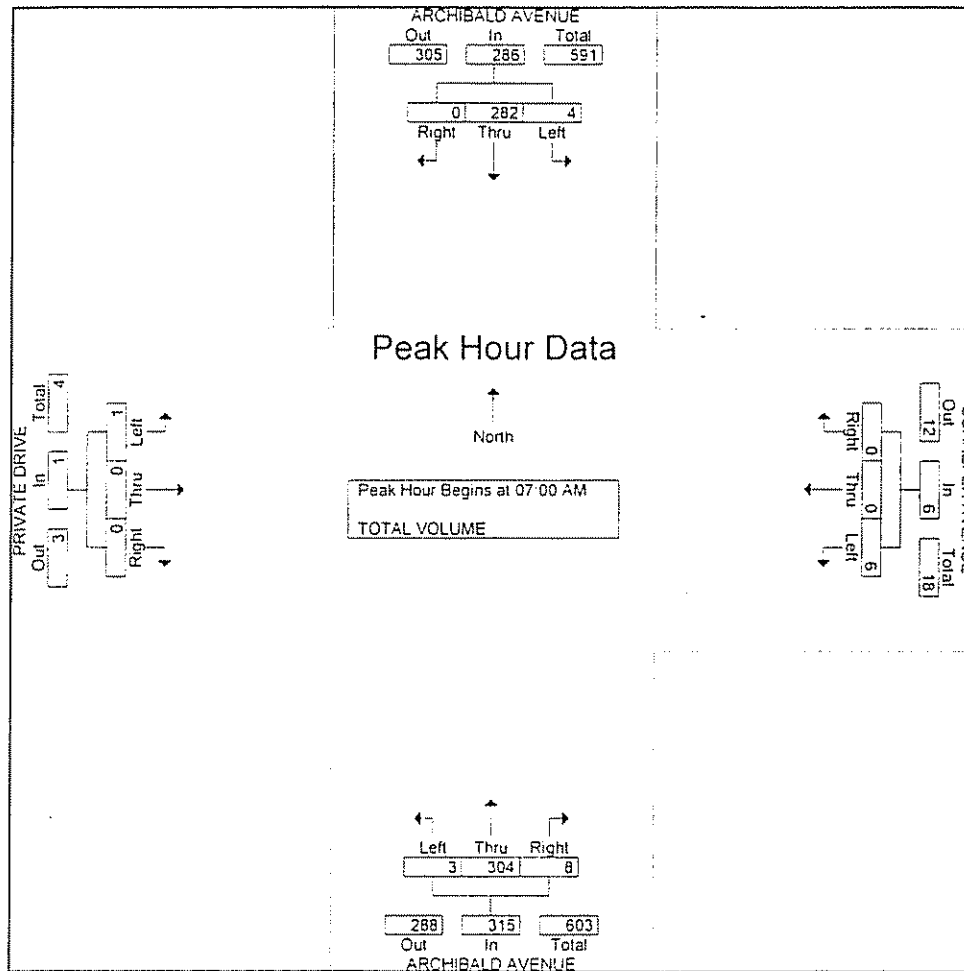
Archibald Ave.

Power
Pole

Schaefer Ave.

Schaefer is not a
Through Street;
and is posted
as Private.

City of Ontario
Archibald Avenue and Schaefer Avenue



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				08:00 AM				08:00 AM			
+0 mins.	2	80	0	82	2	0	0	2	0	90	2	92	0	0	0	0
+15 mins.	1	78	0	79	1	0	0	1	2	85	1	88	1	0	2	3
+30 mins.	1	60	0	61	1	0	0	1	0	81	2	83	1	0	1	2
+45 mins.	0	64	0	64	2	0	1	3	0	74	2	76	0	0	2	2
Total Volume	4	282	0	286	6	0	1	7	2	330	7	339	2	0	5	7
% App. Total	1.4	98.6	0		85.7	0	14.3		0.6	97.3	2.1		28.6	0	71.4	
PHF	500	881	000	872	750	000	250	583	250	917	875	921	500	000	625	583

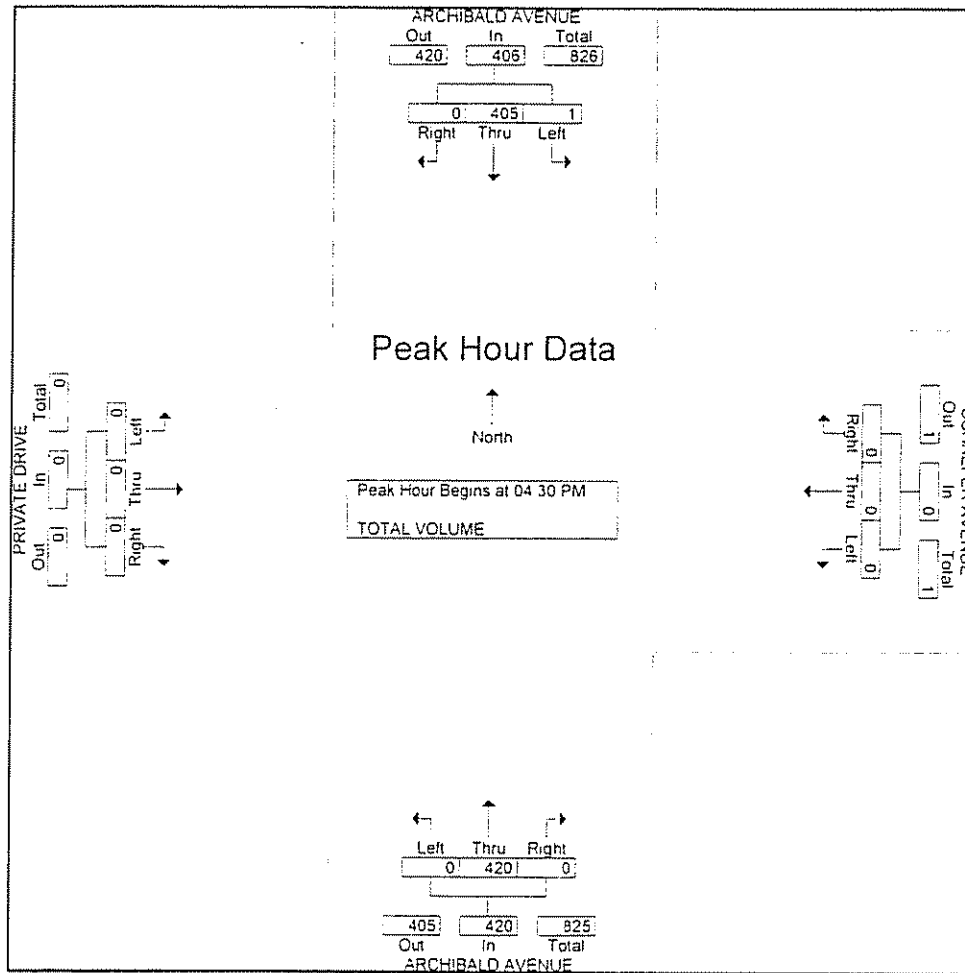
CITY OF ONTARIO
 N/S ARCHIBALD AVENUE
 E/W SCHAEFER AVENUE
 WEATHER: SUNNY

File Name : ONARSCAM
 Site Code : 670243
 Start Date : 7/27/2005
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	ARCHIBALD AVENUE Southbound				SCHAEFER AVENUE Westbound				ARCHIBALD AVENUE Northbound				PRIVATE DRIVE Eastbound				Int Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
07:00 AM	2	80	0	82	3	0	0	3	1	82	0	83	0	0	0	0	168
07:15 AM	1	78	0	79	1	0	0	1	1	72	6	79	0	0	0	0	159
07:30 AM	1	60	0	61	0	0	0	0	0	79	1	80	1	0	0	1	142
07:45 AM	0	64	0	64	2	0	0	2	1	71	1	73	0	0	0	0	139
Total	4	282	0	286	6	0	0	6	3	304	8	315	1	0	0	1	608
08:00 AM	0	43	0	43	1	0	0	1	0	90	2	92	0	0	0	0	136
08:15 AM	0	51	0	51	1	0	0	1	2	85	1	88	1	0	2	3	143
08:30 AM	0	45	0	45	2	0	1	3	0	81	2	83	1	0	1	2	133
08:45 AM	2	59	1	62	1	0	0	1	0	74	2	76	0	0	2	2	141
Total	2	198	1	201	5	0	1	6	2	330	7	339	2	0	5	7	553
Grand Total	6	480	1	487	11	0	1	12	5	634	15	654	3	0	5	8	1161
Apprch %	1.2	98.6	0.2		91.7	0	8.3		0.8	96.9	2.3		37.5	0	62.5		
Total %	0.5	41.3	0.1	41.9	0.9	0	0.1	1	0.4	54.6	1.3	56.3	0.3	0	0.4	0.7	

Start Time	ARCHIBALD AVENUE Southbound				SCHAEFER AVENUE Westbound				ARCHIBALD AVENUE Northbound				PRIVATE DRIVE Eastbound				Int Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	80	0	82	3	0	0	3	1	82	0	83	0	0	0	0	168
07:15 AM	1	78	0	79	1	0	0	1	1	72	6	79	0	0	0	0	159
07:30 AM	1	60	0	61	0	0	0	0	0	79	1	80	1	0	0	1	142
07:45 AM	0	64	0	64	2	0	0	2	1	71	1	73	0	0	0	0	139
Total Volume	4	282	0	286	6	0	0	6	3	304	8	315	1	0	0	1	608
% App. Total	1.4	98.6	0		100	0	0		1	96.5	2.5		100	0	0		
PHF	500	881	000	872	500	000	000	500	750	927	333	949	250	000	000	250	905



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04 30 PM				04 00 PM				04 00 PM				04 00 PM			
+0 mins.	0	107	0	107	1	0	0	1	0	92	2	94	0	1	0	1
+15 mins.	1	88	0	89	1	0	0	1	1	112	0	113	0	0	0	0
+30 mins.	0	100	0	100	0	0	0	0	0	124	0	124	0	0	0	0
+45 mins.	0	110	0	110	0	0	0	0	0	107	0	107	0	0	0	0
Total Volume	1	405	0	406	2	0	0	2	1	435	2	438	0	1	0	1
% App. Total	0.2	99.8	0	100	100	0	0	100	0.2	99.3	0.5	100	0	100	0	100
PHF	250	920	000	923	500	000	000	500	250	877	250	883	000	250	000	250

CITY OF ONTARIO
 N/S ARCHIBALD AVENUE
 E/W SCHAEFER AVENUE
 WEATHER SUNNY

File Name : ONARSCHPM
 Site Code : 670243
 Start Date : 7/27/2005
 Page No : 1

Groups Printed- TOTAL VOLUME

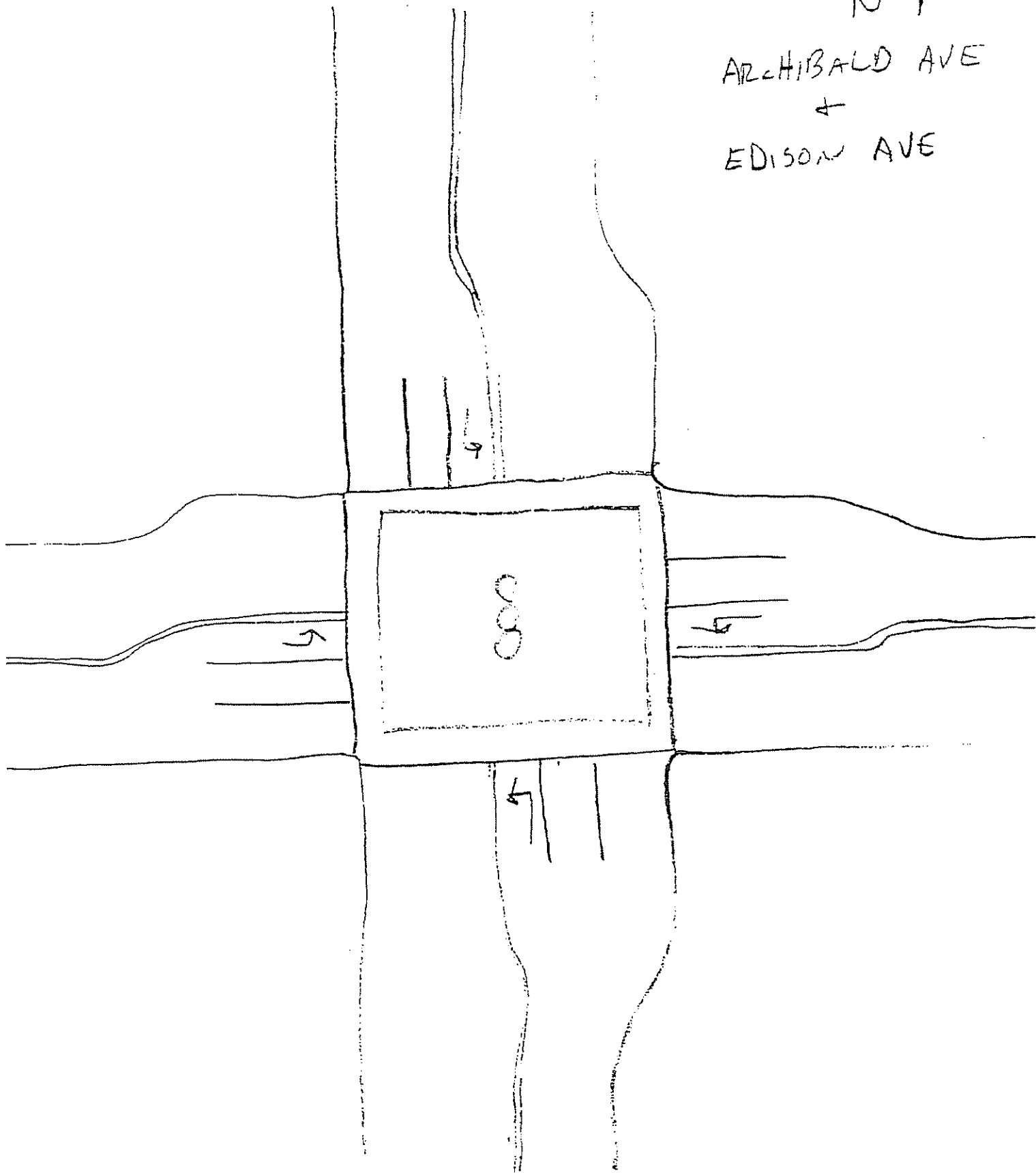
Start Time	ARCHIBALD AVENUE Southbound				SCHAEFER AVENUE Westbound				ARCHIBALD AVENUE Northbound				PRIVATE DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	1	80	0	81	1	0	0	1	0	92	2	94	0	1	0	1	177
04:15 PM	1	84	0	85	1	0	0	1	1	112	0	113	0	0	0	0	199
04:30 PM	0	107	0	107	0	0	0	0	0	124	0	124	0	0	0	0	231
04:45 PM	1	88	0	89	0	0	0	0	0	107	0	107	0	0	0	0	196
Total	3	359	0	362	2	0	0	2	1	435	2	438	0	1	0	1	803
05:00 PM	0	100	0	100	0	0	0	0	0	84	0	84	0	0	0	0	184
05:15 PM	0	110	0	110	0	0	0	0	0	105	0	105	0	0	0	0	215
05:30 PM	1	95	0	96	1	0	0	1	0	116	0	116	1	0	0	1	214
05:45 PM	1	93	0	94	0	0	0	0	0	99	1	100	0	0	0	0	194
Total	2	398	0	400	1	0	0	1	0	404	1	405	1	0	0	1	807
Grand Total	5	757	0	762	3	0	0	3	1	839	3	843	1	1	0	2	1610
Apprch %	0.7	99.3	0		100	0	0		0.1	99.5	0.4		50	50	0		
Total %	0.3	47	0	47.3	0.2	0	0	0.2	0.1	52.1	0.2	52.4	0.1	0.1	0	0.1	

Start Time	ARCHIBALD AVENUE Southbound				SCHAEFER AVENUE Westbound				ARCHIBALD AVENUE Northbound				PRIVATE DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	107	0	107	0	0	0	0	0	124	0	124	0	0	0	0	231
04:45 PM	1	88	0	89	0	0	0	0	0	107	0	107	0	0	0	0	196
05:00 PM	0	100	0	100	0	0	0	0	0	84	0	84	0	0	0	0	184
05:15 PM	0	110	0	110	0	0	0	0	0	105	0	105	0	0	0	0	215
Total Volume	1	405	0	406	0	0	0	0	0	420	0	420	0	0	0	0	826
% App. Total	0.2	99.8	0		0	0	0		0	100	0		0	0	0		
PHF	250	920	000	923	000	000	000	000	000	847	000	847	000	000	000	000	894

CITY OF ONTARIO
ARCHIBALD AVENUE / EDISON AVENUE

Turning Movement Counts
March 2004

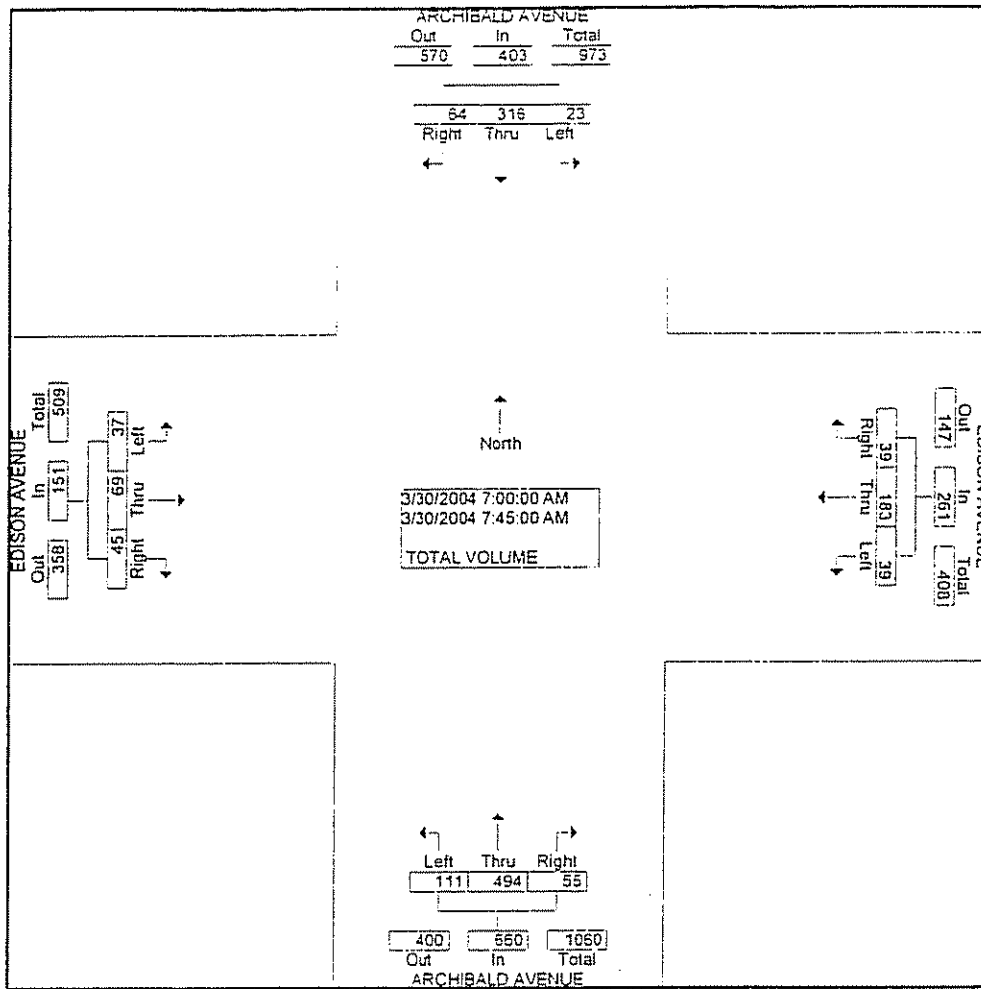
N ↑
ARCHIBALD AVE
←
EDISON AVE



CITY OF ONTARIO
 N/S: ARCHIBALD AVENUE
 E/W: EDISON AVENUE
 WEATHER: SUNNY

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA 92557
 909-247-6716

File Name : ONAREDAM
 Site Code : 00671208
 Start Date : 3/30/2004
 Page No : 2



Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1

By Approach	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
Volume	23	316	64	403	39	183	39	261	111	494	55	660	37	69	45	151
Percent	5.7	78.4	15.9		14.9	70.1	14.9		16.8	74.8	8.3		24.5	45.7	29.8	
High Int.	07:30 AM				07:15 AM				07:30 AM				07:30 AM			
Volume	7	84	18	109	16	52	14	82	23	151	12	186	10	23	12	45
Peak Factor				0.924				0.796				0.887				0.839

CITY OF ONTARIO
 N/S: ARCHIBALD AVENUE
 E/W: EDISON AVENUE
 WEATHER: SUNNY

COUNTS UNLIMITED INC
 25424 JACLYN AVENUE
 MORENO VALLEY CA 92557
 909-247-6716

File Name : ONAREDAM
 Site Code : 00671208
 Start Date : 3/30/2004
 Page No : 1

Groups Printed- TOTAL VOLUME

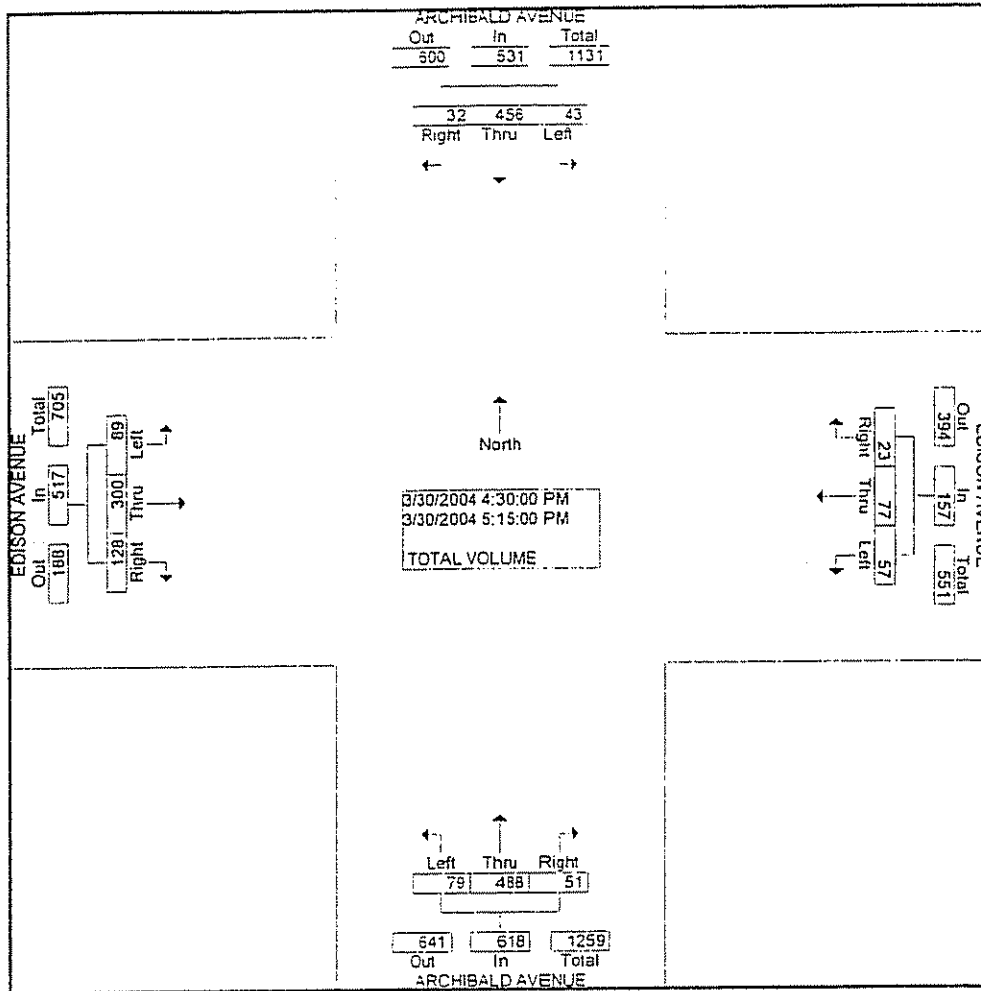
Start Time	ARCHIBALD AVENUE Southbound				EDISON AVENUE Westbound				ARCHIBALD AVENUE Northbound				EDISON AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	2	76	17	95	10	49	9	68	28	113	15	156	4	15	11	30	349
07:15 AM	4	75	14	93	16	52	14	82	36	105	17	158	12	15	12	39	372
07:30 AM	7	84	18	109	5	50	5	60	23	151	12	186	10	23	12	45	400
07:45 AM	10	81	15	106	8	32	11	51	24	125	11	160	11	16	10	37	354
Total	23	316	64	403	39	183	39	261	111	494	55	660	37	69	45	151	1475
08:00 AM	9	54	11	74	8	30	7	45	24	85	7	116	8	10	7	25	260
08:15 AM	4	39	17	60	11	26	12	49	22	74	2	98	5	9	19	33	240
08:30 AM	1	62	10	73	12	18	4	34	31	100	2	133	2	13	12	27	267
08:45 AM	5	54	8	67	1	24	6	31	18	65	9	92	10	8	18	36	226
Total	19	209	46	274	32	98	29	159	95	324	20	439	25	40	56	121	993
Grand Total	42	525	110	677	71	281	68	420	206	818	75	1099	62	109	101	272	2468
Apprch %	6.2	77.5	16.2		16.9	66.9	16.2		18.7	74.4	6.8		22.8	40.1	37.1		
Total %	1.7	21.3	4.5	27.4	2.9	11.4	2.8	17.0	8.3	33.1	3.0	44.5	2.5	4.4	4.1	11.0	

Start Time	ARCHIBALD AVENUE Southbound				EDISON AVENUE Westbound				ARCHIBALD AVENUE Northbound				EDISON AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	23	316	64	403	39	183	39	261	111	494	55	660	37	69	45	151	1475
Percent	5.7	78.4	15.9		14.9	70.1	14.9		16.8	74.8	8.3		24.5	45.7	29.8		
07:30																	
Volume	7	84	18	109	5	50	5	60	23	151	12	186	10	23	12	45	400
Peak Factor																	0.922
High Int.	07:30 AM				07:15 AM				07:30 AM				07:30 AM				
Volume	7	84	18	109	16	52	14	82	23	151	12	186	10	23	12	45	
Peak Factor	0.924				0.796				0.887				0.839				

CITY OF ONTARIO
 N/S: ARCHIBALD AVENUE
 E/W: EDISON AVENUE
 WEATHER: SUNNY

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA 92557
 909-247-6716

File Name : ONAREDPM
 Site Code : 00671208
 Start Date : 3/30/2004
 Page No : 2



Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1

By Approach	05:00 PM				04:30 PM				04:30 PM				04:30 PM			
Volume	26	498	28	552	57	77	23	157	79	488	51	618	89	300	128	517
Percent	4.7	90.2	5.1		36.3	49.0	14.6		12.8	79.0	8.3		17.2	58.0	24.8	
High Int.	05:00 PM				05:15 PM				05:15 PM				04:30 PM			
Volume	8	137	7	152	17	22	9	48	18	140	12	170	25	79	31	135
Peak Factor	0.908				0.818				0.909				0.957			

CITY OF ONTARIO
 N/S: ARCHIBALD AVENUE
 E/W: EDISON AVENUE
 WEATHER: SUNNY

File Name : ONAREDPM
 Site Code : 00671208
 Start Date : 3/30/2004
 Page No : 1

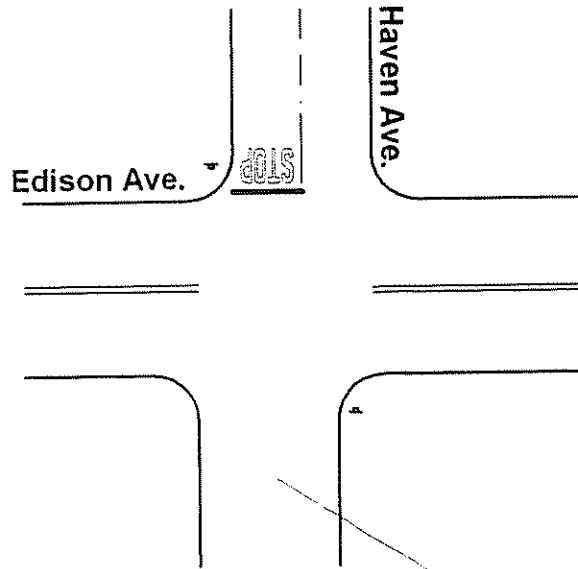
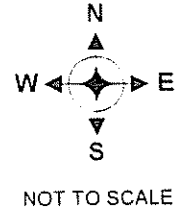
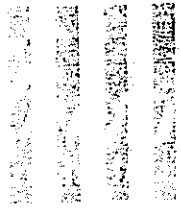
Groups Printed- TOTAL VOLUME

Start Time	ARCHIBALD AVENUE Southbound				EDISON AVENUE Westbound				ARCHIBALD AVENUE Northbound				EDISON AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	12	97	6	115	5	17	6	28	20	106	12	138	20	53	29	102	383
04:15 PM	14	88	6	108	5	24	6	35	19	100	11	130	25	66	23	114	387
04:30 PM	14	105	6	125	14	23	4	41	22	115	14	151	25	79	31	135	452
04:45 PM	14	92	11	117	8	15	6	29	19	120	16	155	23	74	36	133	434
Total	54	382	29	465	32	79	22	133	80	441	53	574	93	272	119	484	1656
05:00 PM	8	137	7	152	18	17	4	39	20	113	9	142	21	69	29	119	452
05:15 PM	7	122	8	137	17	22	9	48	18	140	12	170	20	78	32	130	485
05:30 PM	7	133	5	145	12	14	7	33	15	106	19	140	29	48	26	103	421
05:45 PM	4	106	8	118	11	13	6	30	14	105	11	130	8	46	18	72	350
Total	26	498	28	552	58	66	26	150	67	464	51	582	78	241	105	424	1708
Grand Total	80	880	57	1017	90	145	48	283	147	905	104	1156	171	513	224	908	3364
Apprch %	7.9	86.5	5.6		31.8	51.2	17.0		12.7	78.3	9.0		18.8	56.5	24.7		
Total %	2.4	26.2	1.7	30.2	2.7	4.3	1.4	8.4	4.4	26.9	3.1	34.4	5.1	15.2	6.7	27.0	

Start Time	ARCHIBALD AVENUE Southbound				EDISON AVENUE Westbound				ARCHIBALD AVENUE Northbound				EDISON AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	43	456	32	531	57	77	23	157	79	488	51	618	89	300	128	517	1823
Percent	8.1	85.9	6.0		36.3	49.0	14.6		12.8	79.0	8.3		17.2	58.0	24.8		
05:15																	
Volume	7	122	8	137	17	22	9	48	18	140	12	170	20	78	32	130	485
Peak Factor																	0.940
High Int.	05:00 PM				05:15 PM				05:15 PM				04:30 PM				
Volume	8	137	7	152	17	22	9	48	18	140	12	170	25	79	31	135	
Peak Factor	0.873				0.818				0.909				0.957				

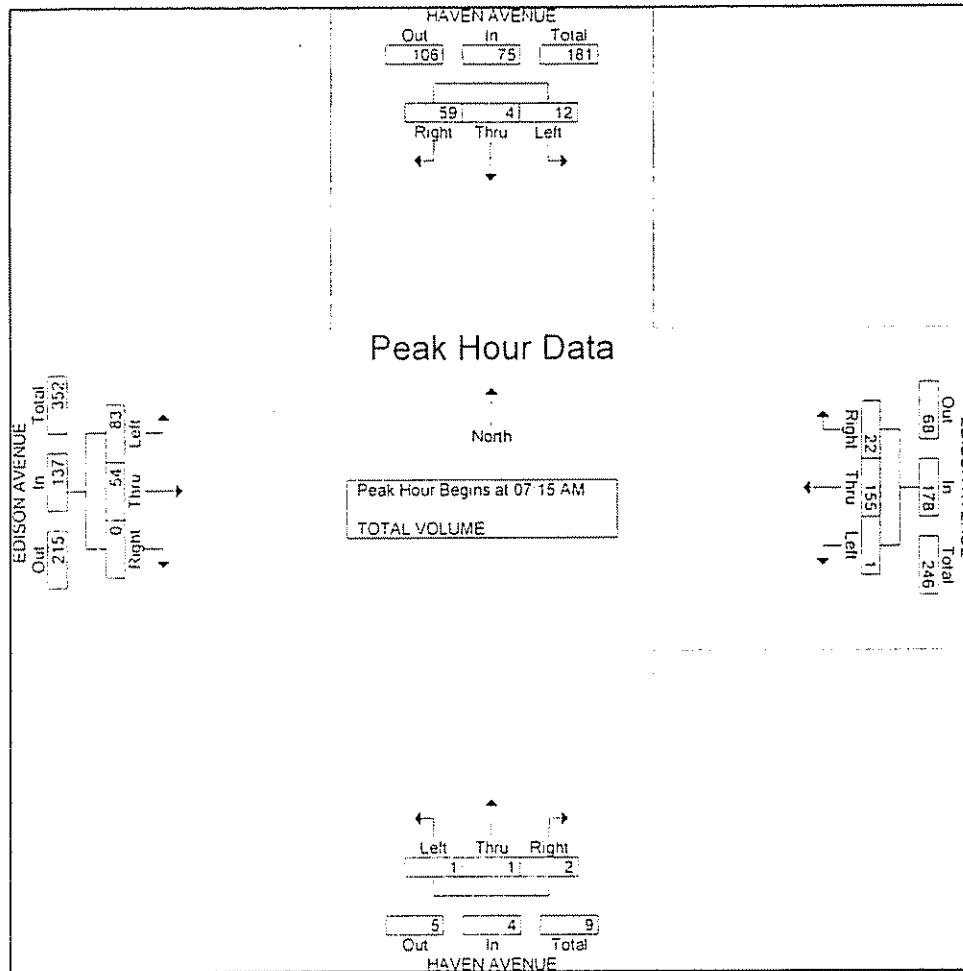
CITY OF ONTARIO
HAVEN AVENUE / EDISON AVENUE

Turning Movement Count
July 2005



This leg is a gravel road.

**City of Ontario
Haven Avenue and Edison Avenue**



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				08:00 AM				07:15 AM			
+0 mins.	3	0	19	22	0	36	5	41	0	0	1	1	13	11	0	24
+15 mins.	3	0	18	21	0	44	4	48	0	0	0	0	21	11	0	32
+30 mins.	2	1	20	23	0	47	5	52	1	3	0	4	27	14	0	41
+45 mins.	3	3	12	18	0	35	6	41	0	3	0	3	22	18	0	40
Total Volume	11	4	69	84	0	162	20	182	1	6	1	8	83	54	0	137
% App. Total	13.1	4.8	82.1		0	89	11		12.5	75	12.5		60.6	39.4	0	
PHF	917	333	863	913	000	862	833	875	250	500	250	500	769	750	000	835

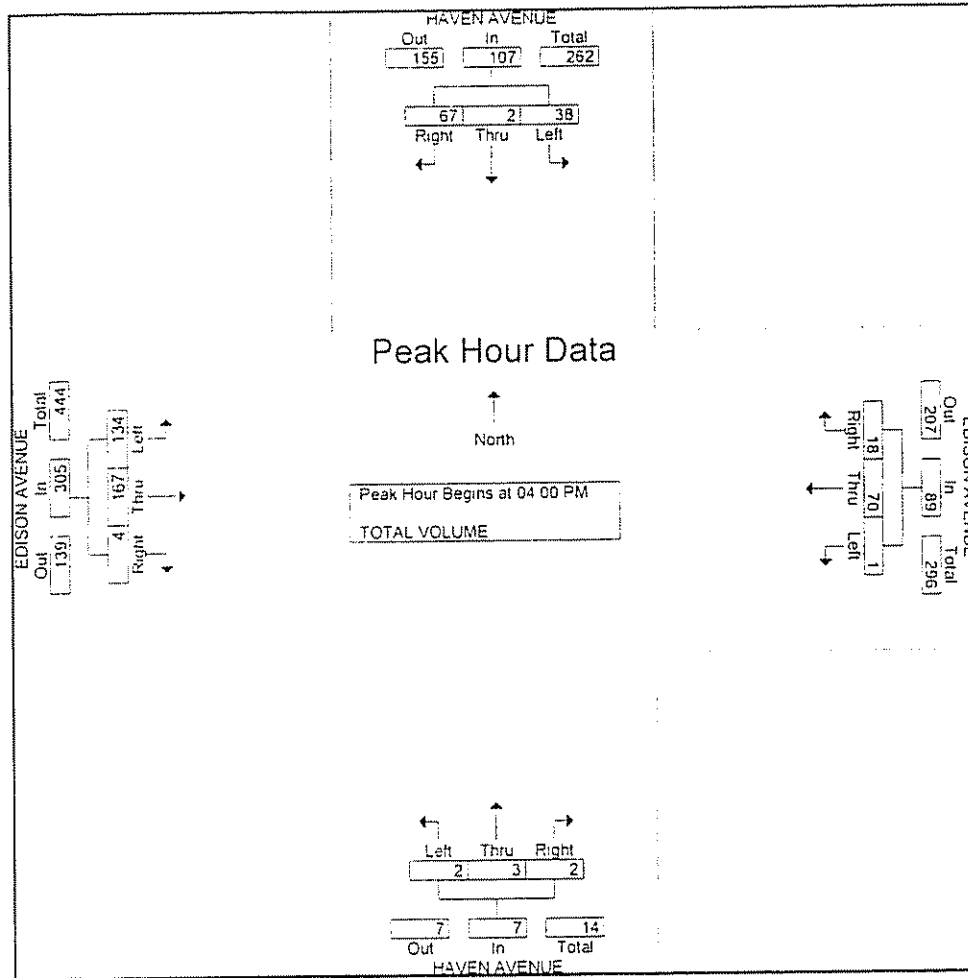
CITY OF ONTARIO
 N/S HAVEN AVENUE
 E/W EDISON AVENUE
 WEATHER SUNNY

File Name ONHAEDAM
 Site Code 670221
 Start Date 7/28/2005
 Page No 1

Groups Printed- TOTAL VOLUME

Start Time	HAVEN AVENUE Southbound				EDISON AVENUE Westbound				HAVEN AVENUE Northbound				EDISON AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	3	0	19	22	0	36	5	41	0	0	1	1	11	11	1	23	
07:15 AM	3	0	18	21	0	44	4	48	1	0	0	1	13	11	0	24	
07:30 AM	2	1	20	23	0	47	5	52	0	0	0	0	21	11	0	32	
07:45 AM	3	3	12	18	0	35	6	41	0	1	1	2	27	14	0	41	
Total	11	4	69	84	0	162	20	182	1	1	2	4	72	47	1	120	
08:00 AM	4	0	9	13	1	29	7	37	0	0	1	1	22	18	0	40	
08:15 AM	4	0	17	21	0	19	4	23	0	0	0	0	10	10	1	21	
08:30 AM	6	3	7	16	0	20	4	24	1	3	0	4	8	13	2	23	
08:45 AM	3	0	9	12	0	16	5	21	0	3	0	3	9	10	0	19	
Total	17	3	42	62	1	84	20	105	1	6	1	8	49	51	3	103	
Grand Total	28	7	111	146	1	246	40	287	2	7	3	12	121	98	4	223	
Approch %	19.2	4.8	76		0.3	85.7	13.9		16.7	58.3	25		54.3	43.9	1.8		
Total %	4.2	1	16.6	21.9	0.1	36.8	6	43	0.3	1	0.4	1.8	18.1	14.7	0.6	33.4	

Start Time	HAVEN AVENUE Southbound				EDISON AVENUE Westbound				HAVEN AVENUE Northbound				EDISON AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	0	18	21	0	44	4	48	1	0	0	1	13	11	0	24	
07:30 AM	2	1	20	23	0	47	5	52	0	0	0	0	21	11	0	32	
07:45 AM	3	3	12	18	0	35	6	41	0	1	1	2	27	14	0	41	
08:00 AM	4	0	9	13	1	29	7	37	0	0	1	1	22	18	0	40	
Total Volume	12	4	59	75	1	155	22	178	1	1	2	4	83	54	0	137	
% App. Total	16	5.3	78.7		0.6	87.1	12.4		25	25	50		60.6	39.4	0		
PHF	750	333	738	815	250	824	786	856	250	250	500	500	769	750	000	835	



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at

	05 00 PM				04 00 PM				04 00 PM				04 15 PM			
+0 mins	11	0	18	29	0	21	3	24	0	0	1	1	30	42	2	74
+15 mins	17	0	26	43	1	16	5	22	2	0	1	3	37	44	0	81
+30 mins	16	0	38	54	0	19	5	24	0	2	0	2	43	45	0	88
+45 mins	8	0	29	37	0	14	5	19	0	1	0	1	32	39	0	71
Total Volume	52	0	111	163	1	70	18	89	2	3	2	7	142	170	2	314
% App Total	31.9	0	68.1		1.1	78.7	20.2		28.6	42.9	28.6		45.2	54.1	0.6	
PHF	765	000	730	755	250	833	900	927	250	375	500	583	826	944	250	892

CITY OF ONTARIO
 N/S HAVEN AVENUE
 E/W EDISON AVENUE
 WEATHER SUNNY

Groups Printed- TOTAL VOLUME

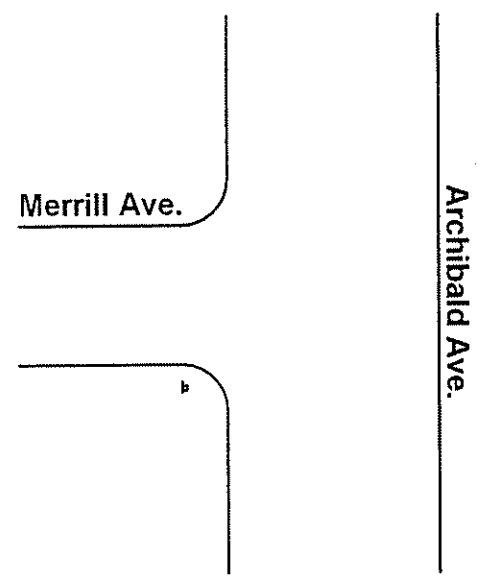
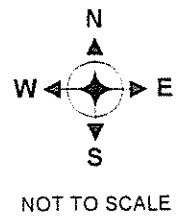
Start Time	HAVEN AVENUE Southbound				EDISON AVENUE Westbound				HAVEN AVENUE Northbound				EDISON AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04 00 PM	13	0	20	33	0	21	3	24	0	0	1	1	24	36	2	62	120
04 15 PM	9	1	13	23	1	16	5	22	2	0	1	3	30	42	2	74	122
04 30 PM	8	1	22	31	0	19	5	24	0	2	0	2	37	44	0	81	138
04 45 PM	8	0	12	20	0	14	5	19	0	1	0	1	43	45	0	88	128
Total	38	2	67	107	1	70	18	89	2	3	2	7	134	167	4	305	508
05 00 PM	11	0	18	29	0	8	2	10	0	0	0	0	32	39	0	71	110
05 15 PM	17	0	26	43	0	15	3	18	0	0	0	0	23	48	0	71	132
05 30 PM	16	0	38	54	0	15	2	17	0	0	0	0	26	29	0	55	126
05 45 PM	8	0	29	37	0	19	2	21	0	0	0	0	24	32	0	56	114
Total	52	0	111	163	0	57	9	66	0	0	0	0	105	148	0	253	482
Grand Total	90	2	178	270	1	127	27	155	2	3	2	7	239	315	4	558	990
Apprch %	33.3	0.7	65.9		0.6	81.9	17.4		28.6	42.9	28.6		42.8	56.5	0.7		
Total %	9.1	0.2	18	27.3	0.1	12.8	2.7	15.7	0.2	0.3	0.2	0.7	24.1	31.8	0.4	56.4	

Start Time	HAVEN AVENUE Southbound				EDISON AVENUE Westbound				HAVEN AVENUE Northbound				EDISON AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04 00 PM	13	0	20	33	0	21	3	24	0	0	1	1	24	36	2	62	120
04 15 PM	9	1	13	23	1	16	5	22	2	0	1	3	30	42	2	74	122
04 30 PM	8	1	22	31	0	19	5	24	0	2	0	2	37	44	0	81	138
04 45 PM	8	0	12	20	0	14	5	19	0	1	0	1	43	45	0	88	128
Total Volume	38	2	67	107	1	70	18	89	2	3	2	7	134	167	4	305	508
% App. Total	35.5	1.9	62.6		1.1	78.7	20.2		28.6	42.9	28.6		43.9	54.8	1.3		
PHF	731	500	761	811	250	833	900	927	250	375	500	583	779	928	500	866	920

CITY OF ONTARIO
ARCHIBALD AVENUE / MERRILL AVENUE

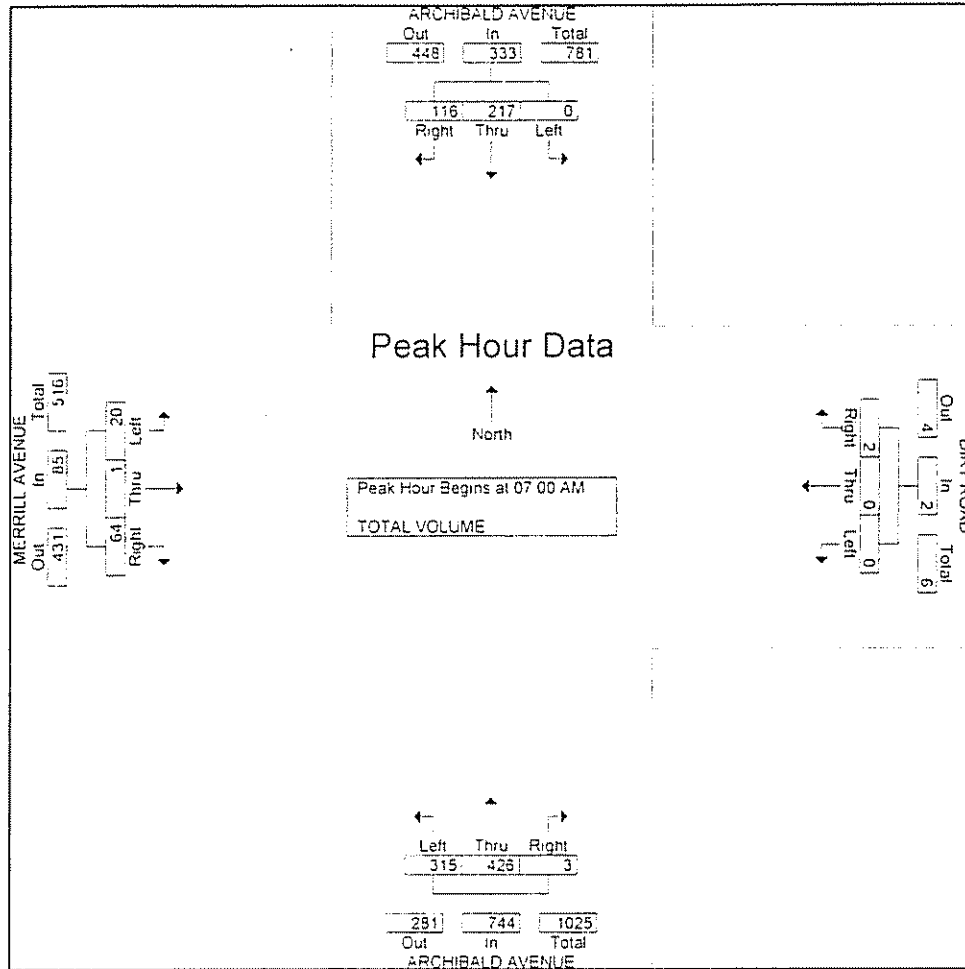
Turning Movement Count
July 2005

07/27/2005 - 0682_Archibald_Merrill



This intersection shows no markings or striping.

**City of Ontario
Archibald Avenue and Merrill Avenue**



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				07:00 AM				07:45 AM			
+0 mins	0	62	41	103	0	0	1	1	105	110	1	216	3	0	27	30
+15 mins	0	53	30	83	0	0	0	0	82	100	0	182	8	0	19	27
+30 mins	0	58	21	79	0	0	1	1	62	113	2	177	12	0	16	28
+45 mins	0	57	22	79	0	1	1	2	66	103	0	169	8	0	17	25
Total Volume	0	230	114	344	0	1	3	4	315	426	3	744	31	0	79	110
% App. Total	0	66.9	33.1		0	25	75		42.3	57.3	0.4		28.2	0	71.8	
PHF	0.000	0.927	0.695	0.835	0.000	0.250	0.750	0.500	0.750	0.942	0.375	0.861	0.646	0.000	0.731	0.917

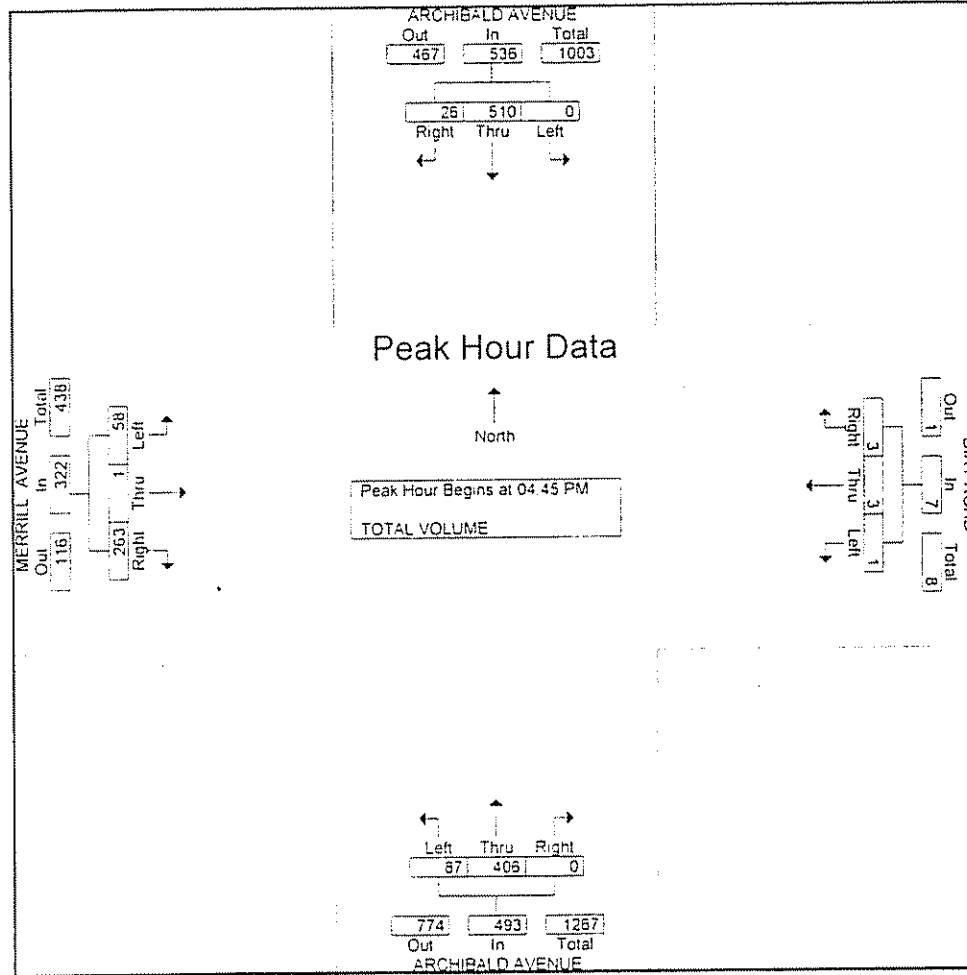
CITY OF ONTARIO
 N/S ARCHIBALD AVENUE
 E/W MERRILL AVENUE
 WEATHER SUNNY

File Name : ONARMEAM
 Site Code : 670225
 Start Date : 8/2/2005
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	ARCHIBALD AVENUE Southbound				DIRT ROAD Westbound				ARCHIBALD AVENUE Northbound				MERRILL AVENUE Eastbound				Int Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	44	24	68	0	0	0	0	105	110	1	216	8	0	13	21	305
07:15 AM	0	62	41	103	0	0	1	1	82	100	0	182	4	0	12	16	302
07:30 AM	0	53	30	83	0	0	0	0	62	113	2	177	5	1	12	18	278
07:45 AM	0	58	21	79	0	0	1	1	66	103	0	169	3	0	27	30	279
Total	0	217	116	333	0	0	2	2	315	426	3	744	20	1	64	85	1164
08:00 AM	0	57	22	79	0	0	0	0	38	102	0	140	8	0	19	27	246
08:15 AM	1	53	22	76	0	0	1	1	37	99	1	137	12	0	16	28	242
08:30 AM	0	47	23	70	0	1	1	2	34	88	0	122	8	0	17	25	219
08:45 AM	0	38	22	60	0	0	0	0	31	86	0	117	7	0	20	27	204
Total	1	195	89	285	0	1	2	3	140	375	1	516	35	0	72	107	911
Grand Total	1	412	205	618	0	1	4	5	455	801	4	1260	55	1	136	192	2075
Apprch %	0.2	66.7	33.2		0	20	80		36.1	63.6	0.3		28.6	0.5	70.8		
Total %	0	19.9	9.9	29.8	0	0	0.2	0.2	21.9	38.6	0.2	60.7	2.7	0	6.6	9.3	

Start Time	ARCHIBALD AVENUE Southbound				DIRT ROAD Westbound				ARCHIBALD AVENUE Northbound				MERRILL AVENUE Eastbound				Int Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	44	24	68	0	0	0	0	105	110	1	216	8	0	13	21	305
07:15 AM	0	62	41	103	0	0	1	1	82	100	0	182	4	0	12	16	302
07:30 AM	0	53	30	83	0	0	0	0	62	113	2	177	5	1	12	18	278
07:45 AM	0	58	21	79	0	0	1	1	66	103	0	169	3	0	27	30	279
Total Volume	0	217	116	333	0	0	2	2	315	426	3	744	20	1	64	85	1164
% App Total	0	65.2	34.8		0	0	100		42.3	57.3	0.4		23.5	1.2	75.3		
PHF	.000	.875	.707	.808	.000	.000	.500	.500	.750	.942	.375	.861	.625	.250	.593	.708	.954



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:45 PM				04:45 PM			
+0 mins	1	129	8	138	1	0	1	2	25	88	0	113	16	0	68	84
+15 mins	0	135	8	143	1	1	0	2	19	85	0	104	16	1	73	90
+30 mins	0	116	6	122	0	0	1	1	25	118	0	143	11	0	63	74
+45 mins	0	131	8	139	0	2	2	4	18	115	0	133	15	0	59	74
Total Volume	1	511	30	542	2	3	4	9	87	406	0	493	58	1	263	322
% App. Total	0.2	94.3	5.5		22.2	33.3	44.4		17.6	82.4	0		18	0.3	81.7	
PHF	250	946	938	948	500	375	500	563	870	860	.000	862	906	250	901	894

CITY OF ONTARIO
 N/S: ARCHIBALD AVENUE
 E/W: MERRILL AVENUE
 WEATHER: SUNNY

File Name : ONARMEPM
 Site Code : 670225
 Start Date : 7/28/2005
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	ARCHIBALD AVENUE Southbound				DIRT ROAD Westbound				ARCHIBALD AVENUE Northbound				MERRILL AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	96	7	103	0	0	2	2	17	107	0	124	20	0	53	73	302
04:15 PM	0	100	6	106	0	0	0	0	9	77	0	86	8	0	67	75	267
04:30 PM	1	129	8	138	1	0	1	2	29	88	0	117	3	0	55	58	315
04:45 PM	0	135	8	143	1	1	0	2	25	88	0	113	16	0	68	84	342
Total	1	460	29	490	2	1	3	6	80	360	0	440	47	0	243	290	1226
05:00 PM	0	116	6	122	0	0	1	1	19	85	0	104	16	1	73	90	317
05:15 PM	0	131	8	139	0	2	2	4	25	118	0	143	11	0	63	74	360
05:30 PM	0	128	4	132	0	0	0	0	18	115	0	133	15	0	59	74	339
05:45 PM	0	142	5	147	0	0	0	0	12	87	0	99	15	1	68	84	330
Total	0	517	23	540	0	2	3	5	74	405	0	479	57	2	263	322	1346
Grand Total	1	977	52	1030	2	3	6	11	154	765	0	919	104	2	506	612	2572
Apprch %	0.1	94.9	5		18.2	27.3	54.5		16.8	83.2	0		17	0.3	82.7		
Total %	0	38	2	40	0.1	0.1	0.2	0.4	6	29.7	0	35.7	4	0.1	19.7	23.8	

Start Time	ARCHIBALD AVENUE Southbound				DIRT ROAD Westbound				ARCHIBALD AVENUE Northbound				MERRILL AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	135	8	143	1	1	0	2	25	88	0	113	16	0	68	84	342
05:00 PM	0	116	6	122	0	0	1	1	19	85	0	104	16	1	73	90	317
05:15 PM	0	131	8	139	0	2	2	4	25	118	0	143	11	0	63	74	360
05:30 PM	0	128	4	132	0	0	0	0	18	115	0	133	15	0	59	74	339
Total Volume	0	510	26	536	1	3	3	7	87	406	0	493	58	1	263	322	1358
% App. Total	0	95.1	4.9		14.3	42.9	42.9		17.6	82.4	0		18	0.3	81.7		
PHF	0.00	0.944	0.813	0.937	0.250	0.375	0.375	0.438	0.870	0.860	0.000	0.862	0.906	0.250	0.901	0.894	0.943

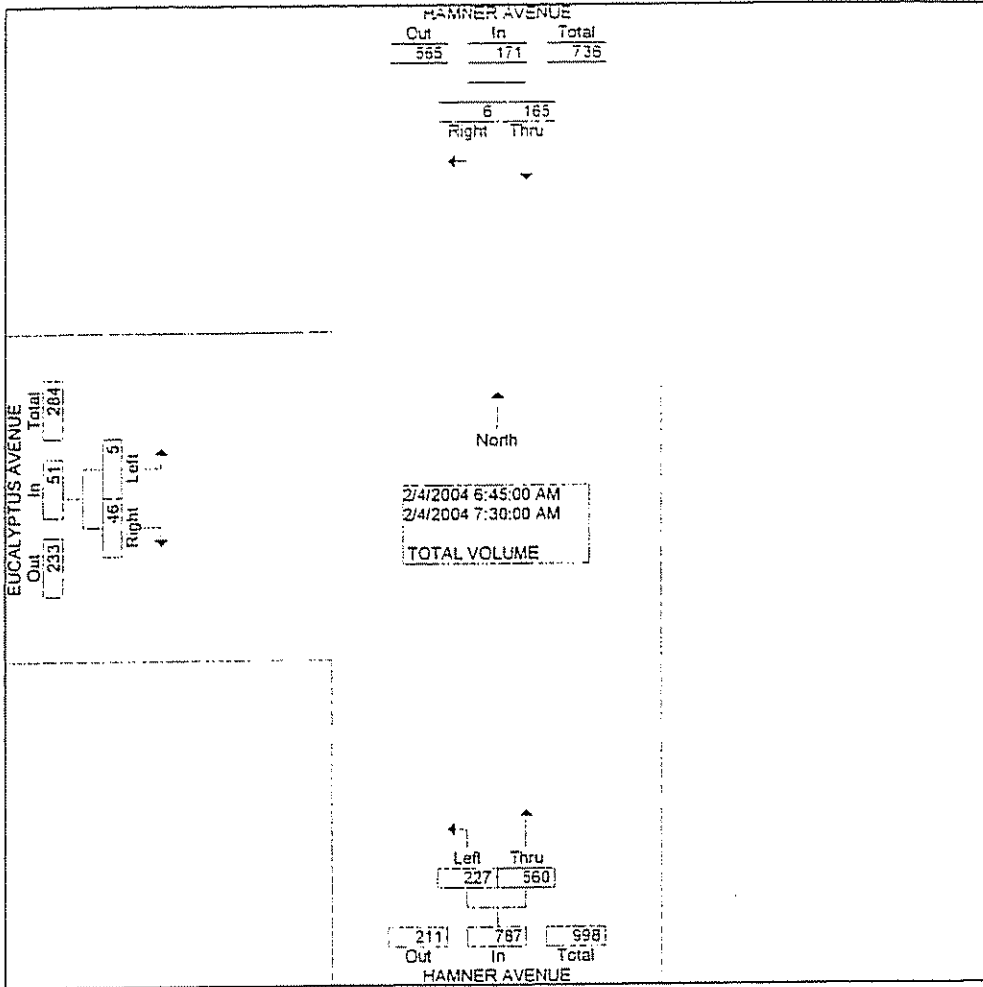
COUNTY OF RIVERSIDE
HAMNER AVENUE & EUCALYPTUS AVENUE

Turning Movement Counts
February 2004

COUNTY OF RIVERSIDE
 N/S: HAMNER AVENUE
 EW: EUCALYPTUS AVENUE
 WEATHER: CLOUDY

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA 92557
 909-247-6716

File Name : CRHAEUAM
 Site Code : 00674811
 Start Date : 02/04/2004
 Page No : 2



Peak Hour From 06:45 AM to 08:45 AM - Peak 1 of 1

By Approach	07:00 AM				06:45 AM				07:15 AM							
Volume	0	193	6	199	0	0	0	0	227	560	0	787	9	0	54	63
Percent	0.0	97.0	3.0		-	-	-	-	28.8	71.2	0.0		14.3	0.0	85.7	
High Int.	07:45 AM								07:30 AM							
Volume	0	61	0	61	-	-	-	-	59	169	0	228	3	0	19	22
Peak Factor	0.816								0.863				0.716			

Groups Printed- TOTAL VOLUME

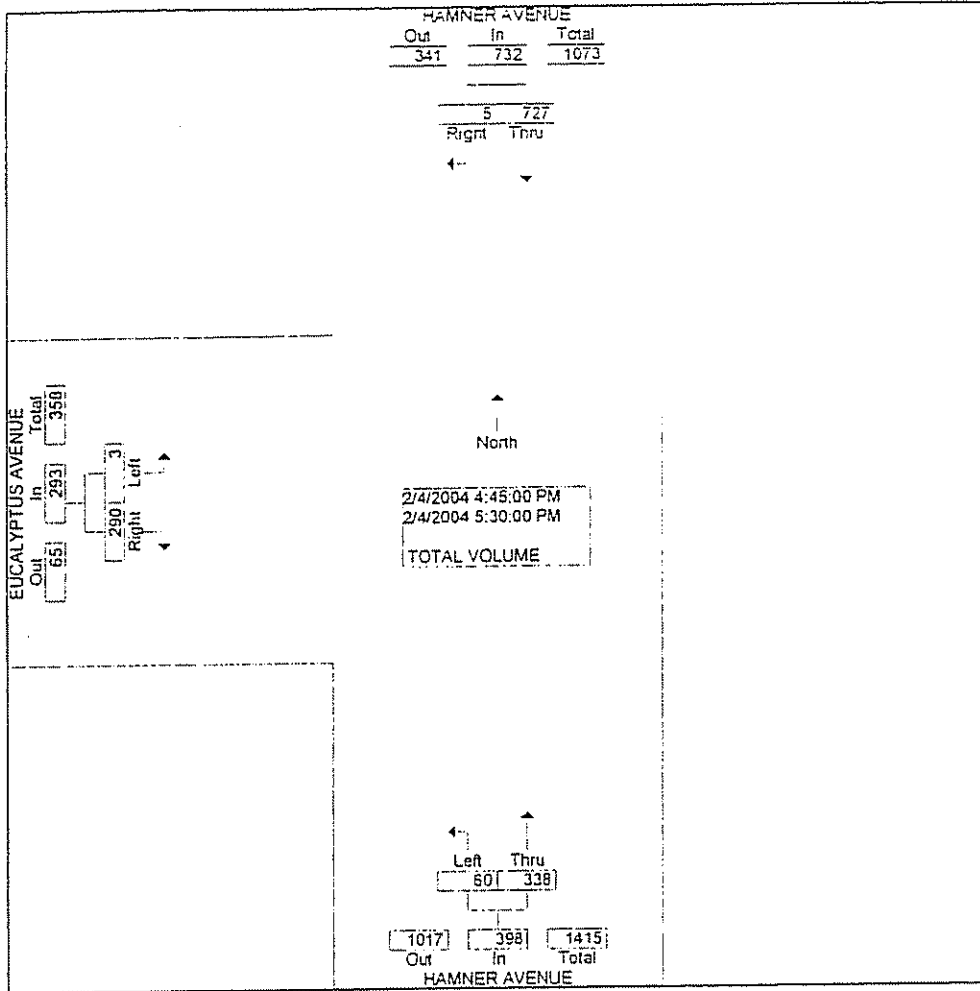
Start Time	HAMNER AVENUE Southbound				EUCALYPTUS AVENUE Westbound				HAMNER AVENUE Northbound				EUCALYPTUS AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:45 AM	0	33	0	33	0	0	0	0	55	115	0	170	1	0	11	12	215
Total	0	33	0	33	0	0	0	0	55	115	0	170	1	0	11	12	215
07:00 AM	0	49	1	50	0	0	0	0	68	134	0	202	1	0	5	6	258
07:15 AM	0	40	4	44	0	0	0	0	59	169	0	228	0	0	11	11	263
07:30 AM	0	43	1	44	0	0	0	0	45	142	0	187	3	0	19	22	253
07:45 AM	0	61	0	61	0	0	0	0	31	101	0	132	4	0	7	11	204
Total	0	193	6	199	0	0	0	0	203	546	0	749	8	0	42	50	998
08:00 AM	0	45	1	46	0	0	0	0	44	74	0	118	2	0	17	19	183
08:15 AM	0	42	1	43	0	0	0	0	29	84	0	113	0	0	11	11	167
08:30 AM	0	37	1	38	0	0	0	0	17	50	0	67	1	0	15	16	121
08:45 AM	0	38	0	38	0	0	0	0	16	47	0	63	1	0	6	7	108
Total	0	162	3	165	0	0	0	0	106	255	0	361	4	0	49	53	579
Grand Total	0	388	9	397	0	0	0	0	364	916	0	1280	13	0	102	115	1792
Apprch %	0.0	97.7	2.3		0.0	0.0	0.0		28.4	71.6	0.0		11.3	0.0	88.7		
Total %	0.0	21.7	0.5	22.2	0.0	0.0	0.0	0.0	20.3	51.1	0.0	71.4	0.7	0.0	5.7	6.4	

Start Time	HAMNER AVENUE Southbound				EUCALYPTUS AVENUE Westbound				HAMNER AVENUE Northbound				EUCALYPTUS AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 06:45 AM to 08:45 AM - Peak 1 of 1																	
Intersection	06:45 AM																
Volume	0	165	6	171	0	0	0	0	227	560	0	787	5	0	46	51	1009
Percent	0.0	96.5	3.5		0.0	0.0	0.0		28.8	71.2	0.0		9.8	0.0	90.2		
07:15	07:15 AM																
Volume	0	40	4	44	0	0	0	0	59	169	0	228	0	0	11	11	283
Peak Factor	0.891																
High Int.	07:00 AM				6:30:00 AM				07:15 AM				07:30 AM				
Volume	0	49	1	50	0	0	0	0	59	169	0	228	3	0	19	22	
Peak Factor	0.855								0.863				0.580				

COUNTY OF RIVERSIDE
 N/S: HAMNER AVENUE
 E/W: EUCALYPTUS AVENUE
 WEATHER: CLOUDY

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA 92557
 909-247-6716

File Name : CRHAEUPM
 Site Code : C0674631
 Start Date : 02/04/2004
 Page No : 2



Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1

By Approach	04:45 PM	04:00 PM	05:00 PM	04:45 PM
Volume	0 727 5 732	0 0 0 0	57 352 0 409	3 0 290 293
Percent	0.0 99.3 0.7	- - - -	13.9 86.1 0.0	1.0 0.0 99.0
High Int.	05:15 PM	- - - -	05:15 PM	04:45 PM
Volume	0 200 3 203	- - - -	14 102 0 116	1 0 83 84
Peak Factor	0.901	-	0.881	0.872

COUNTY OF RIVERSIDE
 N/S: HAMNER AVENUE
 E/W: EUCALYPTUS AVENUE
 WEATHER: CLOUDY

Groups Printed- TOTAL VOLUME

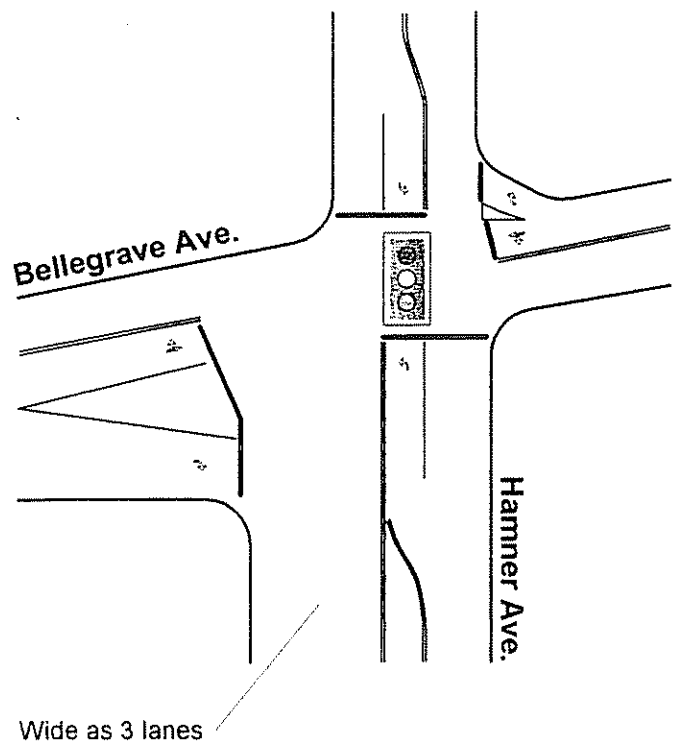
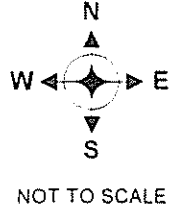
Start Time	HAMNER AVENUE Southbound				EUCALYPTUS AVENUE Westbound				HAMNER AVENUE Northbound				EUCALYPTUS AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	121	0	121	0	0	0	0	15	79	0	94	2	0	59	61	276
04:15 PM	0	148	3	151	0	0	0	0	17	86	0	103	5	0	64	69	323
04:30 PM	0	159	2	161	0	0	0	0	20	82	0	102	4	0	48	52	315
04:45 PM	0	176	0	176	0	0	0	0	17	67	0	84	1	0	83	84	344
Total	0	604	5	609	0	0	0	0	69	314	0	383	12	0	254	266	1258
05:00 PM	0	157	0	157	0	0	0	0	15	87	0	102	1	0	56	57	316
05:15 PM	0	200	3	203	0	0	0	0	14	102	0	116	1	0	81	82	401
05:30 PM	0	194	2	196	0	0	0	0	14	82	0	96	0	0	70	70	362
05:45 PM	0	138	1	139	0	0	0	0	14	81	0	95	1	0	39	40	274
Total	0	689	6	695	0	0	0	0	57	352	0	409	3	0	246	249	1353
Grand Total	0	1293	11	1304	0	0	0	0	126	666	0	792	15	0	500	515	2611
Apprch %	0.0	99.2	0.8		0.0	0.0	0.0		15.9	84.1	0.0		2.9	0.0	97.1		
Total %	0.0	49.5	0.4	49.9	0.0	0.0	0.0	0.0	4.8	25.5	0.0	30.3	0.6	0.0	19.1	19.7	

Start Time	HAMNER AVENUE Southbound				EUCALYPTUS AVENUE Westbound				HAMNER AVENUE Northbound				EUCALYPTUS AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	0	727	5	732	0	0	0	0	60	338	0	398	3	0	290	293	1423
Percent	0.0	99.3	0.7		0.0	0.0	0.0		15.1	84.9	0.0		1.0	0.0	99.0		
05:15	0	200	3	203	0	0	0	0	14	102	0	116	1	0	81	82	401
Volume																	0.887
Peak Factor																	
High Int.	05:15 PM				3:45:00 PM				05:15 PM				04:45 PM				
Volume	0	200	3	203	0	0	0	0	14	102	0	116	1	0	83	84	
Peak Factor	0.901												0.858				0.872

CITY OF ONTARIO
HAMNER AVENUE / BELLEGRAVE AVENUE

Turning Movement Count
July 2005

0683_Hammer_Bellegrave
0683_Hammer_Bellegrave
0683_Hammer_Bellegrave
0683_Hammer_Bellegrave

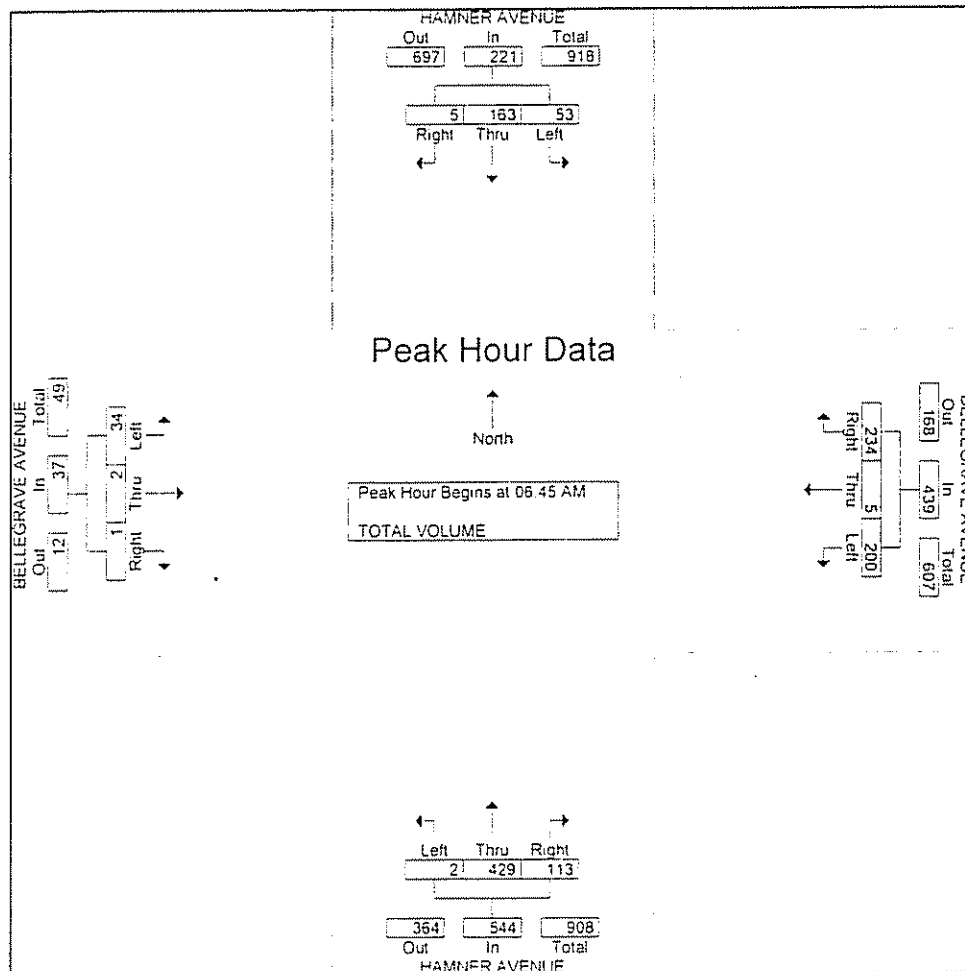


**City of Ontario
Hamner Avenue and Bellegrave Avenue**

Signalized Intersections

A A Webb - 02-0393T

<u>Intersection</u>		<u>N/S Left Turn Phasing</u>	<u>E/W Left Turn Phasing</u>
<u>N/S Street</u>	<u>E/W Street</u>		
Milliken Avenue	SR-60 Westbound Ramps	NB - Left Protected	WB - Unopposed
Milliken-Hamner	SR-60 Eastbound Ramps	SB - Left Protected	EB - Unopposed
Hamner avenue	Riverside Avenue	Left Protected	Permitted
Hamner Avenue	Bellgrave Avenue	Left Protected	Split Phasing
Hamner Avenue	Limonite Avenue	Left Protected	Left Protected
Hamner Avenue	Harvest Drive	Left Protected	Left Protected



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				06:45 AM				05:45 AM				07:00 AM			
+0 mins	16	33	4	53	48	1	57	106	0	111	25	136	8	2	0	10
+15 mins	19	34	0	53	60	1	56	117	0	98	32	130	9	0	1	10
+30 mins	9	49	2	60	55	0	52	107	2	99	31	132	11	0	0	11
+45 mins	17	45	1	63	37	3	69	109	0	121	25	146	5	3	2	10
Total Volume	61	161	7	229	200	5	234	439	2	429	113	544	33	5	3	41
% App Total	26.6	70.3	3.1		45.6	1.1	53.3		0.4	78.9	20.8		80.5	12.2	7.3	
PHF	.803	.821	.438	.909	.833	.417	.848	.938	.250	.886	.883	.932	.750	.417	.375	.932

CITY OF ONTARIO
 N/S HAMNER AVENUE
 E/W BELLEGRAVE AVENUE
 WEATHER SUNNY

File Name : CRHABEAM
 Site Code : 670243
 Start Date : 7/28/2005
 Page No : 1

Groups Printed- TOTAL VOLUME

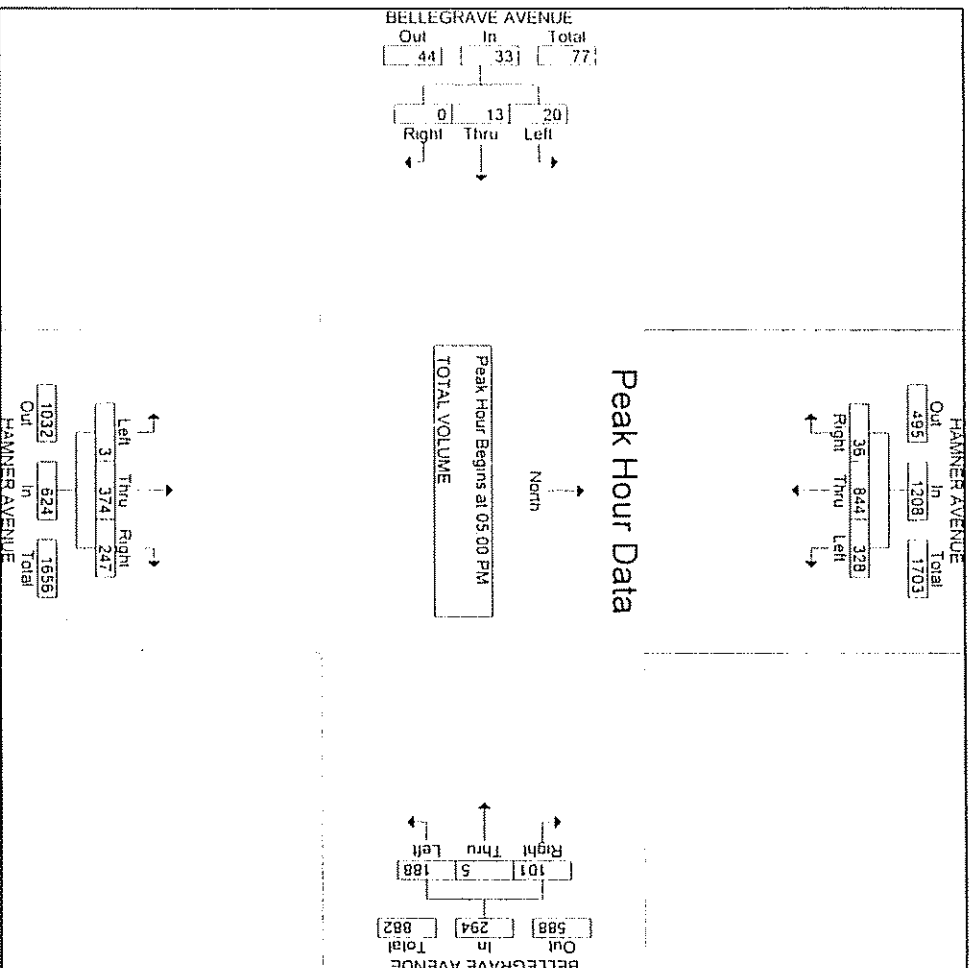
Start Time	HAMNER AVENUE Southbound				BELLEGRAVE AVENUE Westbound				HAMNER AVENUE Northbound				BELLEGRAVE AVENUE Eastbound				Int Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
06 45 AM	7	51	0	58	48	1	57	106	0	111	25	136	6	0	0	6	306
Total	7	51	0	58	48	1	57	106	0	111	25	136	6	0	0	6	306
07 00 AM	12	44	1	57	60	1	56	117	0	98	32	130	8	2	0	10	314
07 15 AM	15	32	1	48	55	0	52	107	2	99	31	132	9	0	1	10	297
07 30 AM	19	36	3	58	37	3	69	109	0	121	25	146	11	0	0	11	324
07 45 AM	16	33	4	53	42	0	50	92	1	88	20	109	5	3	2	10	264
Total	62	145	9	216	194	4	227	425	3	406	108	517	33	5	3	41	1199
08 00 AM	19	34	0	53	19	0	26	45	1	92	30	123	3	1	0	4	225
08 15 AM	9	49	2	60	33	1	36	70	1	93	21	115	8	1	1	10	255
08 30 AM	17	45	1	63	23	2	22	47	1	72	20	93	7	2	3	12	215
Grand Total	114	324	12	450	317	8	368	693	6	774	204	984	57	9	7	73	2200
Apprch %	25.3	72	2.7		45.7	1.2	53.1		0.6	78.7	20.7		78.1	12.3	9.6		
Total %	5.2	14.7	0.5	20.5	14.4	0.4	16.7	31.5	0.3	35.2	9.3	44.7	2.6	0.4	0.3	3.3	

Start Time	HAMNER AVENUE Southbound				BELLEGRAVE AVENUE Westbound				HAMNER AVENUE Northbound				BELLEGRAVE AVENUE Eastbound				Int Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
Peak Hour Analysis From 06 45 AM to 08 30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06 45 AM	7	51	0	58	48	1	57	106	0	111	25	136	6	0	0	6	306
07 00 AM	12	44	1	57	60	1	56	117	0	98	32	130	8	2	0	10	314
07 15 AM	15	32	1	48	55	0	52	107	2	99	31	132	9	0	1	10	297
07 30 AM	19	36	3	58	37	3	69	109	0	121	25	146	11	0	0	11	324
Total Volume	53	163	5	221	200	5	234	439	2	429	113	544	34	2	1	37	1241
% App Total	24	73.8	2.3		45.6	1.1	53.3		0.4	78.9	20.8		91.9	5.4	2.7		
PHP	697	799	417	953	833	417	848	938	250	886	883	932	773	250	250	841	958

CITY OF ONTARIO
 N/S HAMNER AVENUE
 EW BELLEGRAVE AVENUE
 WEATHER SUNNY

COUNTS UNLIMITED INC.
 25424 JACLYN AVENUE
 MORENO VALLEY CA. 92557
 951-247-6716

File Name : CRHABEPM
 Site Code : 670243
 Start Date : 7/28/2005
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins	84	174	3	261	43	1	26	70	3	84	49	136	3	1	0	4
+15 mins	73	221	10	304	41	2	35	78	0	95	64	159	8	1	0	9
+30 mins	91	234	9	334	50	2	26	78	0	98	62	160	4	3	0	7
+45 mins	80	215	14	309	54	0	14	68	0	97	72	169	5	8	0	13
Total Volume	328	844	36	1208	188	5	101	294	3	374	247	624	20	13	0	33
¾ App Total	272	699	3	904	639	17	344	721	0.5	599	396	606	606	394	0	635
PHF	901	902	643	904	870	625	721	942	250	954	858	923	625	406	000	635

CITY OF ONTARIO
 N/S HAMNER AVENUE
 E/W BELLEGRAVE AVENUE
 WEATHER: SUNNY

File Name : CRHABEPM
 Site Code : 670243
 Start Date : 7/28/2005
 Page No : 1

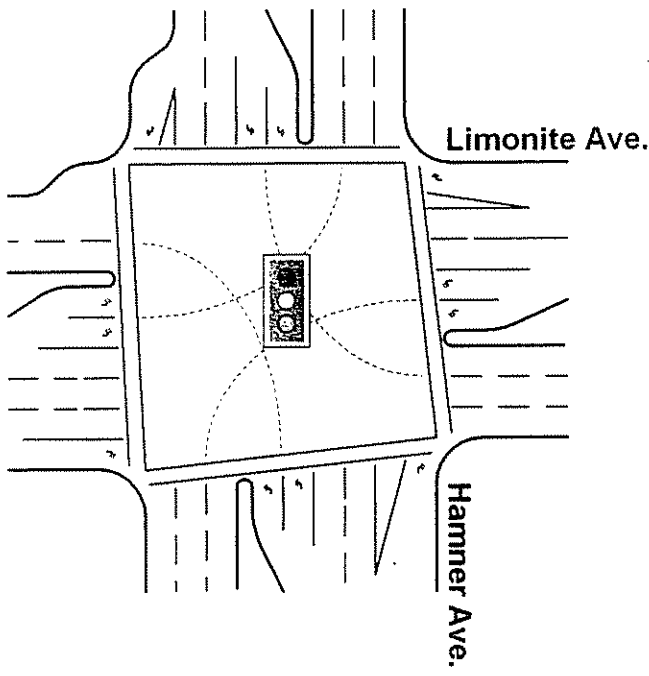
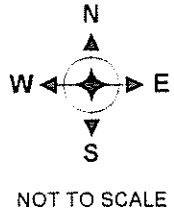
Groups Printed- TOTAL VOLUME

Start Time	HAMNER AVENUE Southbound				BELLEGRAVE AVENUE Westbound				HAMNER AVENUE Northbound				BELLEGRAVE AVENUE Eastbound				Int	Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total		
04 00 PM	68	155	4	227	38	0	23	61	2	76	75	153	2	2	1	5	446	
04 15 PM	83	175	6	264	27	1	22	50	2	86	77	165	2	4	0	6	485	
04 30 PM	81	147	6	234	36	2	36	74	0	90	66	156	4	1	1	6	470	
04 45 PM	99	174	5	278	25	3	25	53	1	85	59	145	5	0	1	6	482	
Total	331	651	21	1003	126	6	106	238	5	337	277	619	13	7	3	23	1883	
05 00 PM	84	174	3	261	43	1	26	70	3	84	49	136	3	1	0	4	471	
05 15 PM	73	221	10	304	41	2	35	78	0	95	64	159	8	1	0	9	550	
05 30 PM	91	234	9	334	50	2	26	78	0	98	62	160	4	3	0	7	579	
05 45 PM	80	215	14	309	54	0	14	68	0	97	72	169	5	8	0	13	559	
Total	328	844	36	1208	188	5	101	294	3	374	247	624	20	13	0	33	2159	
Grand Total	659	1495	57	2211	314	11	207	532	8	711	524	1243	33	20	3	56	4042	
Apprch %	29.8	67.6	2.6		59	2.1	38.9		0.6	57.2	42.2		58.9	35.7	5.4			
Total %	16.3	37	1.4	54.7	7.8	0.3	5.1	13.2	0.2	17.6	13	30.8	0.8	0.5	0.1	1.4		

Start Time	HAMNER AVENUE Southbound				BELLEGRAVE AVENUE Westbound				HAMNER AVENUE Northbound				BELLEGRAVE AVENUE Eastbound				Int	Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 05:00 PM																		
05 00 PM	84	174	3	261	43	1	26	70	3	84	49	136	3	1	0	4	471	
05 15 PM	73	221	10	304	41	2	35	78	0	95	64	159	8	1	0	9	550	
05 30 PM	91	234	9	334	50	2	26	78	0	98	62	160	4	3	0	7	579	
05 45 PM	80	215	14	309	54	0	14	68	0	97	72	169	5	8	0	13	559	
Total Volume	328	844	36	1208	188	5	101	294	3	374	247	624	20	13	0	33	2159	
% App. Total	27.2	69.9	3		63.9	1.7	34.4		0.5	59.9	39.6		60.6	39.4	0			
PHF	901	902	643	904	870	625	721	942	250	954	858	923	625	406	000	635	932	

COUNTY OF RIVERSIDE
HAMNER AVENUE / LIMONITE AVENUE

Turning Movement Count
July 2005

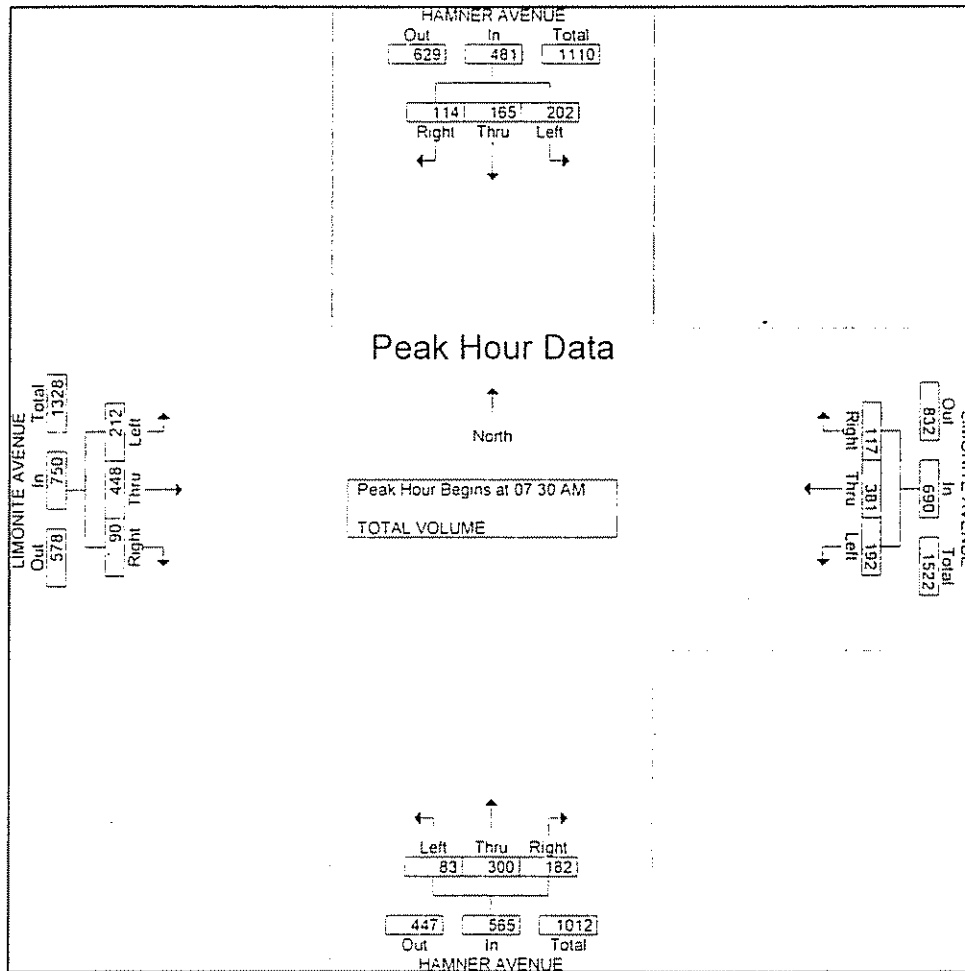


**County of Riverside
Hamner Avenue and Limonite Avenue**

Signalized Intersections

A A Webb - 02-0393T

<u>Intersection</u>		<u>N/S Left Turn Phasing</u>	<u>E/W Left Turn Phasing</u>
<u>N/S Street</u>	<u>E/W Street</u>		
Milliken Avenue	SR-60 Westbound Ramps	NB - Left Protected	WB - Unopposed
Milliken-Hamner	SR-60 Eastbound Ramps	SB - Left Protected	EB - Unopposed
Hamner avenue	Riverside Avenue	Left Protected	Permitted
Hamner Avenue	Bellgrave Avenue	Left Protected	Split Phasing
Hamner Avenue	Limonite Avenue	Left Protected	Left Protected
Hamner Avenue	Harvest Drive	Left Protected	Left Protected



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins	58	37	20	115	71	140	34	245	22	66	53	141	56	123	19	198
+15 mins	58	46	28	132	40	107	24	171	22	50	36	108	44	87	42	173
+30 mins	51	36	31	118	59	116	33	208	18	94	51	163	50	109	19	178
+45 mins	52	43	29	124	48	103	34	185	21	90	42	153	62	129	10	201
Total Volume	219	162	108	489	218	466	125	809	83	300	182	565	212	448	90	750
% App. Total	44.8	33.1	22.1		26.9	57.6	15.5		14.7	53.1	32.2		28.3	59.7	12	
PHF	.944	.880	.871	.926	.768	.832	.919	.826	.943	.798	.858	.867	.855	.868	.536	.933

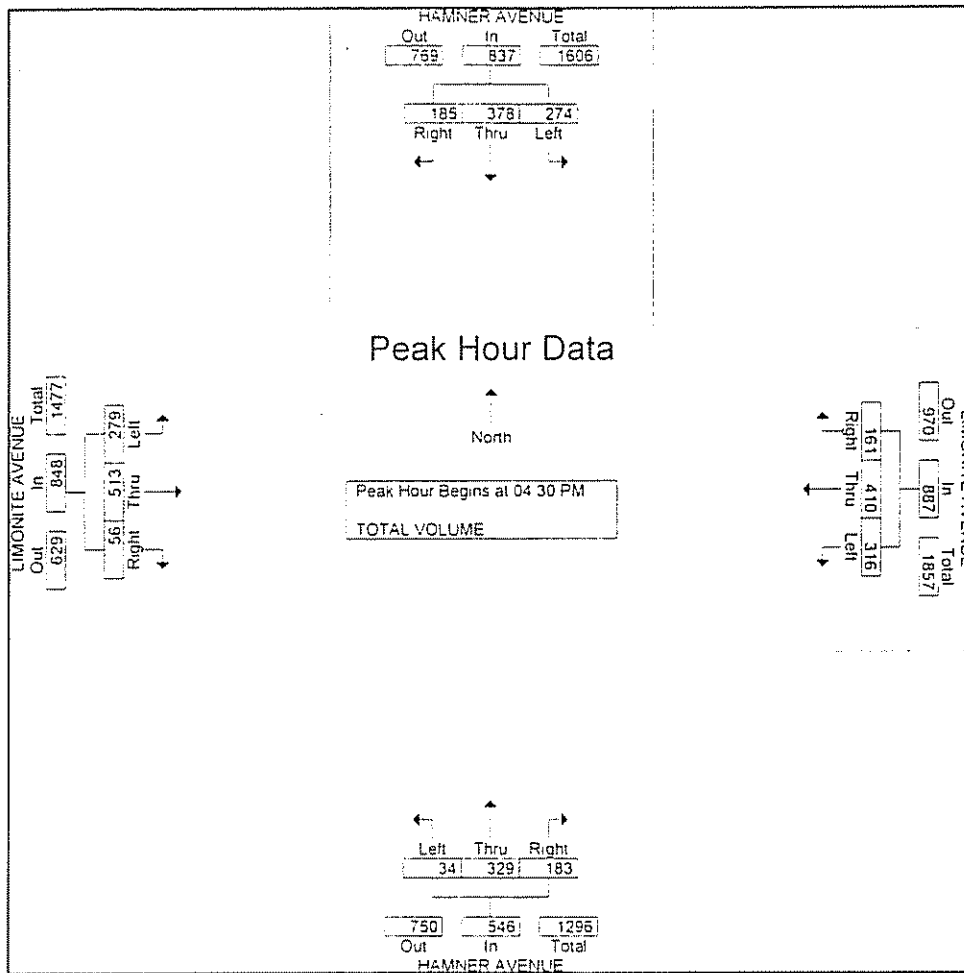
COUNTY OF RIVERSIDE
 N/S HAMNER AVENUE
 E/W LIMONITE AVENUE
 WEATHER SUNNY

File Name : CRHALIAM
 Site Code : 670225
 Start Date : 7/27/2005
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	HAMNER AVENUE Southbound				LIMONITE AVENUE Westbound				HAMNER AVENUE Northbound				LIMONITE AVENUE Eastbound				Int Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	58	37	20	115	71	140	34	245	13	55	50	118	45	92	5	142	620
07:15 AM	58	46	28	132	40	107	24	171	21	70	40	131	45	118	10	173	607
07:30 AM	51	36	31	118	59	116	33	208	22	66	53	141	56	123	19	198	665
07:45 AM	52	43	29	124	48	103	34	185	22	50	36	108	44	87	42	173	590
Total	219	162	108	489	218	466	125	809	78	241	179	498	190	420	76	686	2482
08:00 AM	45	45	22	112	41	77	23	141	18	94	51	163	50	109	19	178	594
08:15 AM	54	41	32	127	44	85	27	156	21	90	42	153	62	129	10	201	637
08:30 AM	57	40	21	118	48	82	25	155	11	54	46	111	43	104	13	160	544
08:45 AM	50	33	28	111	43	98	41	182	10	51	52	113	51	108	9	168	574
Total	206	159	103	468	176	342	116	634	60	289	191	540	206	450	51	707	2349
Grand Total	425	321	211	957	394	808	241	1443	138	530	370	1038	396	870	127	1393	4831
Apprch %	44.4	33.5	22		27.3	56	16.7		13.3	51.1	35.6		28.4	62.5	9.1		
Total %	8.8	6.6	4.4	19.8	8.2	16.7	5	29.9	2.9	11	7.7	21.5	8.2	18	2.6	28.8	

Start Time	HAMNER AVENUE Southbound				LIMONITE AVENUE Westbound				HAMNER AVENUE Northbound				LIMONITE AVENUE Eastbound				Int Total
	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	Left	Thru	Right	App Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	51	36	31	118	59	116	33	208	22	66	53	141	56	123	19	198	665
07:45 AM	52	43	29	124	48	103	34	185	22	50	36	108	44	87	42	173	590
08:00 AM	45	45	22	112	41	77	23	141	18	94	51	163	50	109	19	178	594
08:15 AM	54	41	32	127	44	85	27	156	21	90	42	153	62	129	10	201	637
Total Volume	202	165	114	481	192	381	117	690	83	300	182	565	212	448	90	750	2486
% App Total	42	34.3	23.7		27.8	55.2	17		14.7	53.1	32.2		28.3	59.7	12		
PHF	935	917	891	947	814	821	860	829	943	798	858	867	855	868	536	933	935



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04 45 PM				05 00 PM				04 30 PM				04 30 PM			
+0 mins	89	101	48	238	82	104	32	218	6	78	50	134	68	109	14	191
+15 mins	81	106	42	229	94	99	54	247	11	80	39	130	61	134	11	206
+30 mins	44	100	45	189	76	99	35	210	12	68	45	125	69	132	11	212
+45 mins	53	103	56	212	100	120	40	260	5	103	49	157	81	138	20	239
Total Volume	267	410	191	868	352	422	161	935	34	329	183	546	279	513	56	848
% App Total	30.8	47.2	22		37.6	45.1	17.2		6.2	60.3	33.5		32.9	60.5	6.6	
PHF	750	967	853	912	880	879	745	899	708	799	915	869	861	929	700	887

COUNTY OF RIVERSIDE
 N/S HAMNER AVENUE
 E/W LIMONITE AVENUE
 WEATHER SUNNY

File Name : CRHALIPM
 Site Code : 670225
 Start Date : 7/26/2005
 Page No : 1

Groups Printed- TOTAL VOLUME

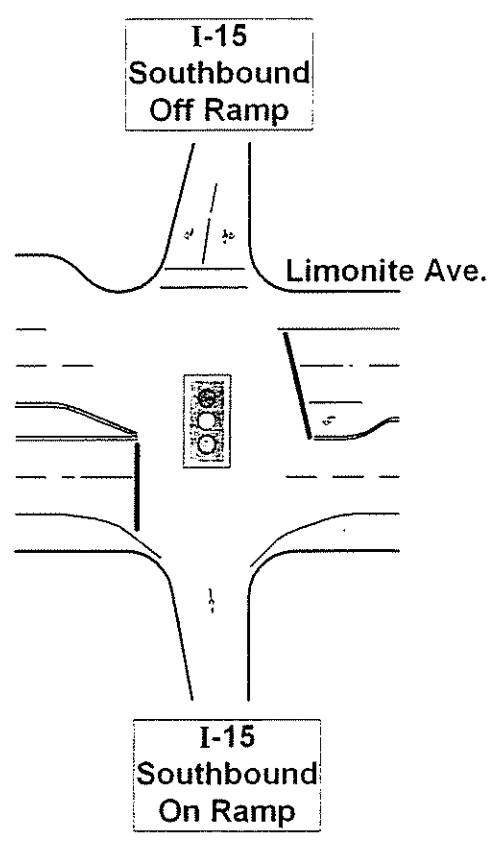
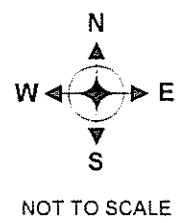
Start Time	HAMNER AVENUE Southbound				LIMONITE AVENUE Westbound				HAMNER AVENUE Northbound				LIMONITE AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04 00 PM	59	95	40	194	79	81	37	197	9	80	51	140	60	126	20	206	737
04 15 PM	65	68	34	167	87	83	47	217	13	80	43	136	65	137	18	220	740
04 30 PM	60	71	50	181	76	104	39	219	6	78	50	134	68	109	14	191	725
04 45 PM	89	101	48	238	64	103	36	203	11	80	39	130	61	134	11	206	777
Total	273	335	172	780	306	371	159	836	39	318	183	540	254	506	63	823	2979
05 00 PM	81	106	42	229	82	104	32	218	12	68	45	125	69	132	11	212	784
05 15 PM	44	100	45	189	94	99	54	247	5	103	49	157	81	138	20	239	832
05 30 PM	53	103	56	212	76	99	35	210	7	83	42	132	55	101	12	168	722
05 45 PM	55	81	40	176	100	120	40	260	5	79	41	125	79	96	17	192	753
Total	233	390	183	806	352	422	161	935	29	333	177	539	284	467	60	811	3091
Grand Total	506	725	355	1586	658	793	320	1771	68	651	360	1079	538	973	123	1634	6070
Apprch %	31.9	45.7	22.4		37.2	44.8	18.1		6.3	60.3	33.4		32.9	59.5	7.5		
Total %	8.3	11.9	5.8	26.1	10.8	13.1	5.3	29.2	1.1	10.7	5.9	17.8	8.9	16	2	26.9	

Start Time	HAMNER AVENUE Southbound				LIMONITE AVENUE Westbound				HAMNER AVENUE Northbound				LIMONITE AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04 30 PM	60	71	50	181	76	104	39	219	6	78	50	134	68	109	14	191	725
04 45 PM	89	101	48	238	64	103	36	203	11	80	39	130	61	134	11	206	777
05 00 PM	81	106	42	229	82	104	32	218	12	68	45	125	69	132	11	212	784
05 15 PM	44	100	45	189	94	99	54	247	5	103	49	157	81	138	20	239	832
Total Volume	274	378	185	837	316	410	161	887	34	329	183	546	279	513	56	848	3118
% App. Total	32.7	45.2	22.1		35.6	46.2	18.2		6.2	60.3	33.5		32.9	60.5	6.6		
PHF	770	892	925	879	840	986	745	898	708	799	915	869	861	929	700	887	937

COUNTY OF RIVERSIDE
I-15 SOUTHBOUND RAMPS / LIMONITE AVENUE

Turning Movement Count
October 2005

11/11/05 11:11 AM
11/11/05 11:11 AM
11/11/05 11:11 AM
11/11/05 11:11 AM

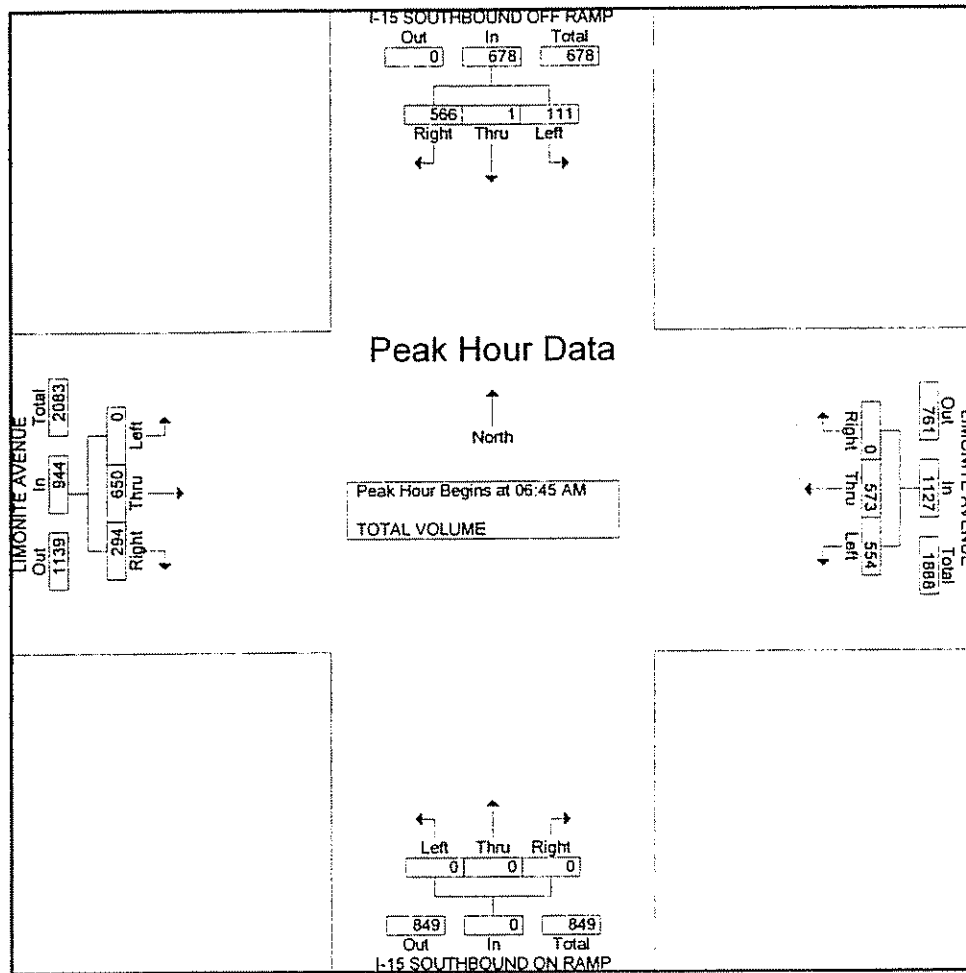


County of Riverside
I-15 Southbound Ramps and Limonite Avenue

Signalized Intersections

<u>Intersection</u>		<u>N/S Left Turn Phasing</u>	<u>E/W Left Turn Phasing</u>
<u>N/S Street</u>	<u>E/W Street</u>		
I-215 Southbound Ramps	Limonite Avenue	SB - permitted / unopposed	WB leading left protected
I-215 Northbound Ramps	Limonite Avenue	NB - permitted / unopposed	EB leading left protected

Note: Leading lefts/protected is "accuated" or "on demand". If no vehicle is in the left turn pocket, arrow does not appear.



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:45 AM				06:45 AM				06:45 AM				06:45 AM			
+0 mins.	22	0	165	187	134	162	0	296	0	0	0	0	0	163	52	215
+15 mins.	24	0	163	187	131	159	0	290	0	0	0	0	0	162	62	224
+30 mins.	29	1	142	172	150	125	0	275	0	0	0	0	0	164	90	254
+45 mins.	36	0	96	132	139	127	0	266	0	0	0	0	0	161	90	251
Total Volume	111	1	566	678	554	573	0	1127	0	0	0	0	0	650	294	944
% App. Total	16.4	0.1	83.5		49.2	50.8	0		0	0	0		0	68.9	31.1	
PHF	.771	.250	.858	.906	.923	.884	.000	.952	.000	.000	.000	.000	.000	.991	.817	.929

COUNTS UNLIMITED INC.

25424 Jaclyn Avenue
 Moreno Valley Ca. 92557
 951-247-6716

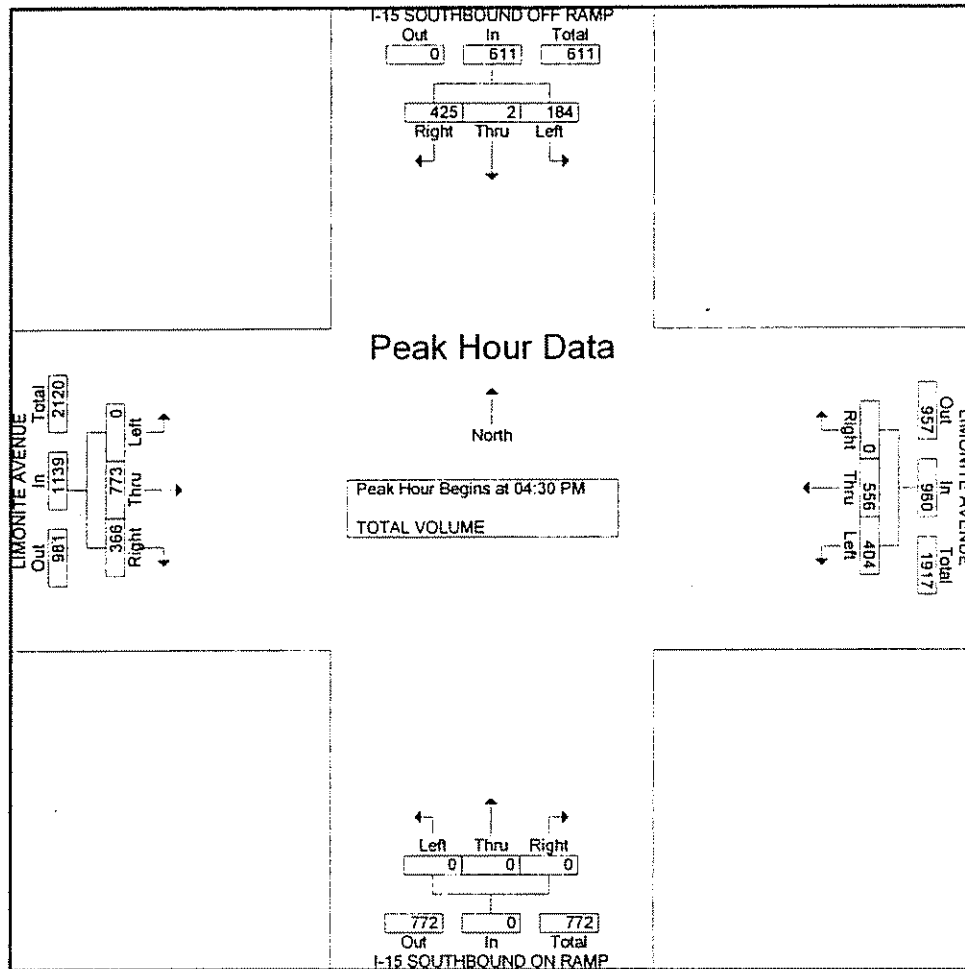
COUNTY OF RIVERSIDE
 N/S: I-15 SOUTHBOUND RAMPS
 E/W: LIMONITE AVENUE
 WEATHER: SUNNY

File Name : CR15LIAM
 Site Code : 679720
 Start Date : 10/6/2005
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	I-15 SOUTHBOUND OFF RAMP Southbound				LIMONITE AVENUE Westbound				I-15 SOUTHBOUND ON RAMP Northbound				LIMONITE AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45 AM	22	0	165	187	134	162	0	296	0	0	0	0	0	163	52	215	698
Total	22	0	165	187	134	162	0	296	0	0	0	0	0	163	52	215	698
07:00 AM	24	0	163	187	131	159	0	290	0	0	0	0	0	162	62	224	701
07:15 AM	29	1	142	172	150	125	0	275	0	0	0	0	0	164	90	254	701
07:30 AM	36	0	96	132	139	127	0	266	0	0	0	0	0	161	90	251	649
07:45 AM	39	0	99	138	147	106	0	253	0	0	0	0	0	141	48	189	580
Total	128	1	500	629	567	517	0	1084	0	0	0	0	0	628	290	918	2631
08:00 AM	28	1	87	116	122	130	0	252	0	0	0	0	0	163	44	207	575
08:15 AM	20	1	104	125	105	118	0	223	0	0	0	0	0	161	44	205	553
08:30 AM	27	0	91	118	99	137	0	236	0	0	0	0	0	137	60	197	551
Grand Total	225	3	947	1175	1027	1064	0	2091	0	0	0	0	0	1252	490	1742	5008
Apprch %	19.1	0.3	80.6		49.1	50.9	0		0	0	0	0	0	71.9	28.1		
Total %	4.5	0.1	18.9	23.5	20.5	21.2	0	41.8	0	0	0	0	0	25	9.8	34.8	

Start Time	I-15 SOUTHBOUND OFF RAMP Southbound				LIMONITE AVENUE Westbound				I-15 SOUTHBOUND ON RAMP Northbound				LIMONITE AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	22	0	165	187	134	162	0	296	0	0	0	0	0	163	52	215	698
07:00 AM	24	0	163	187	131	159	0	290	0	0	0	0	0	162	62	224	701
07:15 AM	29	1	142	172	150	125	0	275	0	0	0	0	0	164	90	254	701
07:30 AM	36	0	96	132	139	127	0	266	0	0	0	0	0	161	90	251	649
Total Volume	111	1	566	678	554	573	0	1127	0	0	0	0	0	650	294	944	2749
% App. Total	16.4	0.1	83.5		49.2	50.8	0		0	0	0	0	0	68.9	31.1		
PHF	.771	.250	.858	.906	.923	.884	.000	.952	.000	.000	.000	.000	.000	.991	.817	.929	.980



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	59	0	99	158	110	142	0	252	0	0	0	0	0	191	83	274
+15 mins.	47	0	100	147	93	154	0	247	0	0	0	0	0	182	94	276
+30 mins.	35	1	125	161	99	141	0	240	0	0	0	0	0	207	88	295
+45 mins.	53	2	118	173	110	131	0	241	0	0	0	0	0	193	101	294
Total Volume	194	3	442	639	412	568	0	980	0	0	0	0	0	773	366	1139
% App. Total	30.4	0.5	69.2		42	58	0		0	0	0		0	67.9	32.1	
PHF	.822	.375	.884	.923	.936	.922	.000	.972	.000	.000	.000	.000	.000	.934	.906	.965

COUNTS UNLIMITED INC.

25424 Jaclyn Avenue
 Moreno Valley Ca. 92557
 951-247-6716

COUNTY OF RIVERSIDE
 N/S: I-15 SOUTHBOUND RAMPS
 E/W: LIMONITE AVENUE
 WEATHER: SUNNY

File Name : CR15SLIPM
 Site Code : 679720
 Start Date : 10/6/2005
 Page No : 1

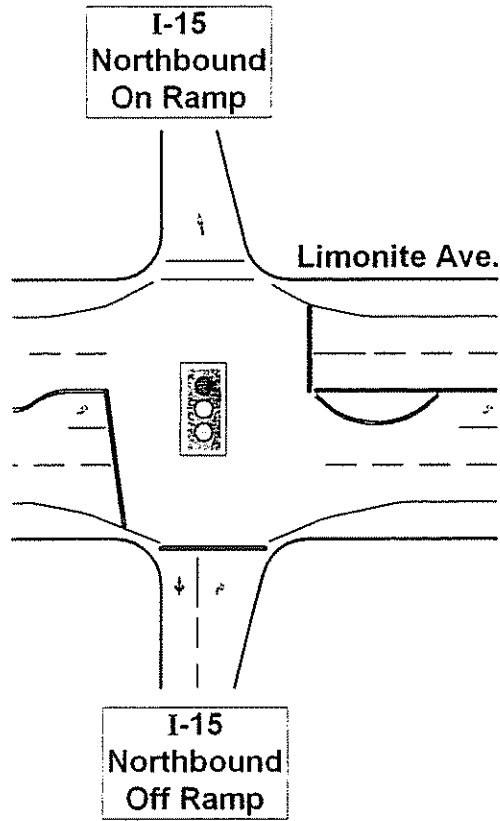
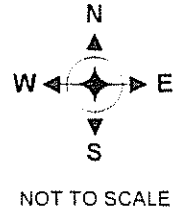
Groups Printed- TOTAL VOLUME

Start Time	I-15 SOUTHBOUND OFF RAMP Southbound				LIMONITE AVENUE Westbound				I-15 SOUTHBOUND ON RAMP Northbound				LIMONITE AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	44	1	100	145	110	142	0	252	0	0	0	0	0	210	90	300	697
04:15 PM	62	0	91	153	93	154	0	247	0	0	0	0	0	198	73	271	671
04:30 PM	43	1	101	145	99	141	0	240	0	0	0	0	0	191	83	274	659
04:45 PM	59	0	99	158	110	131	0	241	0	0	0	0	0	182	94	276	675
Total	208	2	391	601	412	568	0	980	0	0	0	0	0	781	340	1121	2702
05:00 PM	47	0	100	147	90	131	0	221	0	0	0	0	0	207	88	295	663
05:15 PM	35	1	125	161	105	153	0	258	0	0	0	0	0	193	101	294	713
05:30 PM	53	2	118	173	97	131	0	228	0	0	0	0	0	181	76	257	658
05:45 PM	45	0	110	155	108	146	0	254	0	0	0	0	0	200	61	261	670
Total	180	3	453	636	400	561	0	961	0	0	0	0	0	781	326	1107	2704
Grand Total	388	5	844	1237	812	1129	0	1941	0	0	0	0	0	1562	666	2228	5406
Apprch %	31.4	0.4	68.2		41.8	58.2	0		0	0	0	0	0	70.1	29.9		
Total %	7.2	0.1	15.6	22.9	15	20.9	0	35.9	0	0	0	0	0	28.9	12.3	41.2	

Start Time	I-15 SOUTHBOUND OFF RAMP Southbound				LIMONITE AVENUE Westbound				I-15 SOUTHBOUND ON RAMP Northbound				LIMONITE AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	43	1	101	145	99	141	0	240	0	0	0	0	0	191	83	274	659
04:45 PM	59	0	99	158	110	131	0	241	0	0	0	0	0	182	94	278	675
05:00 PM	47	0	100	147	90	131	0	221	0	0	0	0	0	207	88	295	663
05:15 PM	35	1	125	161	105	153	0	258	0	0	0	0	0	193	101	294	713
Total Volume	184	2	425	611	404	556	0	960	0	0	0	0	0	773	366	1139	2710
% App. Total	30.1	0.3	69.6		42.1	57.9	0		0	0	0	0	0	67.9	32.1		
PHF	780	500	850	949	918	908	000	930	000	000	000	000	000	934	906	965	950

COUNTY OF RIVERSIDE
I-15 NORTHBOUND RAMPS / LIMONITE AVENUE

Turning Movement Count
October 2005

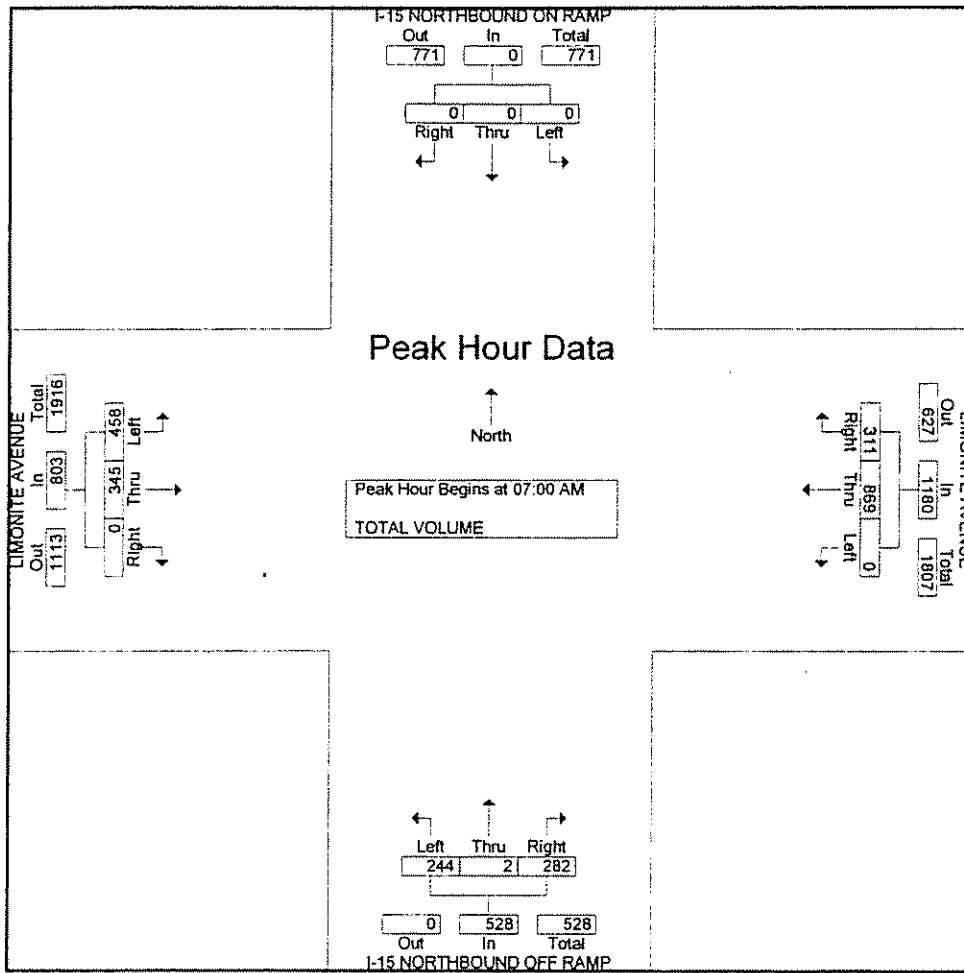


**County of Riverside
I-15 Northbound Ramps and Limonite Avenue**

Signalized Intersections

<u>Intersection</u>		<u>N/S Left Turn Phasing</u>	<u>EW Left Turn Phasing</u>
<u>N/S Street</u>	<u>EW Street</u>		
I-215 Southbound Ramps	Limonite Avenue	SB - permitted / unopposed	WB leading left protected
I-215 Northbound Ramps	Limonite Avenue	NB - permitted / unopposed	EB leading left protected

Note: Leading lefts/protected is "accuated" or "on demand". If no vehicle is in the left turn pocket, arrow does not appear.



Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:45 AM				07:00 AM				06:45 AM				07:30 AM			
+0 mins.	0	0	0	0	0	207	80	287	72	0	76	148	96	110	0	206
+15 mins.	0	0	0	0	0	221	61	282	73	1	80	154	111	86	0	197
+30 mins.	0	0	0	0	0	218	79	297	63	1	75	139	112	90	0	202
+45 mins.	0	0	0	0	0	223	91	314	47	0	57	104	124	84	0	208
Total Volume	0	0	0	0	0	869	311	1180	255	2	288	545	443	370	0	813
% App. Total	0	0	0		0	73.6	26.4		46.8	0.4	52.8		54.5	45.5	0	
PHF	.000	.000	.000	.000	.000	.974	.854	.939	.873	.500	.900	.885	.893	.841	.000	.977

COUNTS UNLIMITED INC.

25424 Jaclyn Avenue
 Moreno Valley Ca. 92557
 951-247-6716

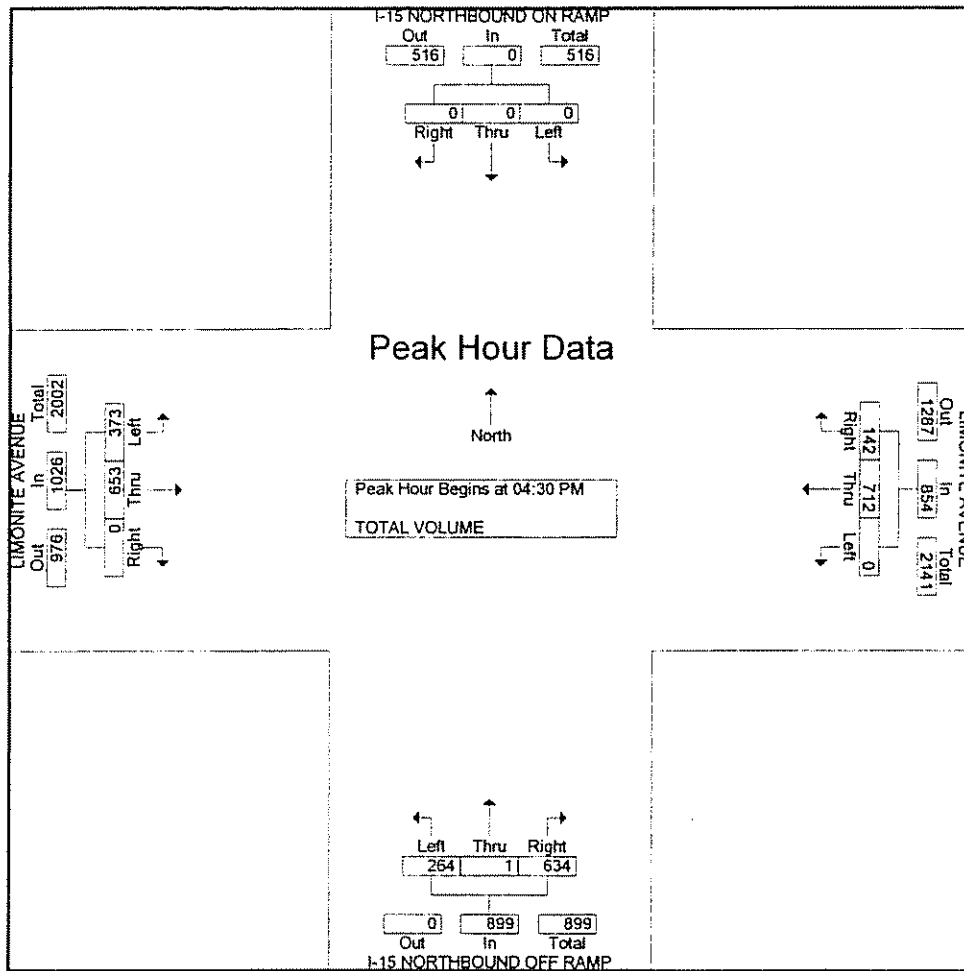
COUNTY OF RIVERSIDE
 N/S: I-15 NORTHBOUND RAMP
 E/W: LIMONITE AVENUE
 Weather: SUNNY

File Name : CR15NLIAM
 Site Code : 679743
 Start Date : 10/6/2005
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	I-15 NORTHBOUND ON RAMP Southbound				LIMONITE AVENUE Westbound				I-15 NORTHBOUND OFF RAMP Northbound				LIMONITE AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
06:45 AM	0	0	0	0	0	224	78	302	72	0	76	148	113	55	0	168	618
Total	0	0	0	0	0	224	78	302	72	0	76	148	113	55	0	168	618
07:00 AM	0	0	0	0	0	207	80	287	73	1	80	154	116	77	0	193	634
07:15 AM	0	0	0	0	0	221	61	282	63	1	75	139	135	72	0	207	628
07:30 AM	0	0	0	0	0	218	79	297	47	0	57	104	96	110	0	206	607
07:45 AM	0	0	0	0	0	223	91	314	61	0	70	131	111	86	0	197	642
Total	0	0	0	0	0	869	311	1180	244	2	282	528	458	345	0	803	2511
08:00 AM	0	0	0	0	0	183	64	247	60	0	86	146	112	90	0	202	595
08:15 AM	0	0	0	0	0	183	43	226	49	0	75	124	124	84	0	208	558
08:30 AM	0	0	0	0	0	195	46	241	67	1	72	140	104	73	0	177	558
Grand Total	0	0	0	0	0	1654	542	2196	492	3	591	1086	911	647	0	1558	4840
Apprch %	0	0	0	0	0	75.3	24.7		45.3	0.3	54.4		58.5	41.5	0		
Total %	0	0	0	0	0	34.2	11.2	45.4	10.2	0.1	12.2	22.4	18.8	13.4	0	32.2	

Start Time	I-15 NORTHBOUND ON RAMP Southbound				LIMONITE AVENUE Westbound				I-15 NORTHBOUND OFF RAMP Northbound				LIMONITE AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	207	80	287	73	1	80	154	116	77	0	193	634
07:15 AM	0	0	0	0	0	221	61	282	63	1	75	139	135	72	0	207	628
07:30 AM	0	0	0	0	0	218	79	297	47	0	57	104	96	110	0	206	607
07:45 AM	0	0	0	0	0	223	91	314	61	0	70	131	111	86	0	197	642
Total Volume	0	0	0	0	0	869	311	1180	244	2	282	528	458	345	0	803	2511
% App. Total	0	0	0	0	0	73.6	26.4		46.2	0.4	53.4		57	43	0		
PHF	.000	.000	.000	.000	.000	.974	.854	.939	.836	.500	.881	.857	.848	.784	.000	.970	.978



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM			05:00 PM			04:30 PM					
+0 mins.	0	0	0	0	0	177	31	208	56	0	154	210	100	164	0	264
+15 mins.	0	0	0	0	0	189	29	218	72	0	174	246	91	153	0	244
+30 mins.	0	0	0	0	0	179	32	211	64	1	162	227	85	162	0	247
+45 mins.	0	0	0	0	0	180	42	222	72	0	163	235	97	174	0	271
Total Volume	0	0	0	0	0	725	134	859	264	1	653	918	373	653	0	1026
% App. Total	0	0	0	0	0	84.4	15.6		28.8	0.1	71.1		36.4	63.6	0	
PHF	.000	.000	.000	.000	.000	.959	.798	.967	.917	.250	.938	.933	.933	.938	.000	.946

COUNTS UNLIMITED INC.
 25424 Jaclyn Avenue
 Moreno Valley Ca. 92557
 951-247-6716

COUNTY OF RIVRESIDE
 N/S: I-15 NORTHBOUND RAMPS
 E/W: LIMONITE AVENUE
 Weather: SUNNY

File Name : CR15NLIPI
 Site Code : 679743
 Start Date : 10/6/2005
 Page No : 1

Groups Printed- TOTAL VOLUME

Start Time	I-15 NORTHBOUND ON RAMP Southbound				LIMONITE AVENUE Westbound				I-15 NORTHBOUND OFF RAMP Northbound				LIMONITE AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	179	38	217	75	0	163	238	92	156	0	248	703
04:15 PM	0	0	0	0	0	171	37	208	70	1	148	219	97	161	0	258	685
04:30 PM	0	0	0	0	0	167	50	217	78	0	155	233	100	164	0	264	714
04:45 PM	0	0	0	0	0	177	31	208	58	1	151	210	91	153	0	244	662
Total	0	0	0	0	0	694	156	850	281	2	617	900	380	634	0	1014	2764
05:00 PM	0	0	0	0	0	189	29	218	56	0	154	210	85	162	0	247	675
05:15 PM	0	0	0	0	0	179	32	211	72	0	174	246	97	174	0	271	728
05:30 PM	0	0	0	0	0	180	42	222	64	1	162	227	80	138	0	218	667
05:45 PM	0	0	0	0	0	163	30	193	72	0	163	235	79	164	0	243	671
Total	0	0	0	0	0	711	133	844	264	1	653	918	341	638	0	979	2741
Grand Total	0	0	0	0	0	1405	289	1694	545	3	1270	1818	721	1272	0	1993	5505
Apprch %	0	0	0		0	82.9	17.1		30	0.2	69.9		36.2	63.8	0		
Total %	0	0	0		0	25.5	5.2	30.8	9.9	0.1	23.1	33	13.1	23.1	0	36.2	

Start Time	I-15 NORTHBOUND ON RAMP Southbound				LIMONITE AVENUE Westbound				I-15 NORTHBOUND OFF RAMP Northbound				LIMONITE AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	167	50	217	78	0	155	233	100	164	0	264	714
04:45 PM	0	0	0	0	0	177	31	208	58	1	151	210	91	153	0	244	662
05:00 PM	0	0	0	0	0	189	29	218	56	0	154	210	85	162	0	247	675
05:15 PM	0	0	0	0	0	179	32	211	72	0	174	246	97	174	0	271	728
Total Volume	0	0	0	0	0	712	142	854	264	1	634	899	373	653	0	1026	2779
% App. Total	0	0	0		0	83.4	16.6		29.4	0.1	70.5		36.4	63.6	0		
PHF	.000	.000	.000	.000	.000	.942	.710	.979	.846	.250	.911	.914	.933	.938	.000	.946	.954

APPENDIX B

Signal Warrants

W.O. 03-0380
Parkside Specific Plan
Existing Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #34 Archibald Ave / Schaefer Ave

Base Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0
Final Vol.:	3	330	9		4	307	0		1	0	0		7	0	0					

Major Street Volume: 653

Minor Approach Volume: 7

Minor Approach Volume Threshold: 165

 W.O. 03-0380
 Parkside Specific Plan
 Existing Conditions

 Peak Hour Volume Signal Warrant Report [Rural]

Intersection #34 Archibald Ave / Schaefer Ave

Base Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0
Final Vol.:	0	457		0	0	1	440		0	0	0	0		1	0	0	0		0	0

 Major Street Volume: 898
 Minor Approach Volume: 1
 Minor Approach Volume Threshold: 112

 W.O. 03-0390
 Parkside Specific Plan
 Opening Year w/o Project Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #34 Archibald Ave / Schaefer Ave

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 .0	0	0	1! 0 0
Final Vol.:	16	1646	1	103	878	42	149	21	12	2	20	259
Major Street Volume:							2686					
Minor Approach Volume:							281					
Minor Approach Volume Threshold:	-70 [less than minimum of 75]											

W.O. 03-0380
 Parkside Specific Plan
 Opening Year w/o Project Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #34 Archibald Ave / Schaefer Ave

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0
Final Vol.:	17	1432	2	263	1980	149	80	42	27	1	27	255

Major Street Volume: 3843
 Minor Approach Volume: 283
 Minor Approach Volume Threshold: -129 [less than minimum of 75]

W.O. 03-0380
 Parkside Specific Plan
 Opening Year w/o Project Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #120 Schaefer Ave / Edison Ave

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	0	0	0	1	0	0	0	0	0	1	0
Final Vol.:	0	0	0	130	0	8	8	423	0	0	439	29	

Major Street Volume: 899
 Minor Approach Volume: 138
 Minor Approach Volume Threshold: 112

W.O. 03-0380
 Parkside Specific Plan
 Opening Year w/o Project Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #120 Schaefer Ave / Edison Ave

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	0	0	0	1	0	0	0	0	0	1	0
Final Vol.:	0	0	0	308	0	6	16	589	0	0	508	289	

Major Street Volume: 1402
 Minor Approach Volume: 314
 Minor Approach Volume Threshold: 38 [less than minimum of 75]

W.O. 03-0380
 Parkside Specific Plan
 Existing Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #43 Haven Ave / Edison Ave

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	0	1	0	0
Final Vol.:	1	1	2	13	4	64	90	59	0	1	168	24

Major Street Volume: 342

Minor Approach Volume: 82

Minor Approach Volume Threshold: 272

W.O. 03-0380
 Parkside Specific Plan
 Existing Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #43 Haven Ave / Edison Ave

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled						
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0
Final Vol.:	2	3	2	38	2	67	134	167	4	1	70	18				

Major Street Volume: 394
 Minor Approach Volume: 107
 Minor Approach Volume Threshold: 249

W.O. 03-0380
 Parkside Specific Plan
 Opening Year w/o Project Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #43 Haven Ave / Edison Ave

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0
Final Vol.:	217	452	23	93	197	337	339	118	97	8	170	102
Major Street Volume:	834											
Minor Approach Volume:	692											
Minor Approach Volume Threshold:	124											

 W.O. 03-0380
 Parkside Specific Plan
 Opening Year w/o Project Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #43 Haven Ave / Edison Ave

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	1	0	0	1	0	0	0	0	1	0	0
Final Vol.:	214	306	18	170	595	387	456	179	263	26	197	106	

 Major Street Volume: 1227
 Minor Approach Volume: 1152
 Minor Approach Volume Threshold: 60 [less than minimum of 75]

W.O. 03-0380
 Parkside Specific Plan
 Existing Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #47 Archibald Ave / Merrill Ave

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	1
Final Vol.:	342	463	3	0	236	126	22	1	70	0	0	2	

Major Street Volume: 95
 Minor Approach Volume: 809
 Minor Approach Volume Threshold: 486

W.O. 03-0380
Parkside Specific Plan
Existing Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #47 Archibald Ave / Merrill Ave

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0
Final Vol.:	87	406	0	0	510	26	58	1	263	1	3	3
Major Street Volume:							329					
Minor Approach Volume:							536					
Minor Approach Volume Threshold:							279					

W.O. 03-0380
Parkside Specific Plan
Opening Year w/o Project Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #48 Sumner Ave - Haven Ave / Merrill Ave

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0
Final Vol.:	113	492	143	52	219	27	93	594	79	28	675	94

Major Street Volume: 1563
Minor Approach Volume: 748
Minor Approach Volume Threshold: 20 [less than minimum of 75]

 W.O. 03-0380
 Parkside Specific Plan
 Opening Year w/o Project Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #48 Sumner Ave - Haven Ave / Merrill Ave

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0
Final Vol.:	122	390	82	111	661	98	57	657	186	157	901	82

 Major Street Volume: 2040
 Minor Approach Volume: 870
 Minor Approach Volume Threshold: -24 [less than minimum of 75]

 W.O. 03-0380
 Parkside Specific Plan
 Opening Year w/o Project Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #199 Cleveland Ave / Merrill Ave

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1
Final Vol.:	89	2	0		0	0	0		0	978	60		0	839	1	

 Major Street Volume: 1878
 Minor Approach Volume: 91
 Minor Approach Volume Threshold: -10 [less than minimum of 75]

 W.O. 03-0380
 Parkside Specific Plan
 Opening Year w/o Project Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #199 Cleveland Ave / Merrill Ave

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Lanes:	1	0	0	0	0	1	0	0	0	0	1	0	0
Final Vol.:	100	0	0	0	5	0	0	935	116	0	1329	0	

Major Street Volume: 2380
 Minor Approach Volume: 100
 Minor Approach Volume Threshold: -50 [less than minimum of 75]

W.O. 03-0380
 Parkside Specific Plan
 Opening Year with Project Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #167 Project St (W) / Merrill Ave

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0
Final Vol.:	9	0	33	65	0	18	19	1041	3	11	953	69
Major Street Volume:							2096					
Minor Approach Volume:							83					
Minor Approach Volume Threshold:	-29 [less than minimum of 75]											

W.O. 03-0380
 Parkside Specific Plan
 Opening Year with Project Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #167 Project St (W) / Merrill Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0
Final Vol.:	6	0	22	49	0	13	13	1055	10	38	1415	48
Major Street Volume:	2579											
Minor Approach Volume:	62											
Minor Approach Volume Threshold:	-63 [less than minimum of 75]											

 W.O. 03-0380
 Parkside Specific Plan
 Opening Year with Project Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #206 Project St (E) / Merrill Ave

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0
Final Vol.:	12	1	44	100	1	49	28	1107	4	15	972	65

 Major Street Volume: 2191
 Minor Approach Volume: 150
 Minor Approach Volume Threshold: -36 [less than minimum of 75]

W.O. 03-0380
 Parkside Specific Plan
 Opening Year with Project Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #206 Project St (E) / Merrill Ave

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0
Final Vol.:	8	1	29	64	1	31	45	1067	14	50	1462	88
Major Street Volume:	2726											
Minor Approach Volume:	96											
Minor Approach Volume Threshold:	-72 [less than minimum of 75]											

W.O. 03-0380
 Parkside Specific Plan
 Existing Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #61 Hamner Ave / Merrill Ave

Base Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0
Final Vol.:	247	609	0	0	179	7	5	0	50	0	0	0
Major Street Volume:							1041					
Minor Approach Volume:							55					
Minor Approach Volume Threshold:							88					

W.O. 03-0380
Parkside Specific Plan
Existing Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #61 Hamner Ave / Merrill Ave

Base Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0	1	0	0	0	1	0	0	1	0	0	0
Final Vol.:	65	367	0	0	790	5	3	0	315	0	0	0

Major Street Volume: 1228
 Minor Approach Volume: 318
 Minor Approach Volume Threshold: 60 (less than minimum of 75)

 W.O. 03-0380
 Parkside Specific Plan
 Opening Year w/o Project Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #61 Hamner Ave / Merrill Ave

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0	1	0	0	0	1	0	1	0	0	0	0
Final Vol.:	58	581	0	0	95	651	722	0	0	0	0	0

 Major Street Volume: 1385
 Minor Approach Volume: 722
 Minor Approach Volume Threshold: 40 [less than minimum of 75]

 W.O. 03-0380
 Parkside Specific Plan
 Opening Year w/o Project Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #61 Hamner Ave / Merrill Ave

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0	1	0	0	0	0	0	1	0	0	0	0
Final Vol.:	35	289	0	0	1614	1095	658	0	84	0	0	0

 Major Street Volume: 3033
 Minor Approach Volume: 742
 Minor Approach Volume Threshold: -90 [less than minimum of 75]

W.O. 03-0380
 Parkside Specific Plan
 Opening Year w/o Project Conditions

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #145 Cleveland Ave / Bellegrave Ave

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0
Final Vol.:	30	135	201	0	89	0	0	787	9	141	252	0

Major Street Volume: 1189
 Minor Approach Volume: 366
 Minor Approach Volume Threshold: 66 [less than minimum of 75]

 W.O. 03-0380
 Parkside Specific Plan
 Opening Year w/o Project Conditions

Peak Hour Volume Signal Warrant Report (Rural)

 Intersection #145 Cleveland Ave / Bellegrave Ave

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0
Final Vol.:	17	145	100	0	174	0	0	652	27	418	497	0

 Major Street Volume: 1594
 Minor Approach Volume: 262
 Minor Approach Volume Threshold: 17 [less than minimum of 75]

Model Post-Processing Worksheets

2015 AM Peak Hour

Intersection	Turning Movement Volumes												Link Volumes							
	NB			SB			EB			WB			NB	SB		EB	WB			
	L	T	R	L	T	R	L	T	R	L	T	R	In	Out	In	Out	In	Out	In	Out
1. Milliken / SR-60 WB Ramps	508	944	0	0	610	2	0	0	0	385	0	273	1452	1217	612	995	0	0	658	510
2. Milliken / SR-60 EB Ramps	0	1417	549	3	992	0	35	0	547	0	0	0	1966	1452	995	1539	582	552	0	0
3. Hamner / Riverside	105	813	43	732	213	596	859	884	78	21	321	295	961	1967	1541	312	1821	1659	637	1022
4. Hamner / Chino	161	1041	0	0	350	24	65	0	297	0	0	0	1202	1106	374	647	362	0	0	185
5. Archibald / Schaefer	16	1646	1	103	878	42	149	21	12	2	20	259	1663	2054	1023	892	182	125	281	78
6. Archibald / Edison	966	979	76	71	355	302	291	314	380	93	440	149	2021	1419	728	828	985	461	682	1708
7. Schaefer / Edison	0	0	0	130	0	8	8	423	0	0	439	29	0	37	138	0	431	553	468	447
8. Haven / Edison	217	452	23	93	197	337	339	118	97	8	170	102	692	893	627	302	554	234	280	724
9. Archibald / Merrill	146	1598	185	146	681	0	0	61	93	409	162	422	1929	2020	827	1183	154	392	993	308
10. Haven / Merrill	113	492	161	52	219	27	93	645	79	68	790	94	766	679	298	366	817	858	952	930
11. Cleveland (Mill Creek) / Merrill	113	10	7	5	15	1	3	1041	68	3	968	4	130	17	21	86	1112	1053	975	1082
12. Hamner / Merrill	166	631	0	0	132	747	871	0	187	0	0	0	797	1502	879	319	1058	0	0	913
13. Cleveland / Bellegrave	30	135	201	0	89	0	0	787	9	141	252	0	366	135	89	239	796	988	393	282
14. Hamner / Bellegrave	45	541	540	210	103	22	65	989	58	82	385	295	1126	901	335	243	1112	1739	762	452
15. Hamner / Limonite	83	762	240	96	110	52	157	1196	21	124	1646	118	1085	1037	258	255	1374	1532	1888	1781
16. I-15 SB Ramps / Limonite	0	0	0	238	0	584	0	1146	494	981	1433	0	0	0	822	1475	1640	1384	2414	2017
17. I-15 NB Ramps / Limonite	460	0	1200	0	0	0	486	898	0	0	1954	874	1660	1360	0	0	1384	2098	2828	2414

2015 PM Peak Hour

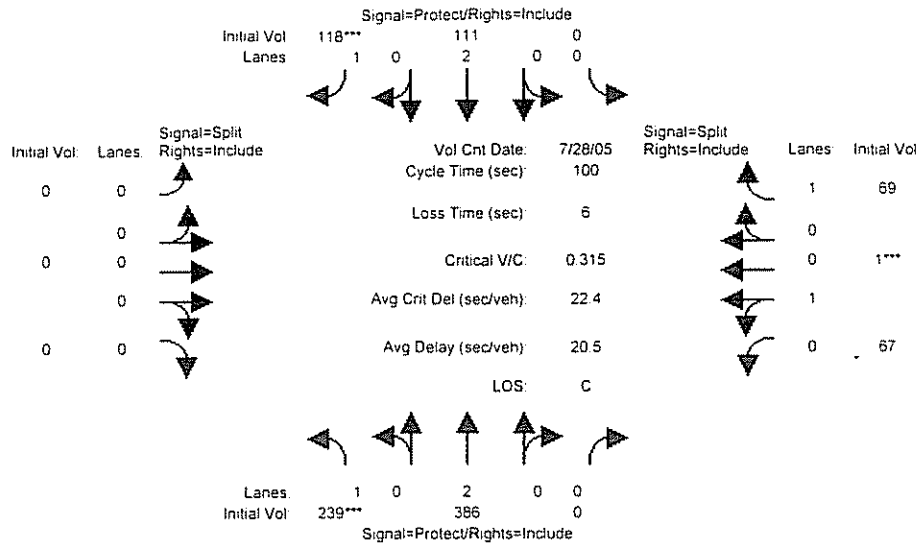
Intersection	Turning Movement Volumes												Link Volumes							
	NB			SB			EB			WB			NB		SB		EB		WB	
	L	T	R	L	T	R	L	T	R	L	T	R	In	Out	In	Out	In	Out	In	Out
1. Milliken / SR-60 WB Ramps	779	758	0	0	1887	111	0	0	0	449	0	160	1537	918	1998	2336	0	0	609	890
2. Milliken / SR-60 EB Ramps	0	1530	603	69	2268	0	7	0	1228	0	0	0	2133	1537	2337	3496	1235	672	0	0
3. Hamner / Riverside	77	517	17	788	2073	635	915	437	143	135	809	700	611	2132	3496	2351	1495	1242	1644	1521
4. Hamner / Chino	449	740	0	0	2177	188	11	0	259	0	0	0	1189	751	2365	2436	270	0	0	637
5. Archibald / Schaefer	17	1432	2	263	1980	149	80	42	27	1	27	255	1451	1767	2392	2008	149	307	283	193
6. Archibald / Edison	717	709	111	179	1143	393	402	538	1218	93	396	120	1537	1231	1715	2454	2158	828	609	1506
7. Schaefer / Edison	0	0	0	308	0	6	16	589	0	0	508	289	0	305	314	0	605	897	797	514
8. Haven / Edison	214	306	18	170	595	387	456	179	263	26	197	106	538	868	1152	884	898	367	329	798
9. Archibald / Merrill	144	1227	349	525	1928	0	0	75	146	359	133	308	1720	1535	2453	2433	221	949	800	277
10. Haven / Merrill	122	390	123	111	661	98	57	772	186	182	972	82	635	529	870	1029	1015	1006	1236	1192
11. Cleveland (Mill Creek) / Merrill	116	22	5	6	20	3	2	1060	143	7	1409	7	143	31	29	170	1205	1071	1423	1528
12. Hamner / Merrill	228	339	0	0	1676	1244	767	0	216	0	0	0	567	1106	2920	1892	983	0	0	1472
13. Cleveland / Bellegrave	17	145	100	0	174	0	0	652	27	418	497	0	262	145	174	619	679	752	915	514
14. Hamner / Bellegrave	74	277	158	364	1567	78	45	693	67	804	902	307	509	629	2009	2438	805	1215	2013	1054
15. Hamner / Limonite	58	284	184	149	2035	166	106	1938	79	368	1714	125	526	515	2350	2482	2123	2271	2207	1938
16. I-15 SB Ramps / Limonite	0	0	0	738	0	773	0	1560	849	1506	1600	0	0	0	1511	2355	2409	2298	3106	2373
17. I-15 NB Ramps / Limonite	634	0	1571	0	0	0	447	1851	0	0	2472	577	2205	1024	0	0	2298	3422	3049	3106

APPENDIX C

Existing

W.O. 03-0380
 Parkside Specific Plan
 Existing Conditions
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #81: Milliken Ave / SR-60 WB Ramps

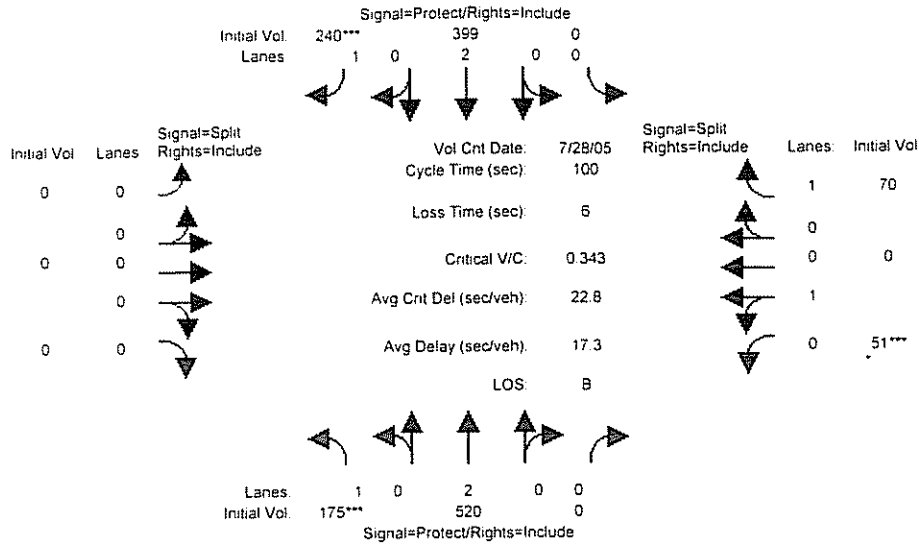


Street Name:	Milliken Avenue						SR-60 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module: >> Count Date: 28 Jul 2005 << 7:00-8:00 AM												
Base Vol:	239	386	0	0	111	118	0	0	0	67	1	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	386	0	0	111	118	0	0	0	67	1	69
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:	239	386	0	0	111	118	0	0	0	67	1	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	260	420	0	0	121	128	0	0	0	73	1	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	420	0	0	121	128	0	0	0	73	1	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.:	260	420	0	0	121	128	0	0	0	73	1	75
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	1.00	0.94	0.95	0.85	0.94	1.00	1.00	0.80	0.85	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1615	3420	0	0	3420	1530	0	0	0	1425	21	1530
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.00	0.00	0.04	0.08	0.00	0.00	0.00	0.05	0.05	0.05
Crit Moves:	****					****				****		
Green/Cycle:	0.51	0.52	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.16	0.16	0.16
Volume/Cap:	0.31	0.23	0.00	0.00	0.13	0.31	0.00	0.00	0.00	0.31	0.31	0.30
Delay/Veh:	14.5	13.1	0.0	0.0	28.0	29.8	0.0	0.0	0.0	37.7	37.7	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	13.1	0.0	0.0	28.0	29.8	0.0	0.0	0.0	37.7	37.7	37.6
HCM2kAvg:	5	3	0	0	1	3	0	0	0	3	3	2

W.O. 03-0380
Parkside Specific Plan
Existing Conditions

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

Intersection #81: Milliken Ave / SR-60 WB Ramps



Street Name:	Milliken Avenue						SR-60 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
-------------	---	---	---	---	---	---	---	---	---	---	---	---

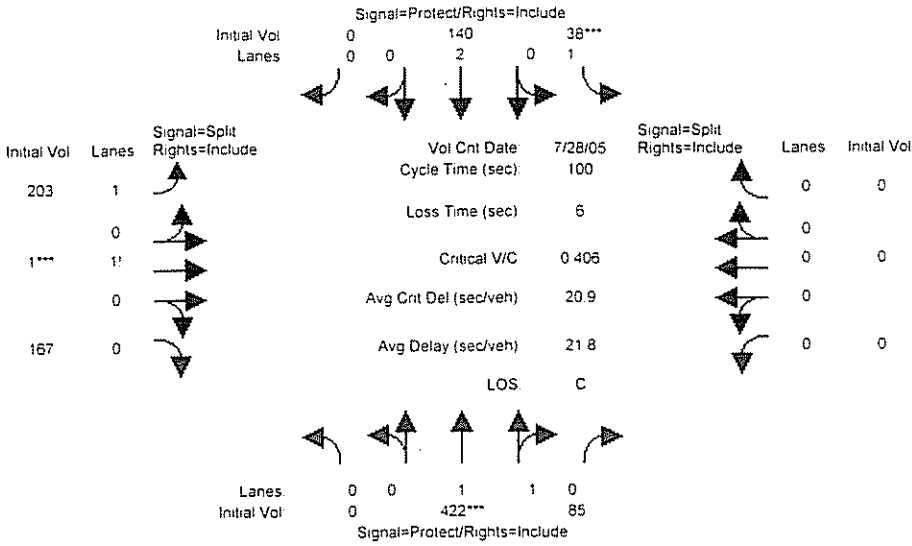
Volume Module:	>>	Count	Date:	28 Jul 2005	<<	4:00-5:00 PM						
Base Vol:	175	520	0	0	399	240	0	0	0	51	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	520	0	0	399	240	0	0	0	51	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	520	0	0	399	240	0	0	0	51	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	190	565	0	0	434	261	0	0	0	55	0	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	565	0	0	434	261	0	0	0	55	0	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	190	565	0	0	434	261	0	0	0	55	0	76

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	1.00	0.94	0.95	0.85	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1615	3420	0	0	3420	1530	0	0	0	1618	0	1530

Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.00	0.00	0.13	0.17	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:	****					****				****		
Green/Cycle:	0.33	0.59	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.36	0.28	0.00	0.00	0.27	0.36	0.00	0.00	0.00	0.25	0.00	0.36
Delay/Veh:	26.0	10.2	0.0	0.0	15.9	17.0	0.0	0.0	0.0	39.0	0.0	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	10.2	0.0	0.0	15.9	17.0	0.0	0.0	0.0	39.0	0.0	40.1
HCM2kAvg:	5	4	0	0	4	5	0	0	0	2	0	2

W O 03-0350
 Parkside Specific Plan
 Existing Conditions
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #23: Milliken Ave / SR-60 EB Ramps



Street Name:	Milliken Avenue						SR-60 Eastbound Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

Volume Module:	>>	Count	Date:	28 Jul 2005	<<	7:00-8:00 AM						
Base Vol:	0	422	85	38	140	0	203	1	167	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	422	85	38	140	0	203	1	167	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	422	85	38	140	0	203	1	167	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	459	92	41	152	0	221	1	182	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	459	92	41	152	0	221	1	182	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	459	92	41	152	0	221	1	182	0	0	0

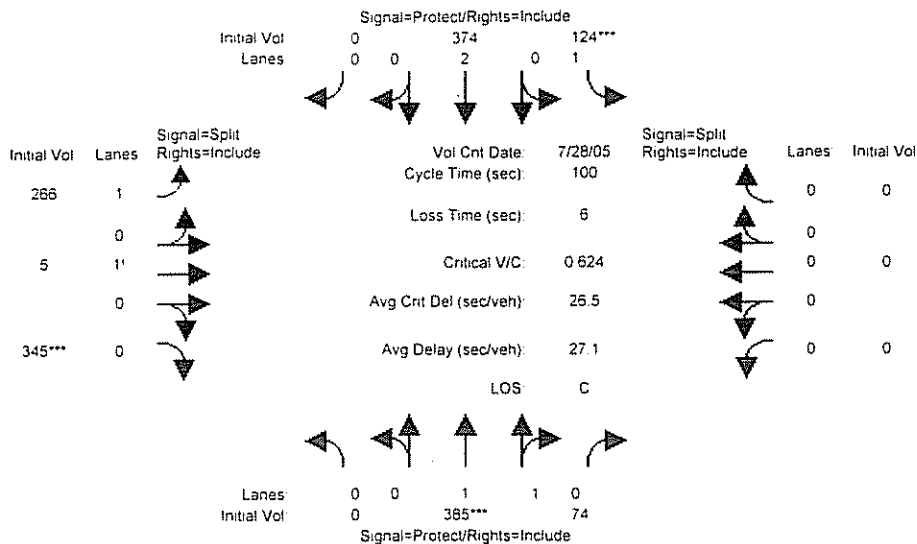
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.93	0.93	0.90	0.95	1.00	0.82	0.87	0.87	0.94	1.00	1.00
Lanes:	0.00	1.66	0.34	1.00	2.00	0.00	1.39	0.01	0.60	0.00	0.00	0.00
Final Sat.:	0	2775	559	1615	3420	0	2057	6	950	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.03	0.04	0.00	0.11	0.19	0.19	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.41	0.41	0.06	0.23	0.00	0.47	0.47	0.47	0.00	0.00	0.00
Volume/Cap:	0.00	0.41	0.41	0.41	0.19	0.00	0.23	0.41	0.41	0.00	0.00	0.00
Delay/Veh:	0.0	21.3	21.3	47.7	30.8	0.0	15.8	17.6	17.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	21.3	47.7	30.8	0.0	15.8	17.6	17.6	0.0	0.0	0.0
HCM2kAvg:	0	6	6	2	2	0	3	7	7	0	0	0

W.O. 03-0380
Parkside Specific Plan
Existing Conditions

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

Intersection #23: Milliken Ave / SR-60 EB Ramps



Street Name:	Milliken Avenue						SR-60 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

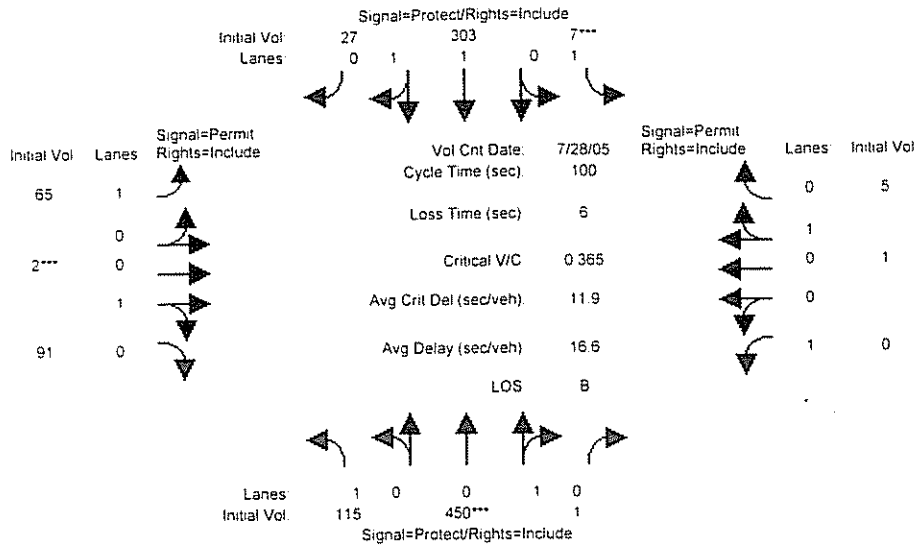
Volume Module:	>>	Count	Date:	28 Jul 2005	<<	4:45-5:45 PM						
Base Vol:	0	385	74	124	374	0	266	5	345	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	385	74	124	374	0	266	5	345	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	385	74	124	374	0	266	5	345	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	418	80	135	407	0	289	5	375	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	418	80	135	407	0	289	5	375	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	418	80	135	407	0	289	5	375	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1800	1800	1900	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.93	0.93	0.90	0.95	1.00	0.79	0.84	0.84	0.94	1.00	1.00
Lanes:	0.00	1.68	0.32	1.00	2.00	0.00	1.29	0.01	0.70	0.00	0.00	0.00
Final Sat.:	0	2800	538	1615	3420	0	1836	15	1062	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.08	0.12	0.00	0.16	0.35	0.35	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.24	0.24	0.13	0.25	0.00	0.57	0.57	0.57	0.00	0.00	0.00
Volume/Cap:	0.00	0.62	0.62	0.62	0.48	0.00	0.28	0.62	0.62	0.00	0.00	0.00
Delay/Veh:	0.0	35.5	35.5	46.5	32.5	0.0	11.2	15.7	15.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.5	35.5	46.5	32.5	0.0	11.2	15.7	15.7	0.0	0.0	0.0
HCM2kAvg:	0	8	8	5	6	0	4	12	12	0	0	0

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Intersection #115: Hamner Ave / Riverside Ave



Street Name:	Hamner Avenue						Riverside Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R

Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

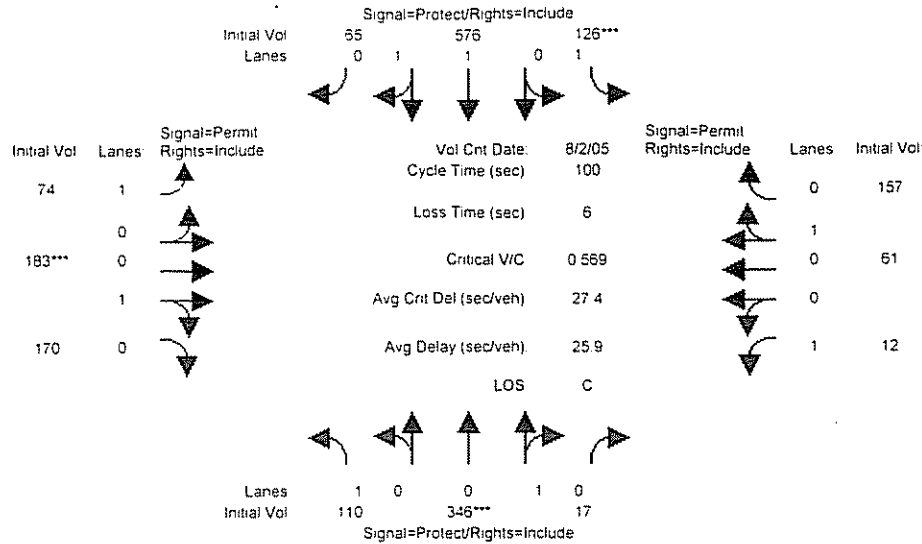
Volume Module:	>>	Count	Date:	28 Jul 2005	<<	7:00-8:00 AM												
Base Vol:	115	450	1	7	303	27	65	2	91	0	1	5						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	115	450	1	7	303	27	65	2	91	0	1	5						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	115	450	1	7	303	27	65	2	91	0	1	5						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92						
PHF Volume:	125	489	1	8	329	29	71	2	99	0	1	5						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	125	489	1	8	329	29	71	2	99	0	1	5						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Vol.:	125	489	1	8	329	29	71	2	99	0	1	5						

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.90	0.94	0.94	0.72	0.85	0.85	0.94	0.88	0.88
Lanes:	1.00	0.99	0.01	1.00	1.84	0.16	1.00	0.02	0.98	1.00	0.17	0.83
Final Sat.:	1615	1796	4	1615	3102	276	1297	33	1502	1700	263	1312

Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.00	0.11	0.11	0.05	0.07	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.32	0.71	0.71	0.06	0.44	0.44	0.17	0.17	0.17	0.00	0.17	0.17
Volume/Cap:	0.24	0.38	0.38	0.08	0.24	0.24	0.32	0.38	0.38	0.00	0.02	0.02
Delay/Veh:	25.0	6.0	6.0	44.7	17.3	17.3	37.1	37.7	37.7	0.0	34.5	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	6.0	6.0	44.7	17.3	17.3	37.1	37.7	37.7	0.0	34.5	34.5
HCM2kAvg:	3	6	6	0	3	3	3	3	3	0	0	0

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Intersection #115: Hamner Ave / Riverside Ave

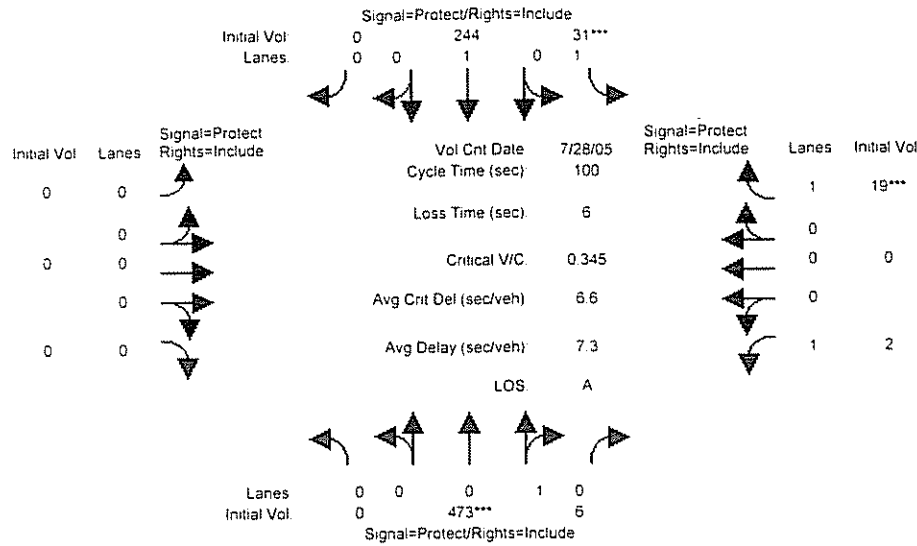


Street Name:	Hamner Avenue						Riverside Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module: >> Count Date:	2 Aug 2005 << 3:45-4:45 PM											
Base Vol:	110	346	17	126	576	65	74	183	170	12	61	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	346	17	126	576	65	74	183	170	12	61	157
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:	110	346	17	126	576	65	74	183	170	12	61	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	120	376	18	137	626	71	80	199	185	13	66	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	376	18	137	626	71	80	199	185	13	66	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	376	18	137	626	71	80	199	185	13	66	171
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.99	0.99	0.90	0.94	0.94	0.47	0.93	0.93	0.33	0.89	0.89
Lanes:	1.00	0.95	0.05	1.00	1.80	0.20	1.00	0.52	0.48	1.00	0.28	0.72
Final Sat.:	1615	1704	84	1615	3027	342	847	866	804	588	449	1156
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.08	0.21	0.21	0.10	0.23	0.23	0.02	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.39	0.39	0.15	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.52	0.57	0.57	0.57	0.52	0.52	0.24	0.57	0.57	0.05	0.37	0.37
Delay/Veh:	42.0	25.2	25.2	42.8	23.4	23.4	20.0	24.3	24.3	18.3	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	25.2	25.2	42.8	23.4	23.4	20.0	24.3	24.3	18.3	21.2	21.2
HCM2kAvg:	4	10	10	5	8	8	3	10	10	1	5	5

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Intersection #24: Hamner Ave / Chino Ave - Harvest Dr



Street Name:	Hamner Avenue						Chino Avenue - Harvest Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

Volume Module:	>>	Count	Date:	28 Jul 2005	<<	7:00-8:00 AM						
Base Vol:	0	473	6	31	244	0	0	0	0	2	0	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	473	6	31	244	0	0	0	0	2	0	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	473	6	31	244	0	0	0	0	2	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	514	7	34	265	0	0	0	0	2	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	514	7	34	265	0	0	0	0	2	0	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.:	0	514	7	34	265	0	0	0	0	2	0	21

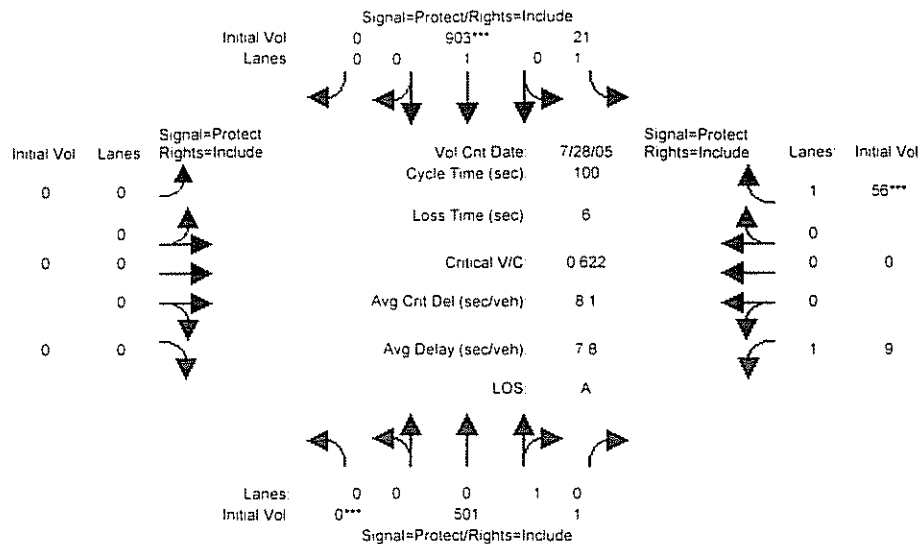
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	1.00	0.94	1.00	1.00	0.90	1.00	0.95
Lanes:	0.00	0.99	0.01	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1774	23	1615	1800	0	0	0	0	1615	0	1530

Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.02	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.01
Crit Moves:	****			****								
Green/Cycle:	0.00	0.82	0.82	0.06	0.63	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Volume/Cap:	0.00	0.35	0.35	0.35	0.24	0.00	0.00	0.00	0.00	0.02	0.00	0.22
Delay/Veh:	0.0	2.4	2.4	47.3	8.3	0.0	0.0	0.0	0.0	44.3	0.0	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.4	2.4	47.3	8.3	0.0	0.0	0.0	0.0	44.3	0.0	46.0
HCM2kAvg:	0	4	4	1	4	0	0	0	0	0	0	1

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Intersection #24: Hamner Ave / Chino Ave - Harvest Dr



Street Name:	Hamner Avenue						Chino Avenue - Harvest Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
-------------	---	---	---	---	---	---	---	---	---	---	---	---

Volume Module: >> Count Date: 28 Jul 2005 << 5:00-6:00 PM

Base Vol:	0	501	1	21	903	0	0	0	0	9	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	501	1	21	903	0	0	0	0	9	0	56
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	501	1	21	903	0	0	0	0	9	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	545	1	23	982	0	0	0	0	10	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	545	1	23	982	0	0	0	0	10	0	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	545	1	23	982	0	0	0	0	10	0	61

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	1.00	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	0.00	0.99	0.01	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1796	4	1615	1800	0	0	0	0	1615	0	1530

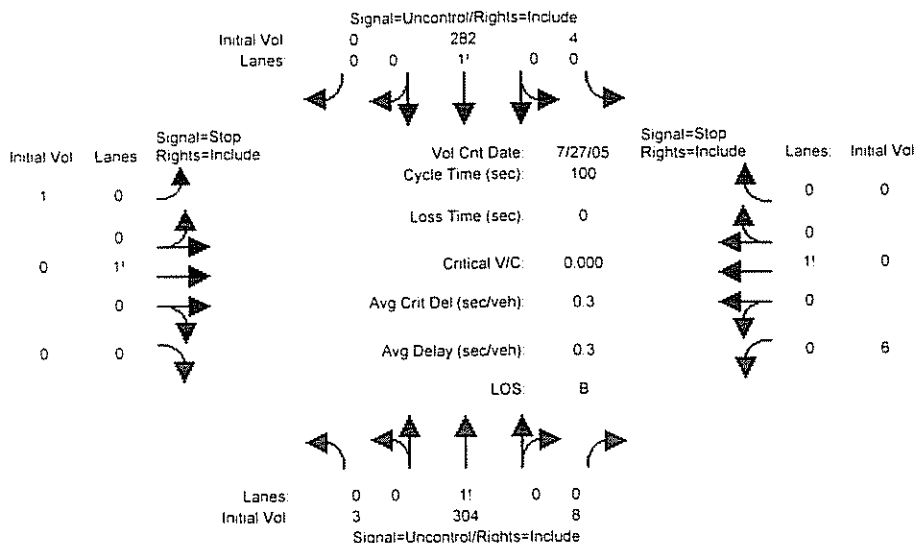
Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.30	0.01	0.55	0.00	0.00	0.00	0.00	0.01	0.00	0.04
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.73	0.73	0.15	0.82	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Volume/Cap:	0.00	0.41	0.41	0.10	0.66	0.00	0.00	0.00	0.00	0.10	0.00	0.66
Delay/Veh:	0.0	5.3	5.3	37.2	4.7	0.0	0.0	0.0	0.0	44.9	0.0	62.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.3	5.3	37.2	4.7	0.0	0.0	0.0	0.0	44.9	0.0	62.7
HCM2kAvg:	0	6	6	1	13	0	0	0	0	0	0	3

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Intersection #34: Archibald Ave / Schaefer Ave

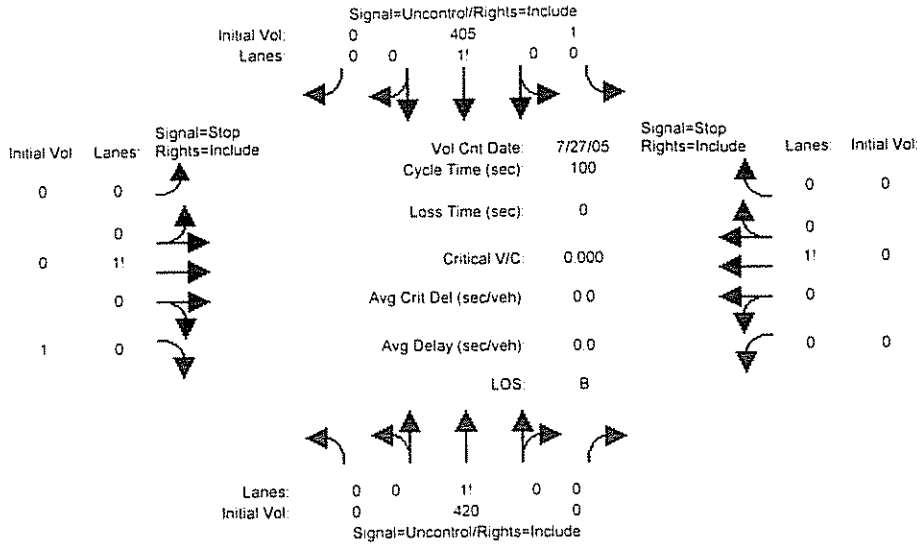


Street Name:	Archibald Avenue						Schaefer Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:	>> Count Date: 27 Jul 2005 << 7:00-8:00 AM											
Base Vol:	3	304	8	4	282	0	1	0	0	6	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	304	8	4	282	0	1	0	0	6	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:	3	304	8	4	282	0	1	0	0	6	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	3	330	9	4	307	0	1	0	0	7	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	330	9	4	307	0	1	0	0	7	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	xxxx	xxxxxx	7.1	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	xxxx	xxxxxx	3.5	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	307	xxxx	xxxxxx	339	xxxx	xxxxxx	657	xxxx	xxxxxx	657	xxxx	xxxxxx
Potent Cap.:	1266	xxxx	xxxxxx	1231	xxxx	xxxxxx	381	xxxx	xxxxxx	381	xxxx	xxxxxx
Move Cap.:	1266	xxxx	xxxxxx	1231	xxxx	xxxxxx	379	xxxx	xxxxxx	379	xxxx	xxxxxx
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Stopped Del:	7.9	xxxx	xxxxxx	7.9	xxxx	xxxxxx	14.5	xxxx	xxxxxx	14.7	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx		14.5			14.7					
ApproachLOS:		*			*		B			B		

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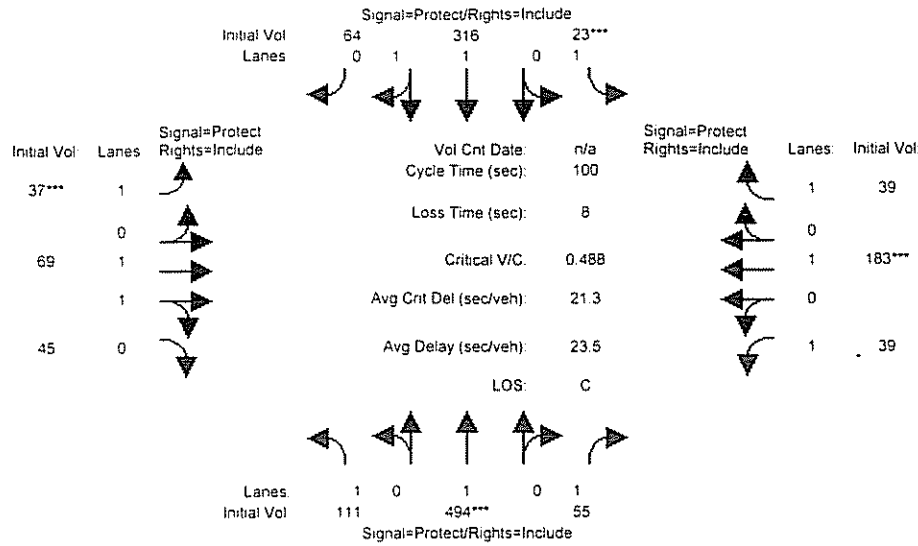
Intersection #34: Archibald Ave / Schaefer Ave



Street Name:	Archibald Avenue				Schaefer Avenue							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R			
Volume Module: >> Count Date: 27 Jul 2005 << 4:30-5:30 PM												
Base Vol:	0	420	0	1	405	0	0	0	1	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	420	0	1	405	0	0	0	1	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	420	0	1	405	0	0	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	457	0	1	440	0	0	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	457	0	1	440	0	0	0	1	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	457	xxxx	xxxxx	xxxx	xxxx	440	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1115	xxxx	xxxxx	xxxx	xxxx	621	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1115	xxxx	xxxxx	xxxx	xxxx	621	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	10.8	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					10.8	xxxxxx		
ApproachLOS:	*			*					B	*		

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Intersection #42: Archibald Ave / Edison Ave



Street Name:	Archibald Avenue						Edison Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	5	6	6	6	6	6	6	6	6	6

Volume Module:	111	494	55	23	316	64	37	69	45	39	183	39
Base Vol:	111	494	55	23	316	64	37	69	45	39	183	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	494	55	23	316	64	37	69	45	39	183	39
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:	111	494	55	23	316	64	37	69	45	39	183	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	121	537	60	25	343	70	40	75	49	42	199	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	537	60	25	343	70	40	75	49	42	199	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	537	60	25	343	70	40	75	49	42	199	42

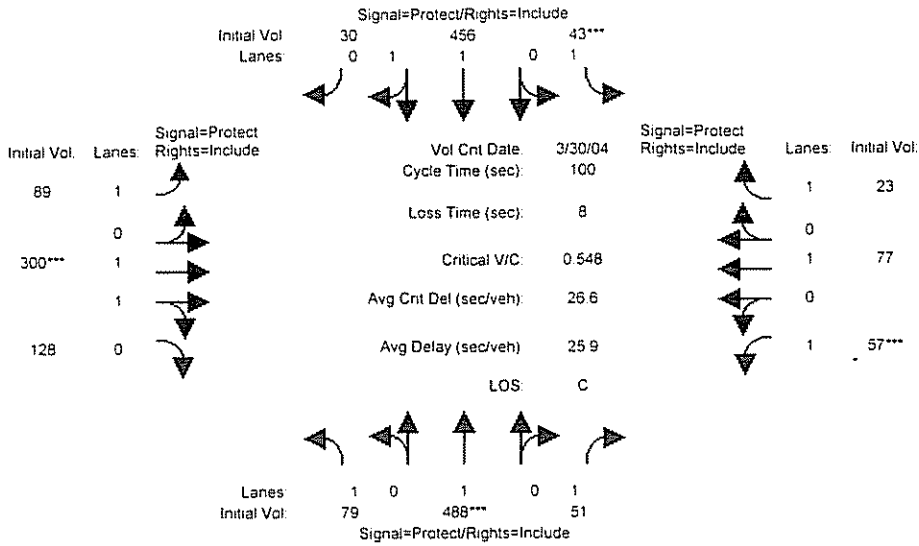
Saturation Flow Module:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	0.93	0.93	0.90	0.89	0.89	0.90	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.66	0.34	1.00	1.21	0.79	1.00	1.00	1.00
Final Sat.:	1615	1800	1530	1615	2773	562	1615	1948	1270	1615	1800	1530

Capacity Analysis Module:	0.07	0.30	0.04	0.02	0.12	0.12	0.02	0.04	0.04	0.03	0.11	0.03
Vol/Sat:	0.07	0.30	0.04	0.02	0.12	0.12	0.02	0.04	0.04	0.03	0.11	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.24	0.58	0.58	0.06	0.40	0.40	0.06	0.14	0.14	0.14	0.22	0.22
Volume/Cap:	0.31	0.51	0.07	0.26	0.31	0.31	0.42	0.28	0.28	0.19	0.51	0.13
Delay/Veh:	31.5	12.8	9.0	46.3	20.6	20.6	48.2	39.0	39.0	38.6	35.7	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	12.8	9.0	46.3	20.6	20.6	48.2	39.0	39.0	38.6	35.7	31.8
HCM2kAvg:	3	10	1	1	4	4	2	2	2	1	6	1

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Intersection #42: Archibald Ave / Edison Ave



Street Name:	Archibald Avenue						Edison Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

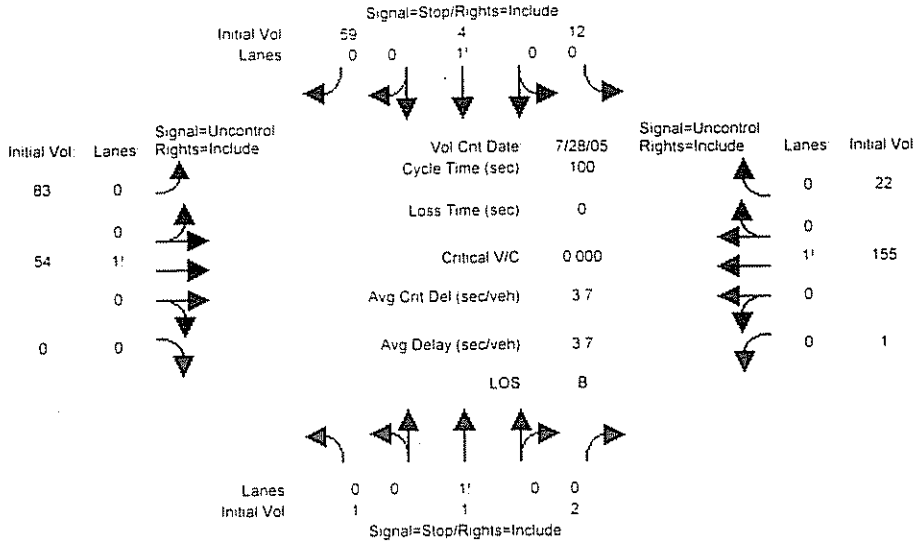
Volume Module:	>> Count Date: 30 Mar 2004 <<											
Base Vol:	79	488	51	43	456	30	89	300	128	57	77	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	488	51	43	456	30	89	300	128	57	77	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	488	51	43	456	30	89	300	128	57	77	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	86	530	55	47	496	33	97	326	139	62	84	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	530	55	47	496	33	97	326	139	62	84	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	530	55	47	496	33	97	326	139	62	84	25

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	0.94	0.94	0.90	0.91	0.91	0.90	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.40	0.60	1.00	1.00	1.00
Final Sat.:	1615	1800	1530	1615	3180	209	1615	2289	977	1615	1800	1530

Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.04	0.03	0.16	0.16	0.06	0.14	0.14	0.04	0.05	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.53	0.53	0.06	0.43	0.43	0.16	0.26	0.26	0.07	0.16	0.16
Volume/Cap:	0.32	0.55	0.07	0.48	0.36	0.36	0.37	0.55	0.55	0.55	0.28	0.10
Delay/Veh:	37.5	16.2	11.4	49.2	19.5	19.5	38.1	32.9	32.9	50.9	37.2	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	16.2	11.4	49.2	19.5	19.5	38.1	32.9	32.9	50.9	37.2	35.7
HCM2kAvg:	3	11	1	2	6	6	3	7	7	3	2	1

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Intersection #43: Haven Ave / Edison Ave



Street Name: Haven Avenue Edison Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module: >> Count Date: 28 Jul 2005 << 7:15-8:15 AM

Base Vol:	1	1	2	12	4	59	83	54	0	1	155	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:	1	1	2	12	4	59	83	54	0	1	155	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:	1	1	2	12	4	59	83	54	0	1	155	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	1	2	13	4	64	90	59	0	1	169	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	1	2	13	4	64	90	59	0	1	168	24

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

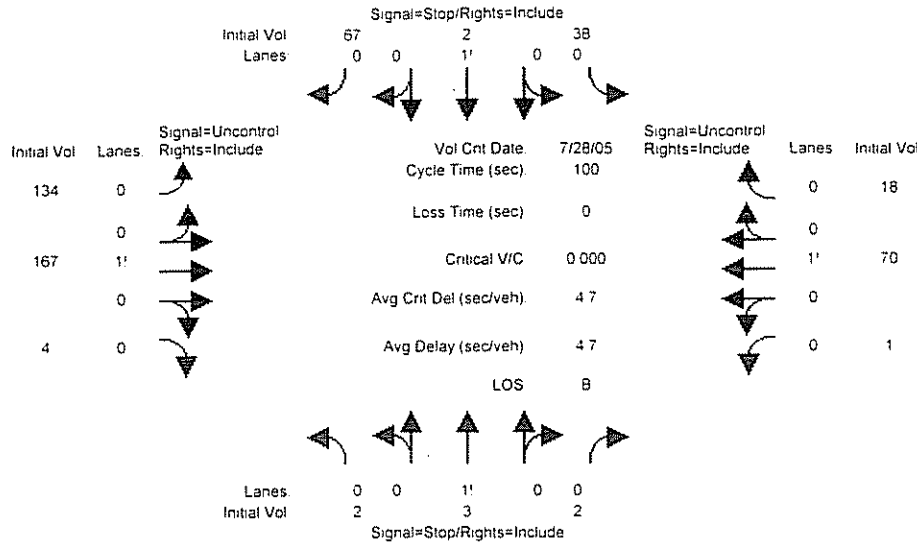
Cnflict Vol:	456	434	59	423	422	180	192	xxxx	xxxxx	59	xxxx	xxxxx
Potent Cap.:	518	518	1013	544	526	867	1393	xxxx	xxxxx	1558	xxxx	xxxxx
Move Cap.:	451	483	1013	514	490	867	1393	xxxx	xxxxx	1558	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.03	0.01	0.07	0.06	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	-	-	*	-	*	A	*	-	A	*	-
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	639	xxxxx	xxxx	754	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	0.4	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.7	xxxxx	xxxxx	10.4	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	-	*	B	*	A	*	-	A	*	-
ApproachDel:		10.7			10.4		xxxxxxx			xxxxxxx		
ApproachLOS:		B			B		*		*	*		*

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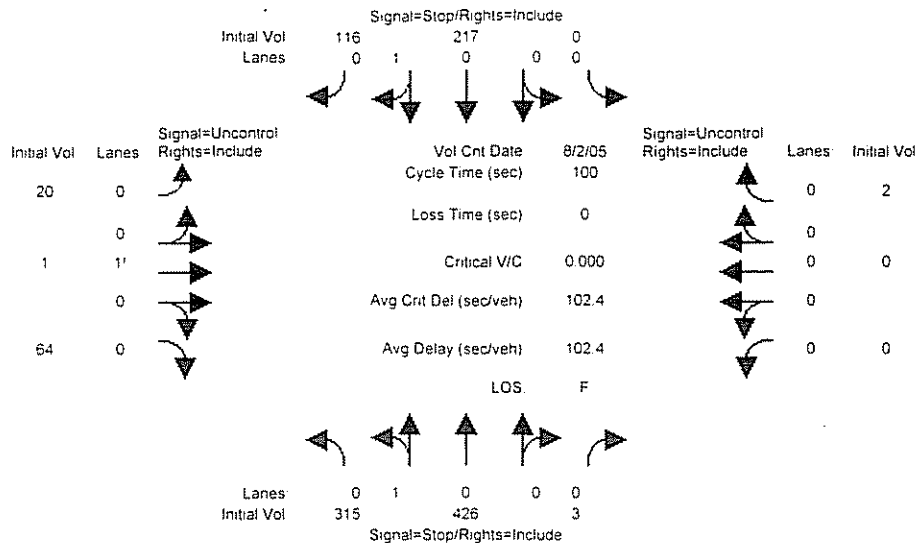
Intersection #43: Haven Ave / Edison Ave



Street Name:	Haven Avenue						Edison Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date:	28 Jul 2005 << 4:00-5:00 PM											
Base Vol:	2	3	2	38	2	67	134	167	4	1	70	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	3	2	38	2	67	134	167	4	1	70	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	3	2	38	2	67	134	167	4	1	70	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	2	3	2	41	2	73	146	182	4	1	76	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	2	3	2	41	2	73	146	182	4	1	76	20
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflict Vol:	601	573	184	566	565	86	96	xxxx	xxxxxx	186	xxxx	xxxxxx
Potent Cap.:	415	432	864	438	437	978	1511	xxxx	xxxxxx	1401	xxxx	xxxxxx
Move Cap.:	352	387	864	399	391	978	1511	xxxx	xxxxxx	1401	xxxx	xxxxxx
Volume/Cap:	0.01	0.01	0.00	0.10	0.01	0.07	0.10	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.6	xxxx	xxxxxx	7.6	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	444	xxxxxx	xxxx	634	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	0.1	xxxxxx	xxxxxx	0.7	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	13.2	xxxxxx	xxxxxx	12.0	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	13.2			12.0			xxxxxxx			xxxxxxx		
ApproachLOS:	B			B			*		*	*		*

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Intersection #47: Archibald Ave / Merrill Ave

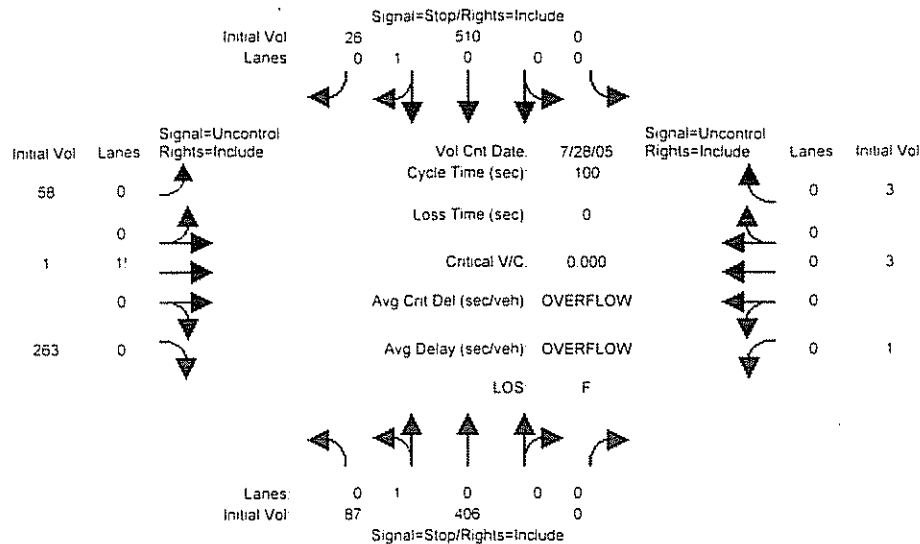


Street Name:	Archibald Avenue						Merrill Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:	>> Count Date: 2 Aug 2005 << 7:00-8:00 AM											
Base Vol:	315	426	3	0	217	116	20	1	64	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	426	3	0	217	116	20	1	64	0	0	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:	315	426	3	0	217	116	20	1	64	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	342	463	3	0	236	126	22	1	70	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	342	463	3	0	236	126	22	1	70	0	0	2
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Capacity Module:												
Cnflct Vol:	197	92	36	xxxxx	114	0	2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	766	813	1043	xxxxx	780	900	1633	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	497	802	1043	xxxxx	769	900	1633	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	0.69	0.58	0.00	xxxxx	0.31	0.14	0.01	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Level Of Service Module:												
Queue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Stopped Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	7.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	637	xxxxx	xxxxx	xxxxx	910	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	31.2	xxxxx	xxxxx	xxxxx	2.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd StpDel:	xxxxx	154	xxxxx	xxxxx	xxxxx	13.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	F	*	*	*	B	*	*	*	*	*	*
ApproachDel:	154.2			13.0			xxxxxxx			xxxxxxx		
ApproachLOS:	F			B			*			*		

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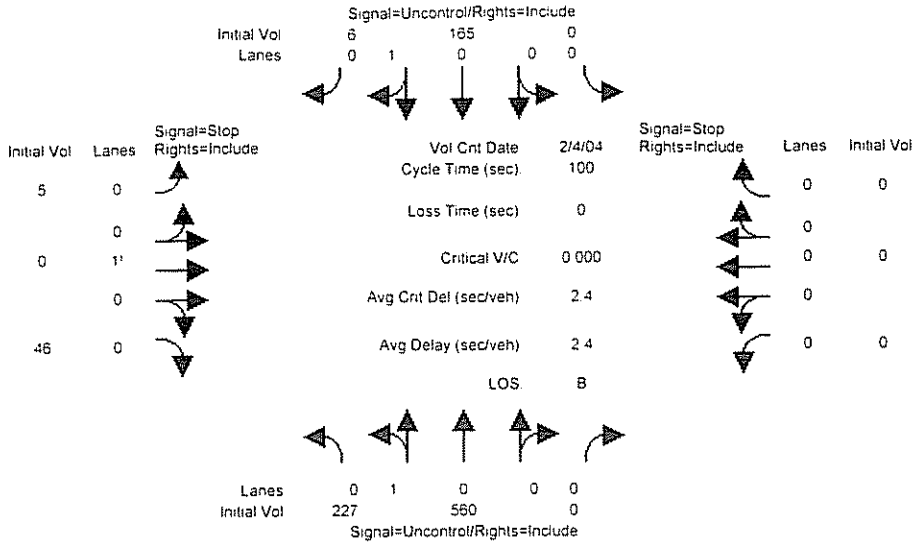
Intersection #47: Archibald Ave / Merrill Ave



Street Name:	Archibald Avenue						Merrill Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:	>> Count Date: 28 Jul 2005 << 4:45-5:45 PM											
Base Vol:	87	406	0	0	510	26	58	1	263	1	3	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	406	0	0	510	26	58	1	263	1	3	3
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:	87	406	0	0	510	26	58	1	263	1	3	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	95	441	0	0	554	28	63	1	286	1	3	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	95	441	0	0	554	28	63	1	286	1	3	3
Critical Gap Module:												
Critical Gp:	7.1	6.5	xxxxx	xxxxx	6.5	6.2	4.1	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	xxxxx	xxxxx	4.0	3.3	2.2	xxxxx	xxxxx	2.2	xxxxx	xxxxx
Capacity Module:												
Cnflct Vol:	568	279	xxxxx	xxxxx	420	5	7	xxxxx	xxxxx	287	xxxxx	xxxxx
Potent Cap.:	436	633	xxxxx	xxxxx	528	1084	1627	xxxxx	xxxxx	1287	xxxxx	xxxxx
Move Cap.:	0	607	xxxxx	xxxxx	506	1084	1627	xxxxx	xxxxx	1287	xxxxx	xxxxx
Volume/Cap:	xxxxx	0.73	xxxxx	xxxxx	1.10	0.03	0.04	xxxxx	xxxxx	0.00	xxxxx	xxxxx
Level Of Service Module:												
Queue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.0	xxxxx	xxxxx
Stopped Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	7.3	xxxxx	xxxxx	7.8	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	xxxxx	xxxxx	xxxxx	xxxxx	519	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared Queue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	19.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd StpDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	104.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	F	*	*	*	*	*	*
ApproachDel:	xxxxxxx			104.5			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		

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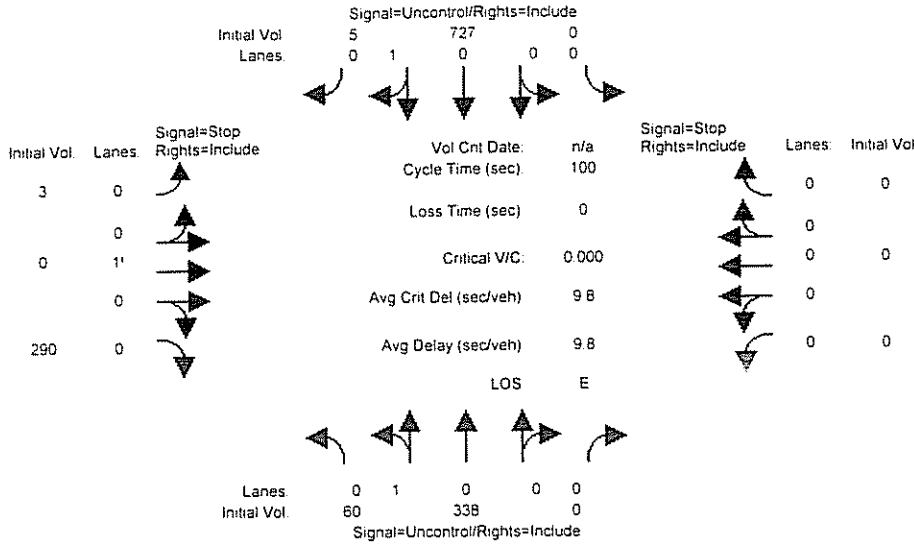
Intersection #61: Hamner Ave / Merrill Ave



Street Name:	Hamner Avenue						Merrill Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 4 Feb 2004 <<												
Base Vol:	227	560	0	0	165	6	5	0	46	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:	227	560	0	0	165	6	5	0	46	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:	227	560	0	0	165	6	5	0	46	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	247	609	0	0	179	7	5	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	247	609	0	0	179	7	5	0	50	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	186	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1295	xxxx	183	xxxxxx	xxxx	xxxxxx
Potent Cap.:	1401	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	184	xxxx	865	xxxxxx	xxxx	xxxxxx
Move Cap.:	1401	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	155	xxxx	865	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.18	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.04	xxxx	0.06	xxxxxx	xxxx	xxxxxx
Level Of Service Module:												
Queue:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	596	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	11.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	
ApproachDel:	xxxxxx			xxxxxx			11.7			xxxxxx		
ApproachLOS:	*			*			B			*		

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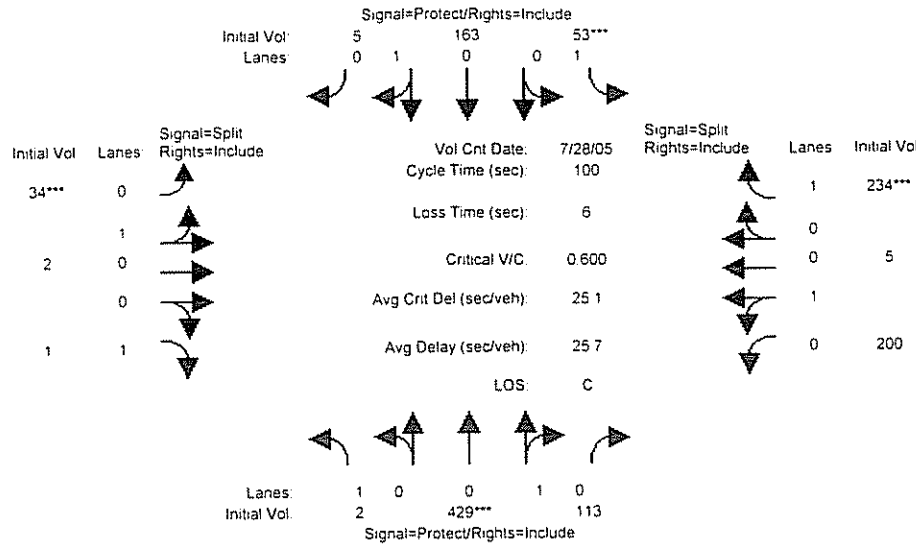
Intersection #61: Hamner Ave / Merrill Ave



Street Name:	Hamner Avenue						Merrill Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	60	338	0	0	727	5	3	0	290	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	338	0	0	727	5	3	0	290	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:	60	338	0	0	727	5	3	0	290	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	65	367	0	0	790	5	3	0	315	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	65	367	0	0	790	5	3	0	315	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	796	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1291	xxxx	793	xxxx	xxxx	xxxxxx
Potent Cap.:	835	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	182	xxxx	392	xxxx	xxxx	xxxxxx
Move Cap.:	835	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	171	xxxx	392	xxxx	xxxx	xxxxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.80	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	9.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	387	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	7.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	9.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	45.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			45.5			xxxxxxx		
ApproachLOS:	*			*			E			*		

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Intersection #102: Hamner Ave / Bellegrave Ave



Street Name:	Hamner Avenue						Bellegrave Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

Volume Module:	>>	Count	Date:	28 Jul 2005	<<	6:45-7:45 AM						
Base Vol:	2	429	113	53	163	5	34	2	1	200	5	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	429	113	53	163	5	34	2	1	200	5	234
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:	2	429	113	53	163	5	34	2	1	200	5	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	2	466	123	58	177	5	37	2	1	217	5	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	466	123	58	177	5	37	2	1	217	5	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	2	466	123	58	177	5	37	2	1	217	5	254

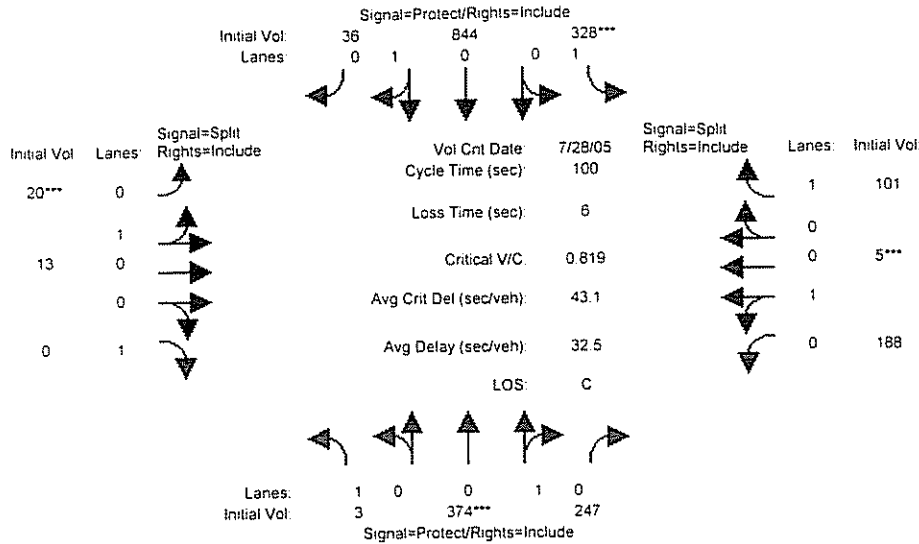
Saturation Flow Module:	Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.97	0.97	0.90	1.00	1.00	0.90	0.96	0.85	0.90	0.95	0.85	
Lanes:	1.00	0.79	0.21	1.00	0.97	0.03	0.95	0.05	1.00	0.98	0.02	1.00	
Final Sat.:	1615	1381	364	1615	1739	53	1538	90	1530	1583	40	1530	

Capacity Analysis Module:	Vol/Sat:	0.00	0.34	0.34	0.04	0.10	0.10	0.02	0.02	0.00	0.14	0.14	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green/Cycle:	0.23	0.55	0.55	0.06	0.38	0.38	0.06	0.06	0.06	0.27	0.27	0.27	
Volume/Cap:	0.01	0.61	0.61	0.59	0.27	0.27	0.40	0.40	0.01	0.51	0.51	0.61	
Delay/Veh:	30.0	16.5	16.5	55.4	21.4	21.4	47.9	47.9	44.3	31.8	31.8	34.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	30.0	16.5	16.5	55.4	21.4	21.4	47.9	47.9	44.3	31.8	31.8	34.7	
HCM2kAvg:	0	13	13	3	4	4	2	2	0	6	7	8	

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Intersection #102: Hamner Ave / Bellegrave Ave



Street Name:	Hamner Avenue						Bellegrave Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

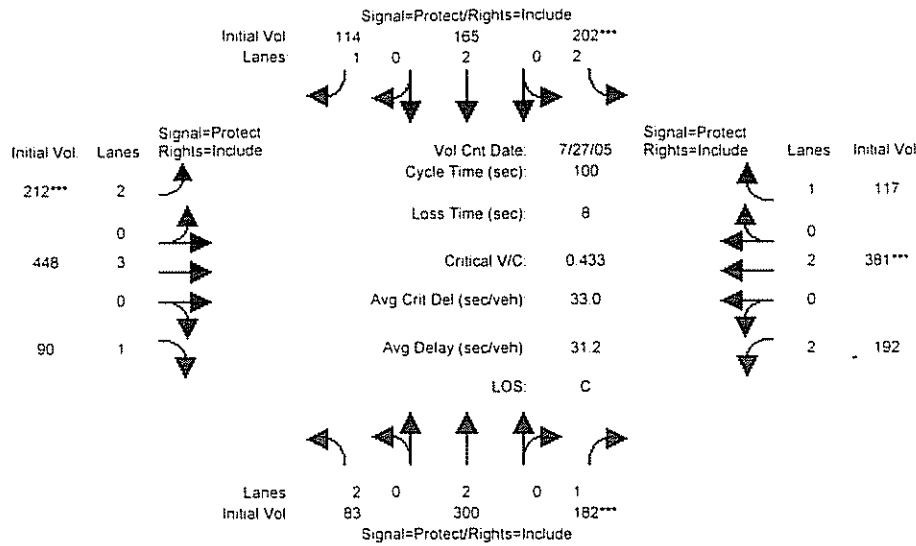
Volume Module:	>>	Count	Date:	28 Jul 2005	<<	5:00-6:00 PM												
Base Vol:	3	374	247	328	844	36	20	13	0	188	5	101	1.00	1.00	1.00	1.00	1.00	1.00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	374	247	328	844	36	20	13	0	188	5	101	0.92	0.92	0.92	0.92	0.92	0.92
Added Vol:	0	0	0	0	0	0	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	0	0	0	0	0	0
Initial Fut:	3	374	247	328	844	36	20	13	0	188	5	101	0.92	0.92	0.92	0.92	0.92	0.92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	0.92	0.92	0.92
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	3	407	268	357	917	39	22	14	0	204	5	110	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	407	268	357	917	39	22	14	0	204	5	110	1.00	1.00	1.00	1.00	1.00	1.00
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	407	268	357	917	39	22	14	0	204	5	110						

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.94	0.94	0.90	0.99	0.99	0.92	0.97	1.00	0.90	0.95	0.85
Lanes:	1.00	0.60	0.40	1.00	0.96	0.04	0.62	0.38	1.00	0.98	0.02	1.00
Final Sat.:	1615	1019	673	1615	1716	73	1023	665	1800	1582	42	1530

Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.22	0.53	0.53	0.02	0.02	0.00	0.13	0.13	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.47	0.47	0.26	0.65	0.65	0.06	0.06	0.00	0.15	0.15	0.15
Volume/Cap:	0.03	0.85	0.85	0.85	0.82	0.82	0.35	0.35	0.00	0.85	0.85	0.47
Delay/Veh:	43.1	32.2	32.2	50.4	17.4	17.4	47.3	47.3	0.0	64.8	64.8	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	32.2	32.2	50.4	17.4	17.4	47.3	47.3	0.0	64.8	64.8	40.3
HCM2kAvg:	0	21	21	14	24	24	1	2	0	9	10	4

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Intersection #64: Hamner Ave / Limonite Ave



Street Name:	Hamner Avenue						Limonite Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

Volume Module:	>> Count Date: 27 Jul 2005 << 7:30-8:30 AM											
Base Vol:	83	300	182	202	165	114	212	448	90	192	381	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	300	182	202	165	114	212	448	90	192	381	117
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:	83	300	182	202	165	114	212	448	90	192	381	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	90	326	198	220	179	124	230	487	98	209	414	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	326	198	220	179	124	230	487	98	209	414	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	90	326	198	220	179	124	230	487	98	209	414	127

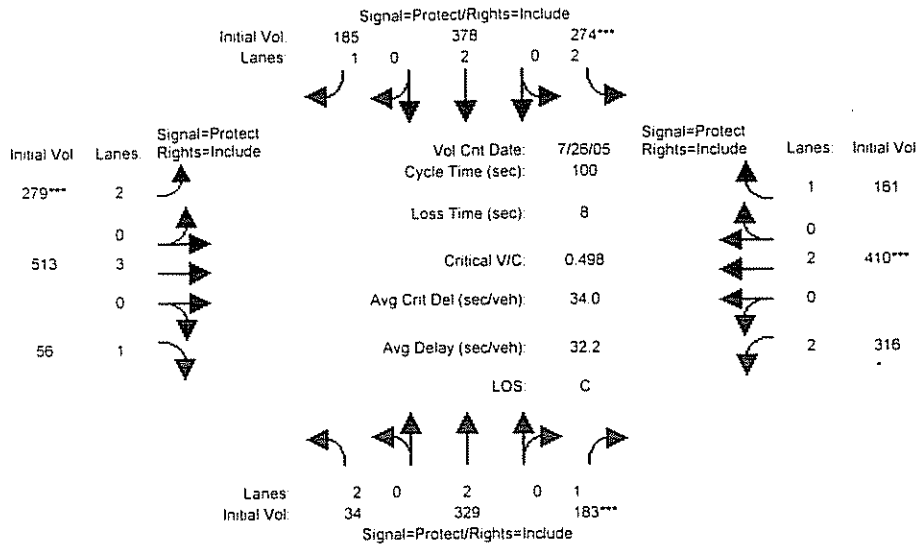
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.95	0.85	0.84	0.95	0.85	0.94	0.91	0.85	0.84	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3040	3420	1530	3040	3420	1530	3040	4914	1530	3040	3420	1530

Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.13	0.07	0.05	0.08	0.08	0.10	0.06	0.07	0.12	0.08
Crit Moves:			****	****			****				****	
Green/Cycle:	0.20	0.30	0.30	0.17	0.27	0.27	0.18	0.27	0.27	0.19	0.28	0.28
Volume/Cap:	0.15	0.32	0.43	0.43	0.20	0.30	0.43	0.37	0.24	0.37	0.43	0.30
Delay/Veh:	33.3	27.4	28.9	38.0	28.4	29.6	37.4	29.9	28.9	36.0	29.8	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	27.4	28.9	38.0	28.4	29.6	37.4	29.9	28.9	36.0	29.8	28.7
HCM2kAvg:	1	4	5	4	2	3	4	4	2	3	5	3

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Intersection #64: Hamner Ave / Limonite Ave



Street Name:	Hamner Avenue						Limonite Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R

Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

Volume Module:	>>	Count	Date:	26 Jul 2005	<<	4:30-5:30 PM						
Base Vol:	34	329	183	274	378	185	279	513	56	316	410	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	329	183	274	378	185	279	513	56	316	410	161
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:	34	329	183	274	378	185	279	513	56	316	410	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	37	358	199	298	411	201	303	558	61	343	446	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	358	199	298	411	201	303	558	61	343	446	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	358	199	298	411	201	303	558	61	343	446	175

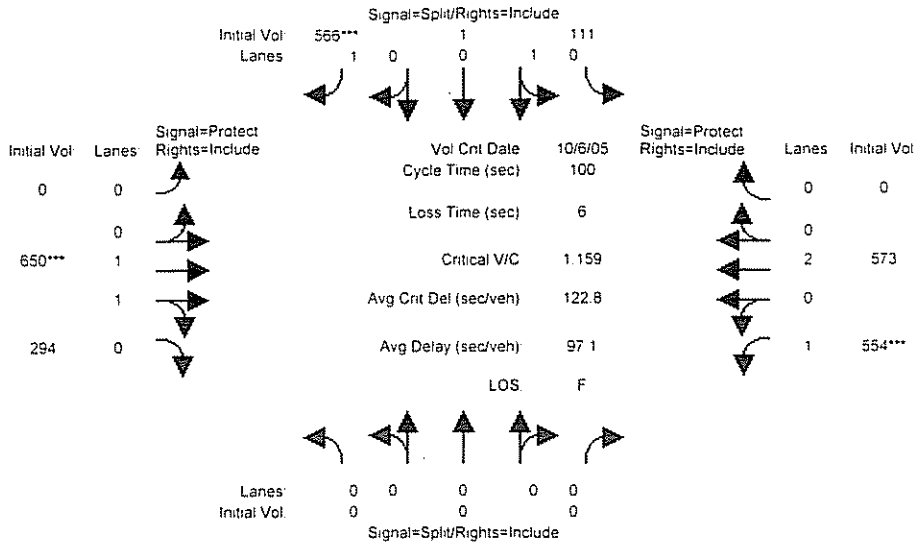
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.95	0.85	0.84	0.95	0.85	0.84	0.91	0.85	0.84	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3040	3420	1530	3040	3420	1530	3040	4914	1530	3040	3420	1530

Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.13	0.10	0.12	0.13	0.10	0.11	0.04	0.11	0.13	0.11
Crit Moves:			****	****			****			****		
Green/Cycle:	0.14	0.26	0.26	0.20	0.31	0.31	0.20	0.23	0.23	0.23	0.26	0.26
Volume/Cap:	0.08	0.40	0.50	0.50	0.38	0.42	0.50	0.49	0.17	0.49	0.50	0.44
Delay/Veh:	37.2	30.8	32.4	36.4	26.9	27.7	36.2	33.6	31.0	33.9	31.8	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:	37.2	30.8	32.4	36.4	26.9	27.7	36.2	33.6	31.0	33.9	31.8	31.5
HCM2kAvg:	1	5	6	5	5	5	5	5	2	5	6	5

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Intersection #89: I-15 SB Ramps / Limonite Ave



Street Name:	I-15 Southbound Ramps						Limonite Avenue					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
-------------	---	---	---	---	---	---	---	---	---	---	---	---

Volume Module:	>>	Count	Date:	6 Oct 2005	<<	6:45-7:45 AM						
Base Vol:	0	0	0	111	1	566	0	650	294	554	573	0
Growth Adj:	1.00	1.00	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	111	1	566	0	650	294	554	573	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	111	1	566	0	650	294	554	573	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	121	1	615	0	707	320	602	623	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	121	1	615	0	707	320	602	623	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	121	1	615	0	707	320	602	623	0

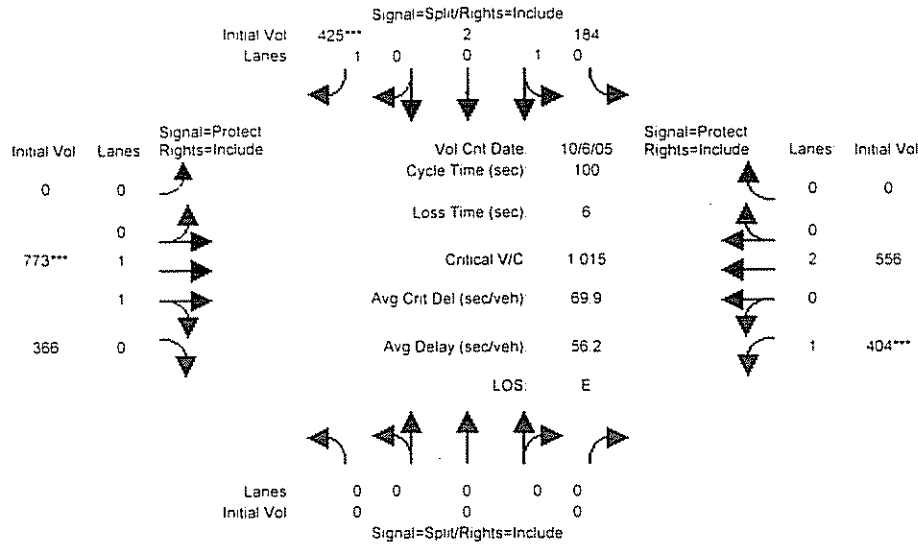
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.80	0.85	0.85	0.94	0.91	0.91	0.90	0.95	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	1.38	0.62	1.00	2.00	0.00
Final Sat.:	0	0	0	1433	13	1530	0	2244	1015	1615	3420	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.40	0.00	0.31	0.31	0.37	0.18	0.00
Crit Moves:	*****											
Green/Cycle:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.27	0.27	0.32	0.45	0.00
Volume/Cap:	0.00	0.00	0.00	0.24	0.24	1.16	0.00	1.16	1.16	1.16	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	23.5	23.5	123.8	0.0	121	120.7	125.4	18.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.5	23.5	123.8	0.0	121	120.7	125.4	18.9	0.0
HCM2kAvg:	0	0	0	3	3	33	0	28	28	33	7	0

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Intersection #89: I-15 SB Ramps / Limonite Ave

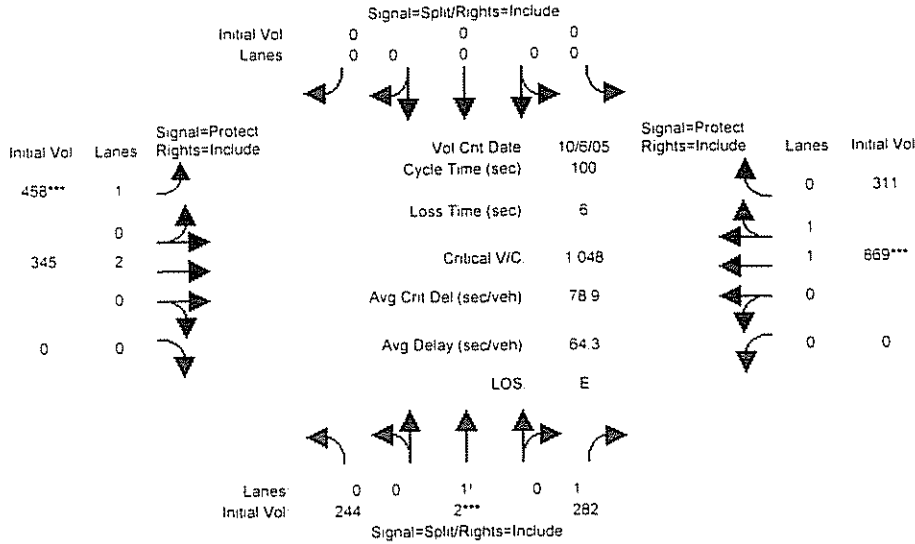


Street Name:	I-15 Southbound Ramps						Limonite Avenue					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module: >> Count Date: 6 Oct 2005 << 4:30-5:30 PM												
Base Vol:	0	0	0	184	2	425	0	773	366	404	556	0
Growth Adj:	1.00	1.00	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	184	2	425	0	773	366	404	556	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	184	2	425	0	773	366	404	556	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	200	2	462	0	840	398	439	604	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	200	2	462	0	840	398	439	604	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	200	2	462	0	840	398	439	604	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.80	0.85	0.85	0.94	0.90	0.90	0.90	0.95	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	1.36	0.64	1.00	2.00	0.00
Final Sat.:	0	0	0	1430	16	1530	0	2210	1046	1615	3420	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.30	0.00	0.38	0.38	0.27	0.18	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.30	0.30	0.30	0.00	0.37	0.37	0.27	0.48	0.00
Volume/Cap:	0.00	0.00	0.00	0.47	0.47	1.01	0.00	1.01	1.01	1.01	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	29.5	29.5	81.1	0.0	60.9	60.8	83.7	16.6	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	29.5	29.5	81.1	0.0	60.8	60.8	83.7	16.6	0.0
HCM2kAvg:	0	0	0	6	7	21	0	27	27	21	6	0

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Intersection #90: I-15 NB Ramps / Limonite Ave



Street Name:	I-15 Northbound Ramps						Limonite Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
-------------	---	---	---	---	---	---	---	---	---	---	---	---

Volume Module:	>>	Count	Date:	6 Oct 2005	<<	7:00-8:00 AM												
Base Vol:	244	2	282	0	0	0	458	345	0	0	869	311						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	244	2	282	0	0	0	458	345	0	0	869	311						
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:	244	2	282	0	0	0	458	345	0	0	869	311						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92						
PHF Volume:	265	2	307	0	0	0	498	375	0	0	945	338						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	265	2	307	0	0	0	498	375	0	0	945	338						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	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.:	265	2	307	0	0	0	498	375	0	0	945	338						

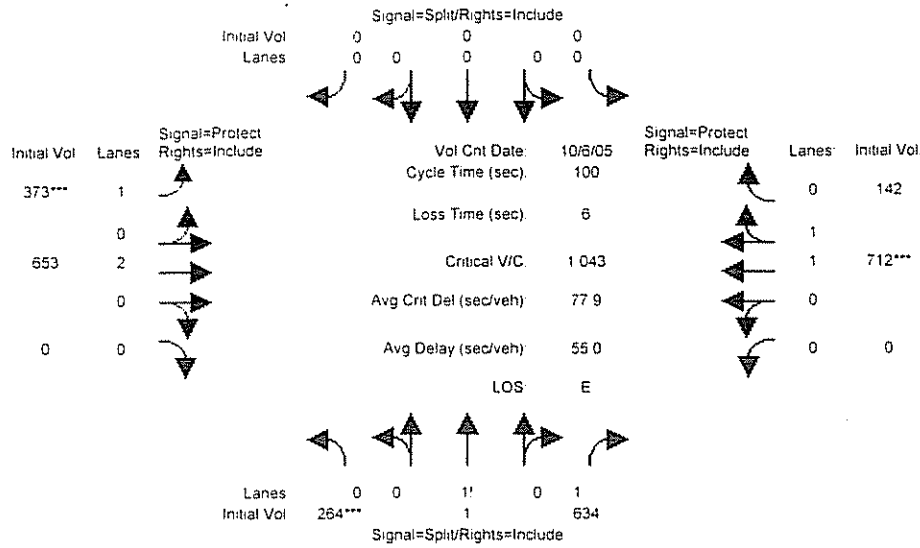
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.80	0.85	0.85	0.94	1.00	1.00	0.90	0.95	1.00	0.94	0.91	0.91
Lanes:	0.64	0.01	1.35	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.47	0.53
Final Sat.:	926	8	2059	0	0	0	1615	3420	0	0	2418	865

Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.15	0.00	0.00	0.00	0.31	0.11	0.00	0.00	0.39	0.39
Crit Moves:	****						****			****		
Green/Cycle:	0.27	0.27	0.27	0.00	0.00	0.00	0.29	0.43	0.00	0.00	0.37	0.37
Volume/Cap:	1.05	1.05	0.54	0.00	0.00	0.00	1.05	0.25	0.00	0.00	1.05	1.05
Delay/Veh:	88.0	88.0	31.6	0.0	0.0	0.0	89.8	18.3	0.0	0.0	70.7	70.7
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:	88.0	88.0	31.6	0.0	0.0	0.0	89.8	18.3	0.0	0.0	70.7	70.7
HCM2kAvg:	21	22	7	0	0	0	24	4	0	0	29	29

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Intersection #90: I-15 NB Ramps / Limonite Ave



Street Name:	I-15 Northbound Ramps						Limonite Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

Volume Module:	Count Date: 6 Oct 2005 << 4:30-5:30 PM												
Base Vol:	264	1	634	0	0	0	373	653	0	0	0	712	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	1	634	0	0	0	373	653	0	0	0	712	142
Added Vol:	0	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	0
Initial Fut:	264	1	634	0	0	0	373	653	0	0	0	712	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	287	1	689	0	0	0	405	710	0	0	0	774	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	1	689	0	0	0	405	710	0	0	0	774	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	287	1	689	0	0	0	405	710	0	0	0	774	154

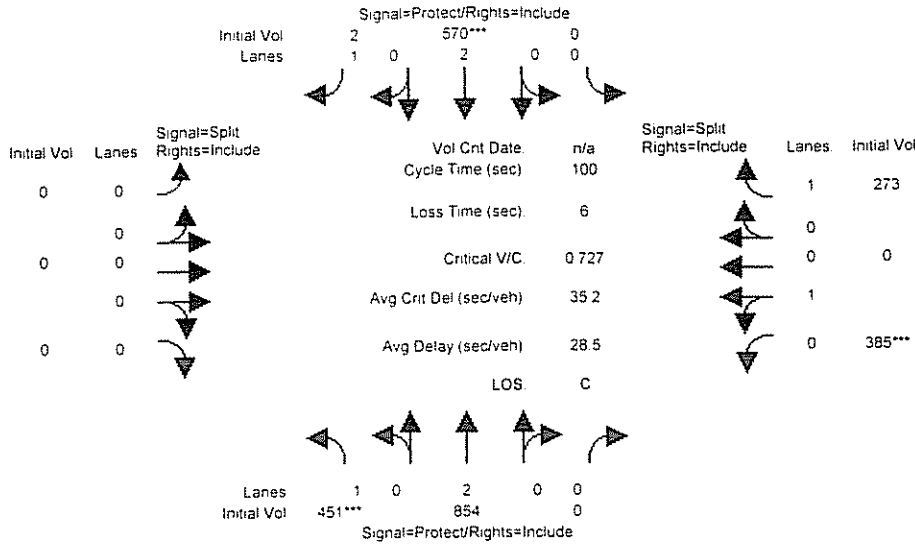
Saturation Flow Module:													
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.75	0.80	0.80	0.94	1.00	1.00	0.90	0.95	1.00	0.94	0.93	0.93	0.93
Lanes:	0.46	0.01	1.53	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.67	0.33	0.33
Final Sat.:	636	2	2202	0	0	0	1615	3420	0	0	2780	554	554

Capacity Analysis Module:													
Vol/Sat:	0.45	0.45	0.31	0.00	0.00	0.00	0.25	0.21	0.00	0.00	0.28	0.28	0.28
Crit Moves:	****						****				****		
Green/Cycle:	0.43	0.43	0.43	0.00	0.00	0.00	0.24	0.39	0.00	0.00	0.27	0.27	0.27
Volume/Cap:	1.04	1.04	0.72	0.00	0.00	0.00	1.04	0.53	0.00	0.00	1.04	1.04	1.04
Delay/Veh:	69.8	69.8	25.4	0.0	0.0	0.0	95.4	23.6	0.0	0.0	78.8	78.8	78.8
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	1.00
AdjDel/Veh:	69.8	69.8	25.4	0.0	0.0	0.0	95.4	23.6	0.0	0.0	78.8	78.8	78.8
HCM2kAvg:	30	32	14	0	0	0	20	9	0	0	22	22	22

Opening Year without Project

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 Opening Year w/o Project Conditions
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 Opening Year w/o Proj AM

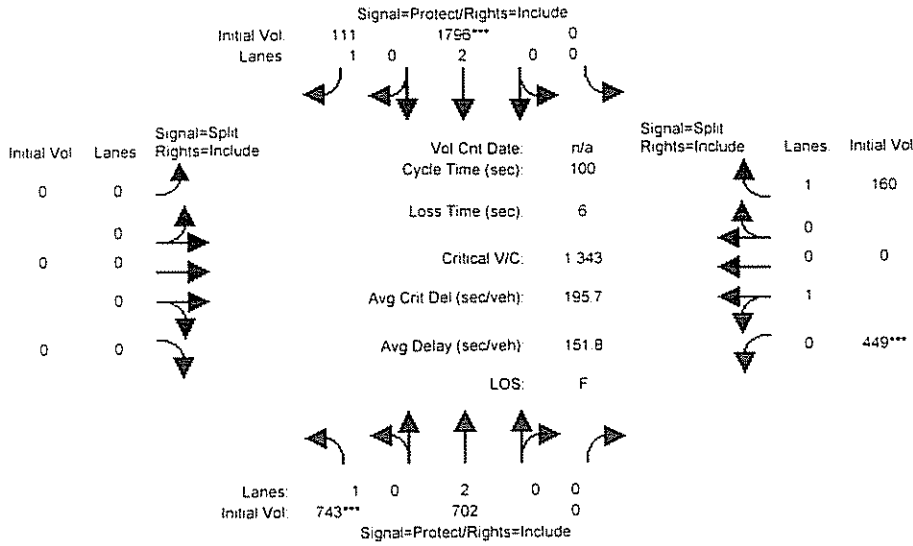
Intersection #81: Milliken Ave / SR-60 WB Ramps



Street Name:	Milliken Avenue						SR-60 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	508	944	0	0	610	2	0	0	0	385	0	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	508	944	0	0	610	2	0	0	0	385	0	273
Added Vol:	-57	-90	0	0	-40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	451	854	0	0	570	2	0	0	0	385	0	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	451	854	0	0	570	2	0	0	0	385	0	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	854	0	0	570	2	0	0	0	385	0	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	451	854	0	0	570	2	0	0	0	385	0	273
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	1.00	0.94	0.95	0.85	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1615	3420	0	0	3420	1530	0	0	0	1618	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.28	0.25	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.24	0.00	0.18
Crit Moves:	****				****					****		
Green/Cycle:	0.38	0.49	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.73	0.51	0.00	0.00	0.73	0.01	0.00	0.00	0.00	0.73	0.00	0.55
Delay/Veh:	30.7	17.3	0.0	0.0	39.1	29.8	0.0	0.0	0.0	34.8	0.0	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	17.3	0.0	0.0	39.1	29.8	0.0	0.0	0.0	34.8	0.0	28.8
HCM2kAvg:	14	9	0	0	10	0	0	0	0	12	0	7

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Intersection #81: Milliken Ave / SR-60 WB Ramps



Street Name:	Milliken Avenue						SR-60 Westbound Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

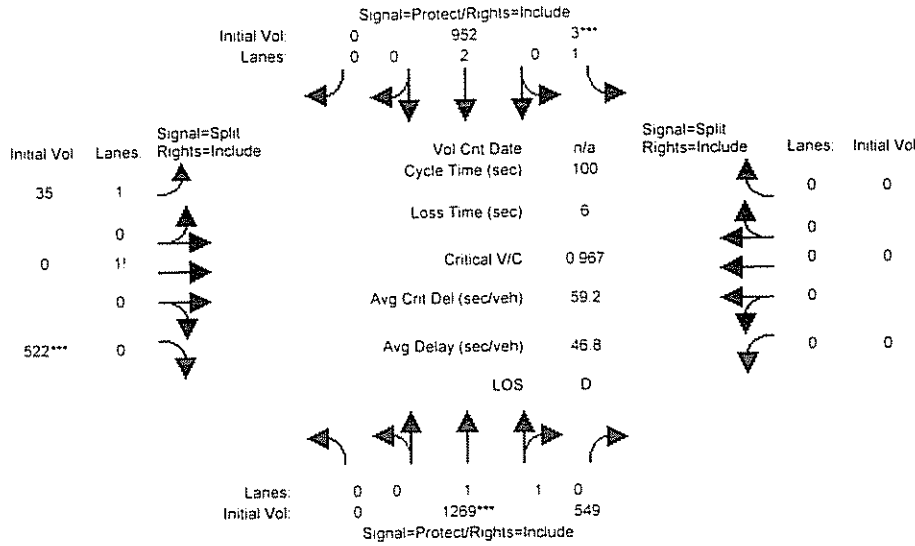
Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	779	758	0	0	1887	111	0	0	0	449	0	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	779	758	0	0	1887	111	0	0	0	449	0	160
Added Vol:	-36	-56	0	0	-91	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	743	702	0	0	1796	111	0	0	0	449	0	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	743	702	0	0	1796	111	0	0	0	449	0	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	743	702	0	0	1796	111	0	0	0	449	0	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	743	702	0	0	1796	111	0	0	0	449	0	160

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	1.00	0.94	0.95	0.85	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1615	3420	0	0	3420	1530	0	0	0	1618	0	1530

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.46	0.21	0.00	0.00	0.53	0.07	0.00	0.00	0.00	0.28	0.00	0.10
Crit Moves:	****				****					****		
Green/Cycle:	0.34	0.57	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	1.34	0.36	0.00	0.00	1.34	0.19	0.00	0.00	0.00	1.34	0.00	0.51
Delay/Veh:	199.2	11.9	0.0	0.0	190	20.1	0.0	0.0	0.0	212.9	0.0	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	199.2	11.9	0.0	0.0	190	20.1	0.0	0.0	0.0	212.9	0.0	36.5
HCM2kAvg:	50	6	0	0	57	2	0	0	0	31	0	5

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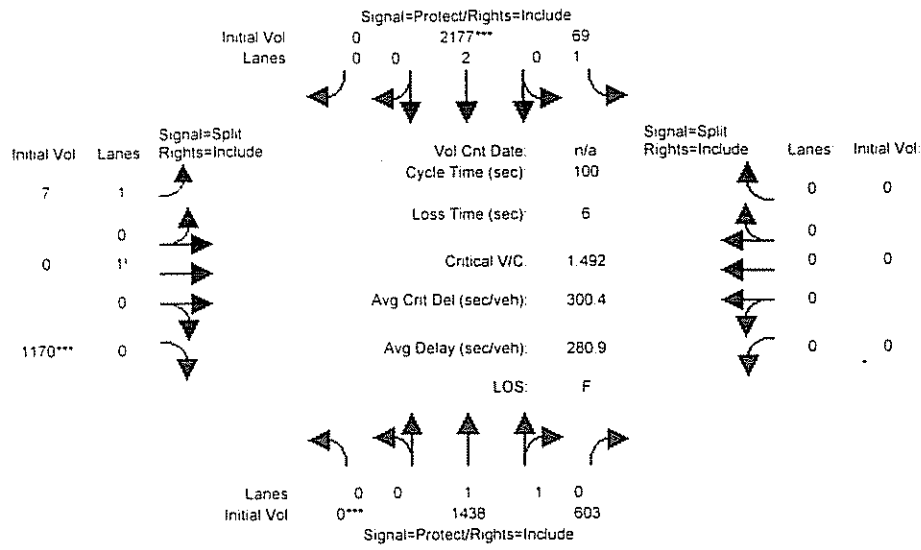
Intersection #23: Milliken Ave / SR-60 EB Ramps



Street Name:	Milliken Avenue						SR-60 Eastbound Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	0	1417	549	3	992	0	35	0	547	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	1417	549	3	992	0	35	0	547	0	0	0
Added Vol:	0	-148	0	0	-40	0	0	0	-25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1269	549	3	952	0	35	0	522	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	1269	549	3	952	0	35	0	522	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1269	549	3	952	0	35	0	522	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1269	549	3	952	0	35	0	522	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	0.91	0.90	0.95	1.00	0.81	1.00	0.86	0.94	1.00	1.00
Lanes:	0.00	1.40	0.60	1.00	2.00	0.00	1.03	0.00	0.97	0.00	0.00	0.00
Final Sat.:	0	2280	986	1615	3420	0	1506	0	1489	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.56	0.00	0.28	0.00	0.02	0.00	0.35	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.54	0.54	0.06	0.49	0.00	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	1.03	1.03	0.03	0.56	0.00	0.07	0.00	1.03	0.00	0.00	0.00
Delay/Veh:	0.0	52.8	52.8	44.4	18.2	0.0	22.3	0.0	79.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	52.8	52.8	44.4	18.2	0.0	22.3	0.0	79.9	0.0	0.0	0.0
HCM2kAvg:	0	38	38	0	11	0	1	0	24	0	0	0

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Intersection #23: Milliken Ave / SR-60 EB Ramps



Street Name:	Milliken Avenue						SR-60 Eastbound Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

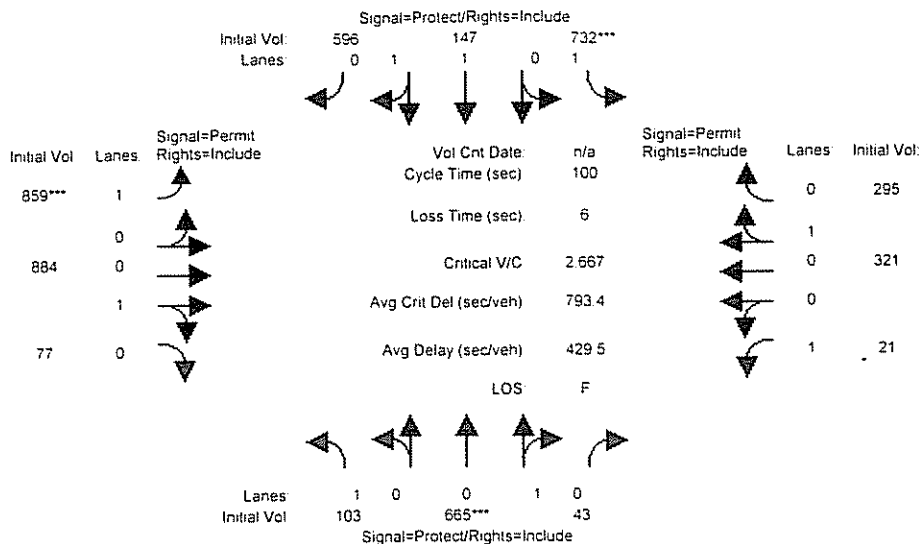
Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1530	603	69	2268	0	7	0	1228	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1530	603	69	2268	0	7	0	1228	0	0	0
Added Vol:	0	-92	0	0	-91	0	0	0	-58	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1438	603	69	2177	0	7	0	1170	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	1438	603	69	2177	0	7	0	1170	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1438	603	69	2177	0	7	0	1170	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	1438	603	69	2177	0	7	0	1170	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	0.91	0.90	0.95	1.00	0.80	1.00	0.85	0.94	1.00	1.00
Lanes:	0.00	1.41	0.59	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2304	966	1615	3420	0	1451	0	1527	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.62	0.62	0.04	0.64	0.00	0.00	0.00	0.77	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.42	0.42	0.04	0.40	0.00	0.48	0.00	0.48	0.00	0.00	0.00
Volume/Cap:	0.00	1.49	1.49	1.06	1.59	0.00	0.01	0.00	1.59	0.00	0.00	0.00
Delay/Veh:	0.0	253	253.3	177.4	301	0.0	13.6	0.0	299.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	253	253.3	177.4	301	0.0	13.6	0.0	299.7	0.0	0.0	0.0
HCM2kAvg:	0	73	73	5	83	0	0	0	90	0	0	0

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Intersection #115: Hamner Ave / Riverside Ave



Street Name:	Hamner Avenue						Riverside Avenue					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

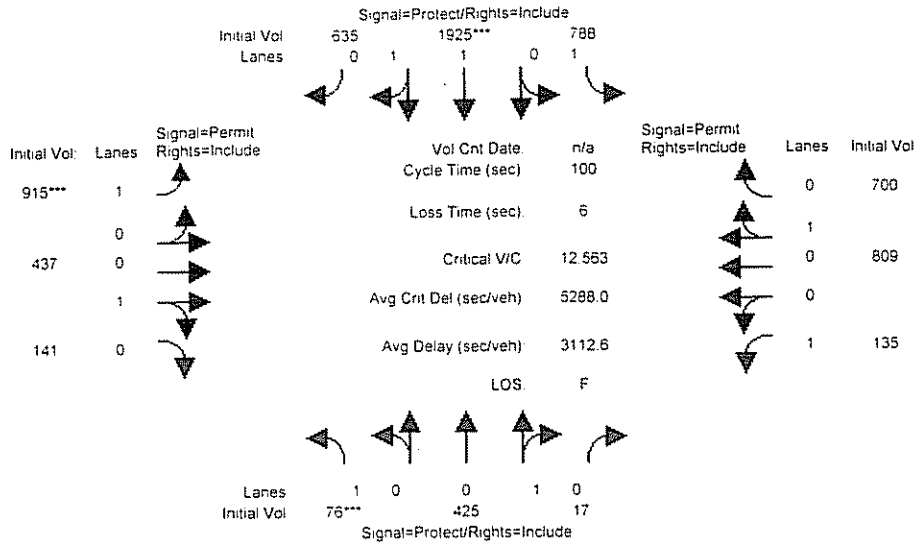
Volume Module:												
Base Vol:	105	913	43	732	213	596	859	884	78	21	321	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	813	43	732	213	596	859	884	78	21	321	295
Added Vol:	-2	-148	0	0	-66	0	0	0	-1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	665	43	732	147	596	859	884	77	21	321	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	665	43	732	147	596	859	884	77	21	321	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	665	43	732	147	596	859	884	77	21	321	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	103	665	43	732	147	596	859	884	77	21	321	295

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.99	0.99	0.90	0.84	0.84	0.29	0.99	0.99	0.10	0.93	0.93
Lanes:	1.00	0.94	0.06	1.00	1.00	1.00	1.00	0.92	0.08	1.00	0.52	0.48
Final Sat.:	1615	1675	108	1615	1505	1505	518	1636	142	177	870	800

Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.40	0.45	0.10	0.40	1.66	0.54	0.54	0.12	0.37	0.37
Crit Moves:	****			****			****					
Green/Cycle:	0.04	0.15	0.15	0.17	0.27	0.27	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	1.44	2.67	2.67	2.67	0.36	1.44	2.67	0.87	0.87	0.19	0.59	0.59
Delay/Veh:	309.4	803	803.3	801.9	29.3	246.2	777.9	23.2	23.2	9.0	12.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	309.4	803	803.3	801.9	29.3	246.2	777.9	23.2	23.2	9.0	12.3	12.3
HCM2kAvg:	9	77	77	83	4	42	300	27	27	3	12	12

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Intersection #115: Hamner Ave / Riverside Ave



Street Name:	Hamner Avenue						Riverside Avenue					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

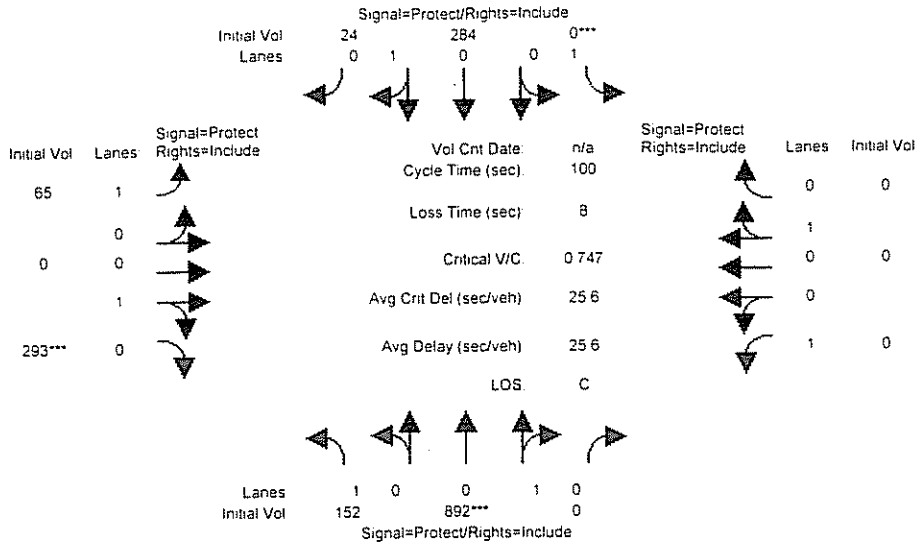
Volume Module:	77	517	17	788	2073	635	915	437	143	135	809	700
Base Vol:	77	517	17	788	2073	635	915	437	143	135	809	700
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	517	17	788	2073	635	915	437	143	135	809	700
Added Vol:	-1	-92	0	0	-148	0	0	0	-2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	425	17	788	1925	635	915	437	141	135	809	700
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	425	17	788	1925	635	915	437	141	135	809	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	425	17	788	1925	635	915	437	141	135	809	700
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	76	425	17	788	1925	635	915	437	141	135	809	700

Saturation Flow Module:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1900	1800	1800
Sat/Laner:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1900	1800	1800
Adjustment:	0.90	0.99	0.99	0.90	0.91	0.91	0.05	0.96	0.96	0.39	0.93	0.93
Lanes:	1.00	0.96	0.04	1.00	1.50	0.50	1.00	0.76	0.24	1.00	0.54	0.46
Final Sat.:	1615	1720	69	1615	2477	817	83	1311	423	694	897	777

Capacity Analysis Module:	0.05	0.25	0.25	0.49	0.78	0.78	10.98	0.33	0.33	0.19	0.90	0.90
Vol/Sat:	0.05	0.25	0.25	0.49	0.78	0.78	10.98	0.33	0.33	0.19	0.90	0.90
Crit Moves:	****			****			****					
Green/Cycle:	0.06	0.04	0.04	0.08	0.06	0.06	0.82	0.82	0.82	0.82	0.82	0.82
Volume/Cap:	0.78	6.12	6.12	6.12	12.95	12.95	12.71	0.41	0.41	0.24	1.10	1.10
Delay/Veh:	79.5	2384	2384	2369	5437	5437	5305	2.6	2.6	2.2	65.2	65.2
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:	79.5	2384	2384	2369	5437	5437	5305	2.6	2.6	2.2	65.2	65.2
HCM2kAvg:	4	60	60	111	184	184	2670	5	5	2	67	67

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Intersection #24: Hamner Ave / Chino Ave - Harvest Dr



Street Name:	Hamner Avenue						Chino Avenue - Harvest Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
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Volume Module:

Base Vol:	161	1041	0	0	350	24	65	0	297	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:	161	1041	0	0	350	24	65	0	297	0	0	0
Added Vol:	-9	-149	0	0	-66	0	0	0	-4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	892	0	0	284	24	65	0	293	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	892	0	0	284	24	65	0	293	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	892	0	0	284	24	65	0	293	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	152	892	0	0	284	24	65	0	293	0	0	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	0.99	0.99	0.90	1.00	0.85	0.94	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	0.92	0.08	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	1615	1800	0	1700	1640	139	1615	0	1530	1700	1800	0

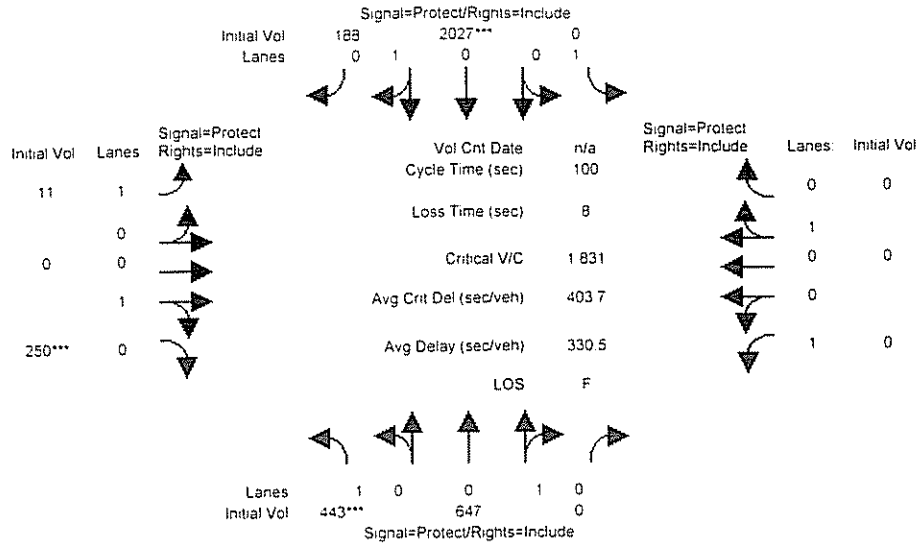
Capacity Analysis Module:

Vol/Sat:	0.09	0.50	0.00	0.00	0.17	0.17	0.04	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.24	0.62	0.00	0.00	0.44	0.44	0.15	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.39	0.80	0.00	0.00	0.39	0.39	0.27	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	32.6	18.4	0.0	0.0	19.2	19.2	38.3	0.0	47.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	18.4	0.0	0.0	19.2	19.2	38.3	0.0	47.5	0.0	0.0	0.0
HCM2kAvg:	4	22	0	0	6	6	2	0	11	0	0	0

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Intersection #24: Hamner Ave / Chino Ave - Harvest Dr



Street Name:	Hamner Avenue						Chino Avenue - Harvest Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

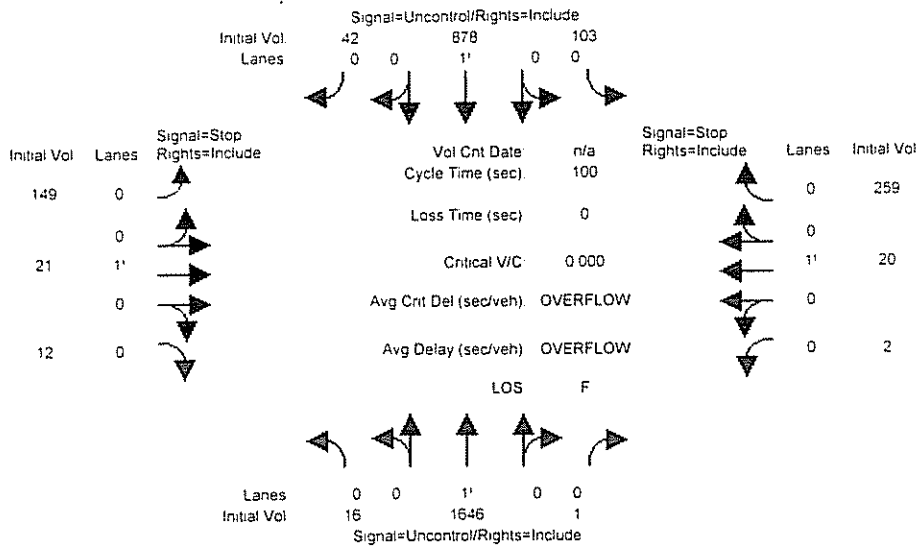
Volume Module:												
	North Bound			South Bound			East Bound			West Bound		
Base Vol:	449	740	0	0	2177	188	11	0	259	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	449	740	0	0	2177	188	11	0	259	0	0	0
Added Vol:	-6	-93	0	0	-150	0	0	0	-9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	647	0	0	2027	188	11	0	250	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
RHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RHF Volume:	443	647	0	0	2027	188	11	0	250	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	647	0	0	2027	188	11	0	250	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.:	443	647	0	0	2027	188	11	0	250	0	0	0

Saturation Flow Module:												
	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	0.99	0.99	0.90	1.00	0.85	0.94	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	0.92	0.08	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	1615	1800	0	1700	1626	151	1615	0	1530	1700	1800	0

Capacity Analysis Module:												
	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.27	0.36	0.00	0.00	1.25	1.25	0.01	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.15	0.71	0.00	0.00	0.68	0.68	0.07	0.00	0.09	0.00	0.00	0.00
Volume/Cap:	1.83	0.50	0.00	0.00	1.83	1.83	0.09	0.00	1.83	0.00	0.00	0.00
Delay/Veh:	432.2	6.8	0.0	0.0	393	393.1	43.4	0.0	446.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	432.2	6.8	0.0	0.0	393	393.1	43.4	0.0	446.5	0.0	0.0	0.0
HCM2kAvg:	41	9	0	0	189	189	0	0	23	0	0	0

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Intersection #34: Archibald Ave / Schaefer Ave



Street Name: Archibald Avenue Schaefer Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	16	1646	1	103	878	42	149	21	12	2	20	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1646	1	103	878	42	149	21	12	2	20	259
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1646	1	103	878	42	149	21	12	2	20	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1646	1	103	878	42	149	21	12	2	20	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	16	1646	1	103	878	42	149	21	12	2	20	259

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

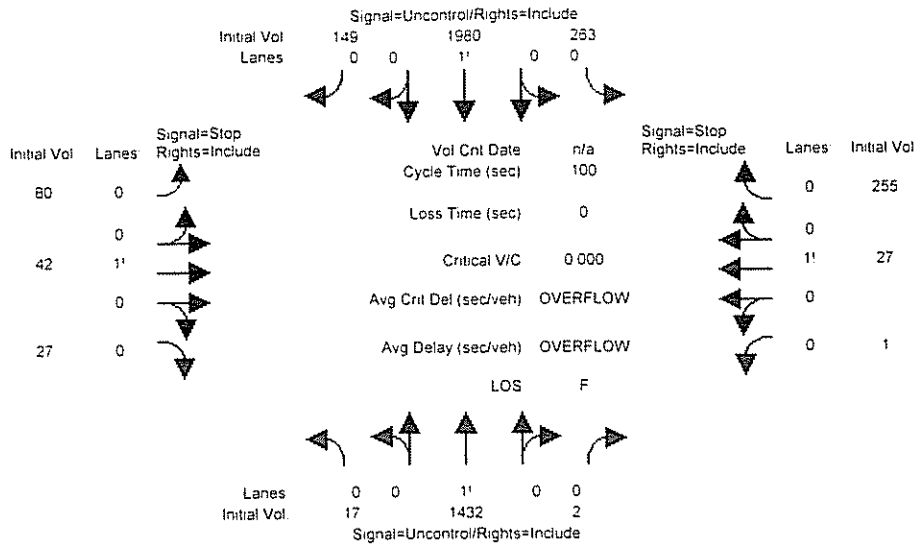
Cnflct Vol:	920	xxxx	xxxxxx	1647	xxxx	xxxxxx	2923	2784	899	2800	2805	1647
Potent Cap.:	750	xxxx	xxxxxx	398	xxxx	xxxxxx	10	19	340	12	19	124
Move Cap.:	750	xxxx	xxxxxx	398	xxxx	xxxxxx	0	14	340	0	13	124
Volume/Cap:	0.02	xxxx	xxxxxx	0.26	xxxx	xxxxxx	xxxx	1.55	0.04	xxxx	1.52	2.09

Level Of Service Module:

Queue:	0.1	xxxx	xxxxxx	1.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	9.9	xxxx	xxxxxx	17.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			F			F		

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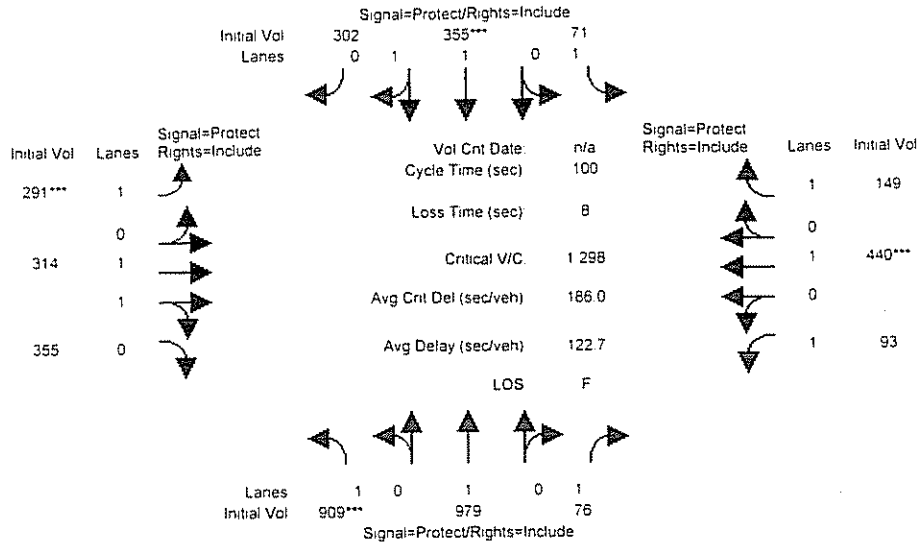
Intersection #34: Archibald Ave / Schaefer Ave



Street Name:	Archibald Avenue						Schaefer Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	17	1432	2	263	1980	149	80	42	27	1	27	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1432	2	263	1980	149	80	42	27	1	27	255
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:	17	1432	2	263	1980	149	80	42	27	1	27	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1432	2	263	1980	149	80	42	27	1	27	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	17	1432	2	263	1980	149	80	42	27	1	27	255
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	2129	xxxx	xxxxxx	1434	xxxx	xxxxxx	4189	4049	2055	4082	4122	1433
Potent Cap.:	259	xxxx	xxxxxx	480	xxxx	xxxxxx	1	3	70	1	2	166
Move Cap.:	259	xxxx	xxxxxx	480	xxxx	xxxxxx	0	1	70	0	1	166
Volume/Cap:	0.07	xxxx	xxxx	0.55	xxxx	xxxx	xxxxx45.86	0.38	xxxxx33.10	1.54		
Level Of Service Module:												
Queue:	0.2	xxxx	xxxxxx	3.2	xxxx	xxxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	19.9	xxxx	xxxxxx	21.2	xxxx	xxxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	+	-	C	+	-	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*	*	*	*	*	*	F			F		

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Intersection #42: Archibald Ave / Edison Ave



Street Name:	Archibald Avenue						Edison Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

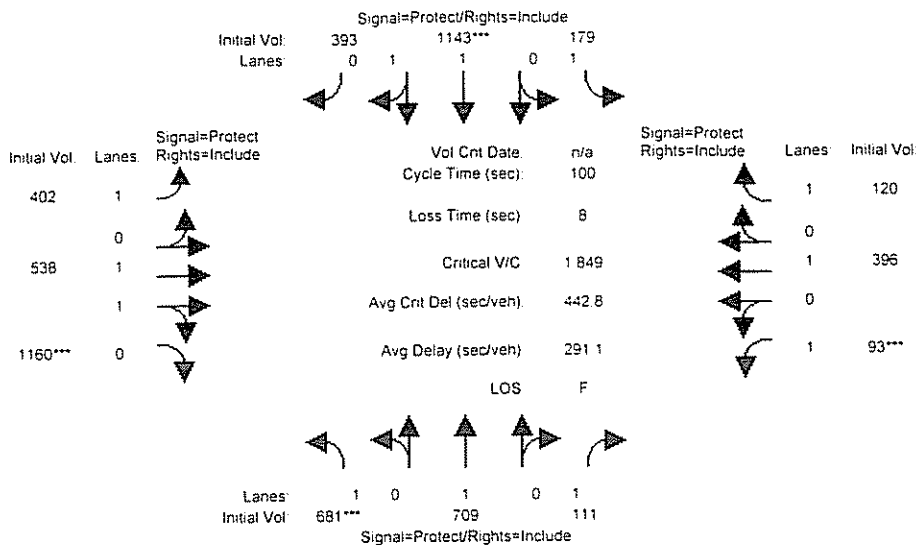
Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	966	979	76	71	355	302	291	314	380	93	440	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	966	979	76	71	355	302	291	314	380	93	440	149
Added Vol:	-57	0	0	0	0	0	0	0	-25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	909	979	76	71	355	302	291	314	355	93	440	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	909	979	76	71	355	302	291	314	355	93	440	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	909	979	76	71	355	302	291	314	355	93	440	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	909	979	76	71	355	302	291	314	355	93	440	149

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	0.88	0.88	0.90	0.87	0.87	0.90	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.08	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1615	1800	1530	1615	1720	1464	1615	1573	1573	1615	1800	1530

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.56	0.54	0.05	0.04	0.21	0.21	0.18	0.20	0.23	0.06	0.24	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.43	0.53	0.53	0.06	0.16	0.16	0.14	0.26	0.26	0.07	0.19	0.19
Volume/Cap:	1.30	1.02	0.09	0.75	1.30	1.30	1.30	0.77	0.87	0.84	1.30	0.52
Delay/Veh:	172.6	57.1	11.5	73.5	190	190.0	205.8	38.7	46.3	96.1	195	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	172.6	57.1	11.5	73.5	190	190.0	205.8	38.7	46.3	86.1	195	38.1
HCM2kAvg:	58	39	1	4	22	22	20	11	14	5	28	5

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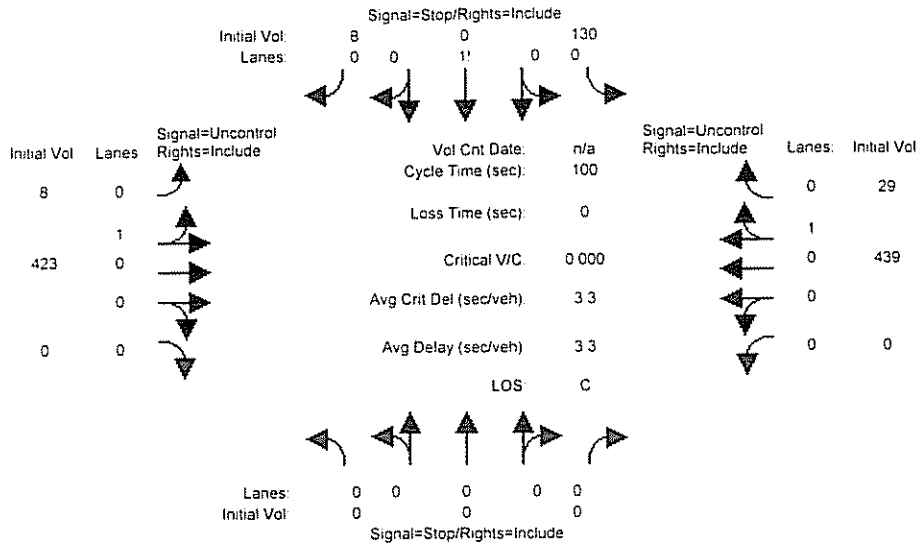
Intersection #42: Archibald Ave / Edison Ave



Street Name:	Archibald Avenue						Edison Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	717	709	111	179	1143	393	402	538	1218	93	396	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	717	709	111	179	1143	393	402	538	1218	93	396	120
Added Vol:	-36	0	0	0	0	0	0	0	-58	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	681	709	111	179	1143	393	402	538	1160	93	396	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	681	709	111	179	1143	393	402	538	1160	93	396	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	681	709	111	179	1143	393	402	538	1160	93	396	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	681	709	111	179	1143	393	402	538	1160	93	396	120
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	0.91	0.91	0.90	0.85	0.85	0.90	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.49	0.51	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1615	1800	1530	1615	2448	842	1615	1536	1536	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.42	0.39	0.07	0.11	0.47	0.47	0.25	0.35	0.76	0.06	0.22	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.22	0.36	0.36	0.10	0.24	0.24	0.24	0.40	0.40	0.06	0.21	0.21
Volume/Cap:	1.91	1.09	0.20	1.09	1.91	1.91	1.03	0.89	1.91	0.96	1.03	0.37
Delay/Veh:	459.5	92.7	22.1	139.8	453	452.6	91.4	33.6	444.7	124.9	93.2	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	459.5	92.7	22.1	139.8	453	452.6	91.4	33.6	444.7	124.9	93.2	34.3
HCM2kAvg:	65	33	2	11	69	69	20	19	103	6	19	3

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Intersection #120: Schaefer Ave / Edison Ave



Street Name: Schaefer Avenue Edison Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	Schaefer Avenue North Bound			Schaefer Avenue South Bound			Edison Avenue East Bound			Edison Avenue West Bound		
Base Vol:	0	0	0	130	0	8	8	423	0	0	439	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	8	8	423	0	0	439	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:	0	0	0	130	0	8	8	423	0	0	439	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:	0	0	0	130	0	8	8	423	0	0	439	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	130	0	8	8	423	0	0	439	29

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:

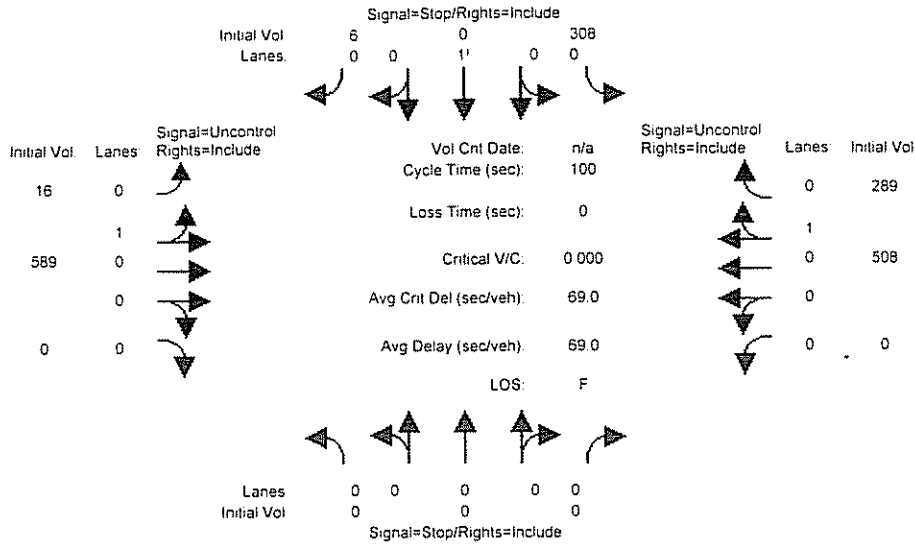
Cnflct Vol:	xxxx	xxxx	xxxxxx	893	xxxx	454	468	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	315	xxxx	611	1104	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	313	xxxx	611	1104	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.42	xxxx	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	322	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	2.1	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	24.3	xxxxxx	8.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxxx			24.3			xxxxxxx			xxxxxxx		
ApproachLOS:	*			C			*			*		

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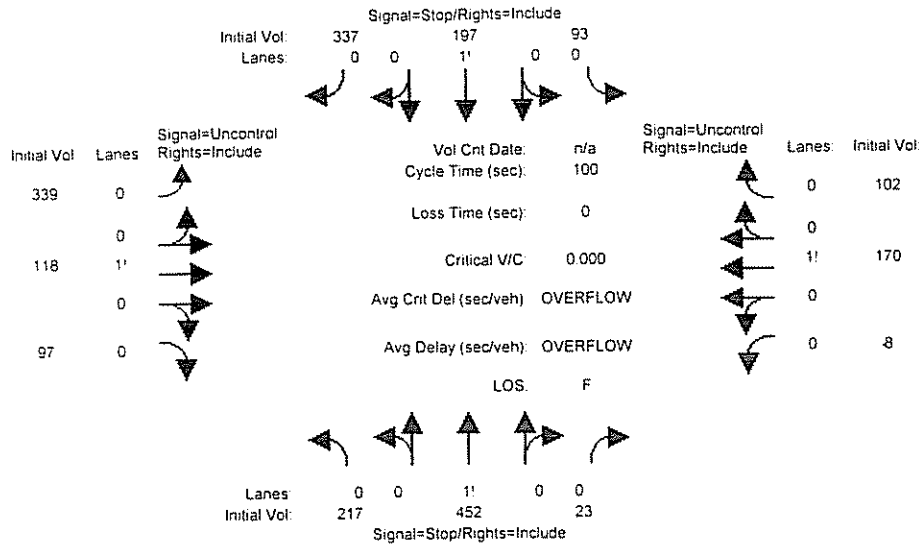
Intersection #120: Schaefer Ave / Edison Ave



Street Name:	Schaefer Avenue						Edison Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	308	0	6	16	589	0	0	508	289
Growth Adj:	1.00	1.00	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	308	0	6	16	589	0	0	508	289
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	308	0	6	16	589	0	0	508	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	308	0	6	16	589	0	0	508	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	308	0	6	16	589	0	0	508	289
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1274	xxxx	653	797	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	186	xxxx	471	834	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	184	xxxx	471	834	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.68	xxxx	0.01	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	186	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	21.5	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	377	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			376.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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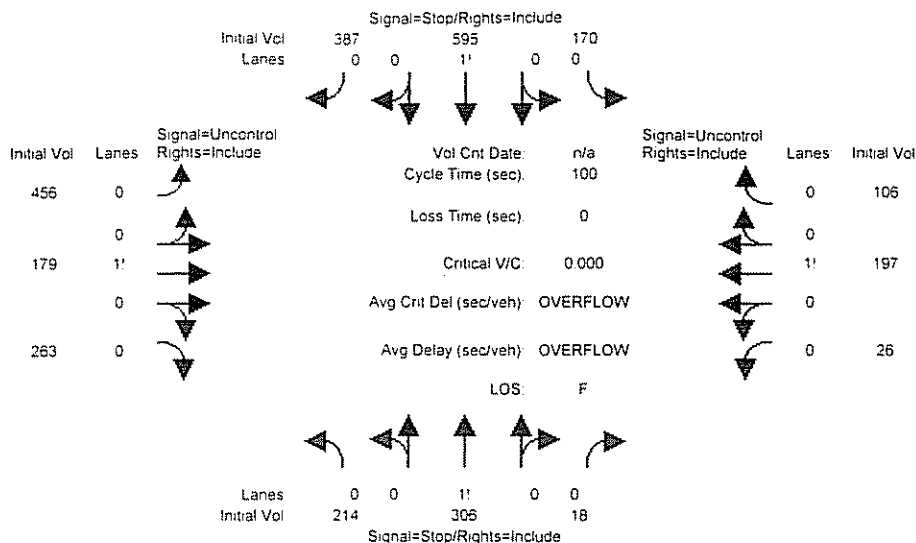
Intersection #43: Haven Ave / Edison Ave



Street Name:	Haven Avenue						Edison Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	217	452	23	93	197	337	339	118	97	8	170	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	452	23	93	197	337	339	118	97	8	170	102
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:	217	452	23	93	197	337	339	118	97	8	170	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	452	23	93	197	337	339	118	97	8	170	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	217	452	23	93	197	337	339	118	97	8	170	102
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	1349	1133	167	1319	1130	221	272	xxxx	xxxxxx	215	xxxx	xxxxxx
Potent Cap.:	129	205	883	135	205	824	1303	xxxx	xxxxxx	1367	xxxx	xxxxxx
Move Cap.:	0	138	883	0	139	824	1303	xxxx	xxxxxx	1367	xxxx	xxxxxx
Volume/Cap:	xxxx	3.27	0.03	xxxx	1.42	0.41	0.26	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.7	xxxx	xxxxxx	7.6	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	0	xxxxxx	xxxx	0	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		

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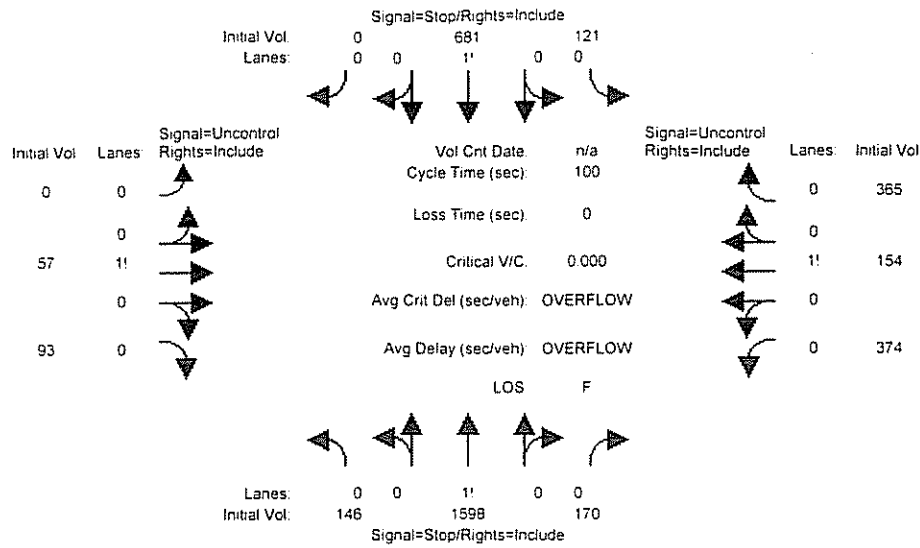
Intersection #43: Haven Ave / Edison Ave



Street Name:	Haven Avenue						Edison Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	214	306	18	170	595	387	456	179	263	26	197	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	306	18	170	595	387	456	179	263	26	197	106
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:	214	306	18	170	595	387	456	179	263	26	197	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	306	18	170	595	387	456	179	263	26	197	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	214	306	18	170	595	387	456	179	263	26	197	106
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	2016	1578	311	1687	1656	250	303	xxxx	xxxxxx	442	xxxx	xxxxxx
Potent Cap.:	44	111	734	75	99	794	1269	xxxx	xxxxxx	1129	xxxx	xxxxxx
Move Cap.:	0	56	734	0	50	794	1269	xxxx	xxxxxx	1129	xxxx	xxxxxx
Volume/Cap:	xxxx	5.46	0.02	xxxx	11.86	0.49	0.36	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1.7	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.4	xxxx	xxxxxx	8.3	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxxx	xxxx	0	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:		F			F			*			*	

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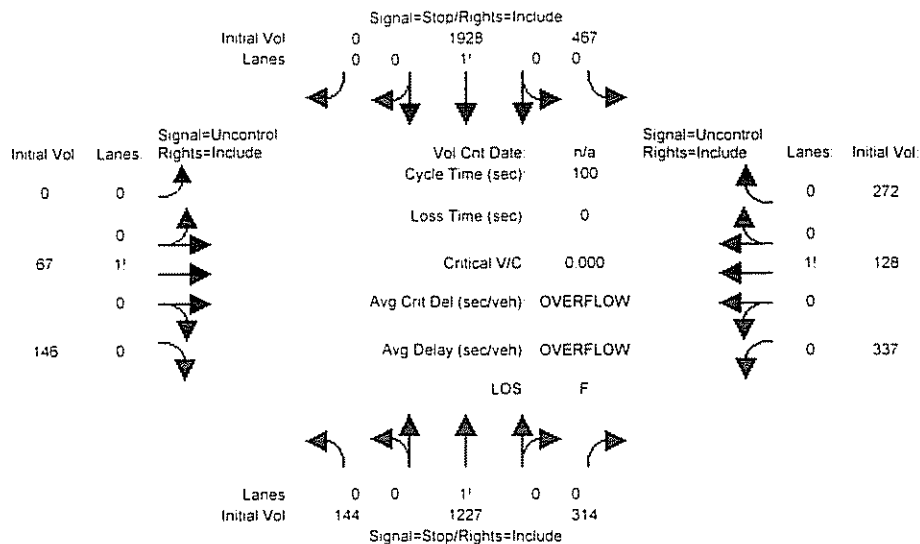
Intersection #47: Archibald Ave / Merrill Ave



Street Name:	Archibald Avenue						Merrill Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	146	1598	185	146	681	0	0	61	93	409	162	422
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1598	185	146	681	0	0	61	93	409	162	422
Added Vol:	0	0	-15	-25	0	0	0	-4	0	-35	-8	-57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	1598	170	121	681	0	0	57	93	374	154	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	1598	170	121	681	0	0	57	93	374	154	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	146	1598	170	121	681	0	0	57	93	374	154	365
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	1529	1371	104	2072	1235	xxxxx	xxxxx	xxxxx	xxxxx	150	xxxxx	xxxxx
Potent Cap.:	97	148	957	40	178	xxxxx	xxxxx	xxxxx	xxxxx	1444	xxxxx	xxxxx
Move Cap.:	0	99	957	0	120	xxxxx	xxxxx	xxxxx	xxxxx	1444	xxxxx	xxxxx
Volume/Cap:	xxxxx	16.09	0.18	xxxxx	5.68	xxxxx	xxxxx	xxxxx	xxxxx	0.26	xxxxx	xxxxx
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Level Of Service Module:												
Queue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1.0	xxxxx	xxxxx
Stopped Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	8.4	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	0	xxxxx	0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared Queue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd StpDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:		F			F			*			*	

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Intersection #47: Archibald Ave / Merrill Ave

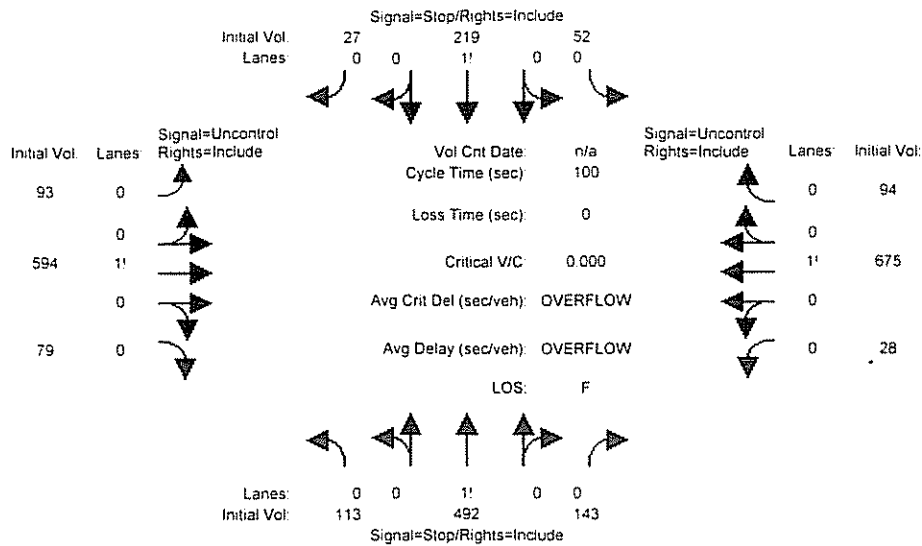


Street Name:	Archibald Avenue						Merrill Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	144	1227	349	525	1928	0	0	75	146	359	133	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1227	349	525	1928	0	0	75	146	359	133	308
Added Vol:	0	0	-35	-58	0	0	0	-8	0	-22	-5	-36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	1227	314	467	1928	0	0	67	146	337	128	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1227	314	467	1928	0	0	67	146	337	128	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	144	1227	314	467	1928	0	0	67	146	337	128	272
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	2042	1214	140	1849	1151	xxxxx	xxxx	xxxx	xxxxx	213	xxxx	xxxxx
Potent Cap.:	42	183	913	58	200	xxxxx	xxxx	xxxx	xxxxx	1369	xxxx	xxxxx
Move Cap.:	0	128	913	0	139	xxxxx	xxxx	xxxx	xxxxx	1369	xxxx	xxxxx
Volume/Cap:	xxxx	9.61	0.34	xxxx	13.85	xxxx	xxxx	xxxx	xxxx	0.25	xxxx	xxxx
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		F			F			*			*	

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Intersection #48: Sumner Ave - Haven Ave / Merrill Ave



Street Name: Sumner Ave - Haven Avenue Merrill Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	113	492	161	52	219	27	93	645	79	68	790	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	492	161	52	219	27	93	645	79	68	790	94
Added Vol:	0	0	-18	0	0	0	0	-51	0	-40	-115	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	492	143	52	219	27	93	594	79	28	675	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	492	143	52	219	27	93	594	79	28	675	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	113	492	143	52	219	27	93	594	79	28	675	94

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

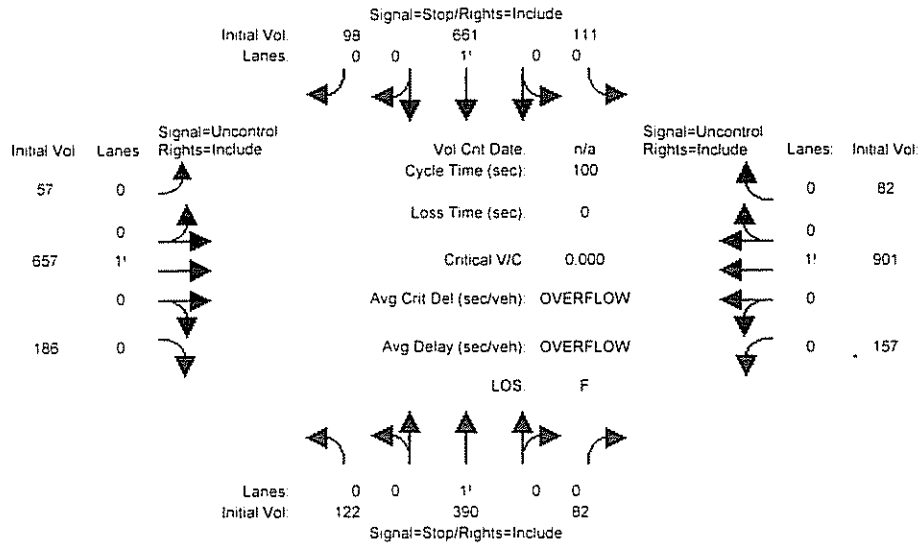
Cnflct Vol:	1721	1645	634	1915	1637	722	769	xxxx	xxxxxx	673	xxxx	xxxxxx
Potent Cap.:	71	101	483	52	102	430	854	xxxx	xxxxxx	927	xxxx	xxxxxx
Move Cap.:	0	86	483	0	87	430	854	xxxx	xxxxxx	927	xxxx	xxxxxx
Volume/Cap:	xxxx	5.70	0.30	xxxx	2.51	0.06	0.11	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Stopped Del:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.7	xxxx	xxxxxx	9.0	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxxx	xxxx	0	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		

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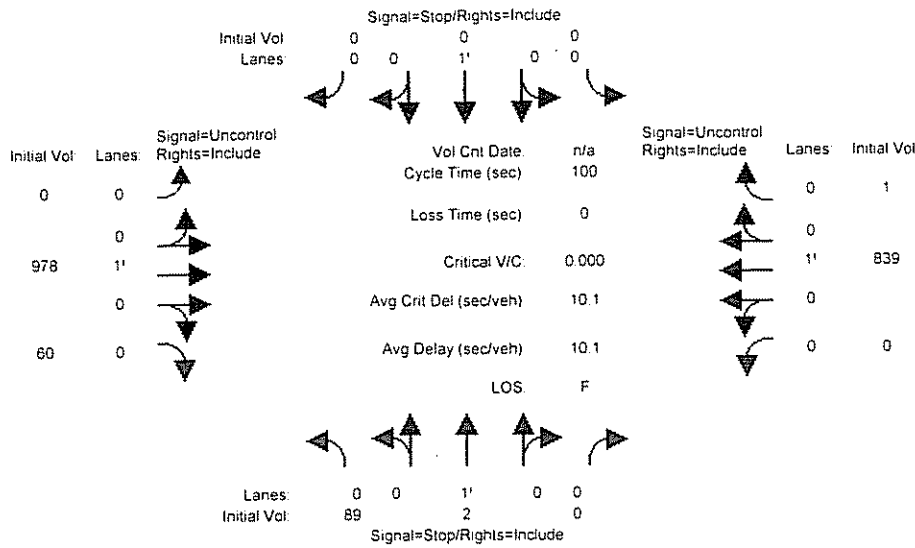
Intersection #48: Sumner Ave - Haven Ave / Merrill Ave



Street Name:	Sumner Ave - Haven Avenue						Merrill Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	122	390	123	111	661	98	57	772	186	182	972	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	390	123	111	661	98	57	772	186	182	972	82
Added Vol:	0	0	-41	0	0	0	0	-115	0	-25	-71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	390	82	111	661	98	57	657	186	157	901	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	390	82	111	661	98	57	657	186	157	901	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	122	390	82	111	661	98	57	657	186	157	901	82
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	2499	2161	750	2356	2213	942	983	xxxx	xxxxxx	843	xxxx	xxxxxx
Potent Cap.:	20	48	415	25	45	322	711	xxxx	xxxxxx	802	xxxx	xxxxxx
Move Cap.:	0	35	415	0	32	322	711	xxxx	xxxxxx	802	xxxx	xxxxxx
Volume/Cap:	xxxx	11.28	0.20	xxxx	20.61	0.30	0.08	xxxx	xxxx	0.20	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	0.7	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	10.5	xxxx	xxxxxx	10.6	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	0	xxxxxx	xxxx	0	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:		F			F			*			*	

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Intersection #199: Cleveland Ave / Merrill Ave



Street Name: Cleveland Avenue Merrill Ave
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	113	10	13	9	24	18	5	1041	68	8	968	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	10	13	9	24	18	5	1041	68	8	968	4
Added Vol:	-24	-8	-13	-9	-24	-18	-5	-63	-8	-8	-129	-3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	2	0	0	0	0	0	978	60	0	839	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2	0	0	0	0	0	978	60	0	839	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	89	2	0	0	0	0	0	978	60	0	839	1

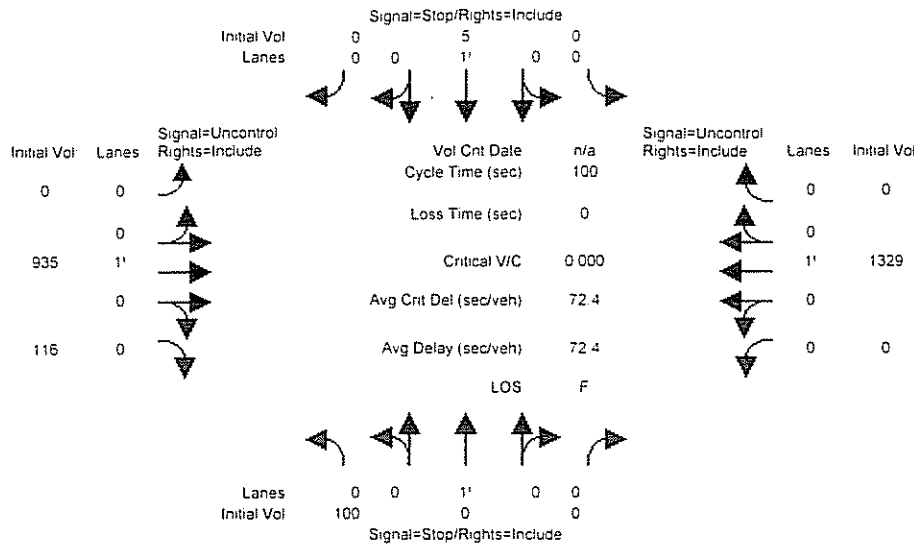
Critical Gap Module:												
Critical Gp:	6.4	6.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	1848	1848	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
Potent Cap.:	83	75	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
Move Cap.:	83	75	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
Volume/Cap:	1.07	0.03	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Level Of Service Module:												
Queue:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Stopped Del:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	83	xxxxx	xxxxxx	xxxxx	0	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
SharedQueue:	6.4	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shrd StpDel:	219.1	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shared LOS:	F	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	219.1			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			*			*			*		

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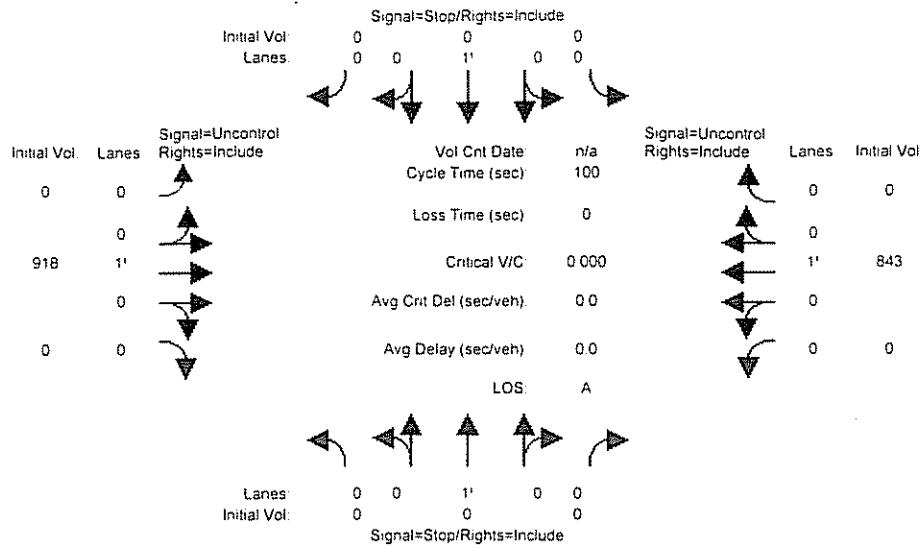
Intersection #199: Cleveland Ave / Merrill Ave



Street Name:	Cleveland Avenue						Merrill Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	116	26	12	6	20	10	19	1060	143	15	1409	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	26	12	6	20	10	19	1060	143	15	1409	10
Added Vol:	-16	-26	-12	-6	-15	-10	-19	-125	-27	-15	-80	-10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	0	0	5	0	0	935	116	0	1329	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	0	0	5	0	0	935	116	0	1329	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	100	0	0	0	5	0	0	935	116	0	1329	0
Critical Gap Module:												
Critical Gp:	7.1	xxxx	xxxxxx	xxxxxx	6.5	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	xxxxxx	xxxxxx	4.0	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflict Vol:	2325	xxxx	xxxxxx	xxxx	2380	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	26	xxxx	xxxxxx	xxxx	35	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	24	xxxx	xxxxxx	xxxx	35	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	4.24	xxxx	xxxx	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	12.5	xxxx	xxxxxx	xxxxxx	0.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	1794	xxxx	xxxxxx	xxxxxx	125	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	F	*	*	*	F	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT	LT - LTR - RT			LT - LTR - RT	LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	1793.9				124.9	xxxxxxx			xxxxxxx			
ApproachLOS:	F				F	*			*			

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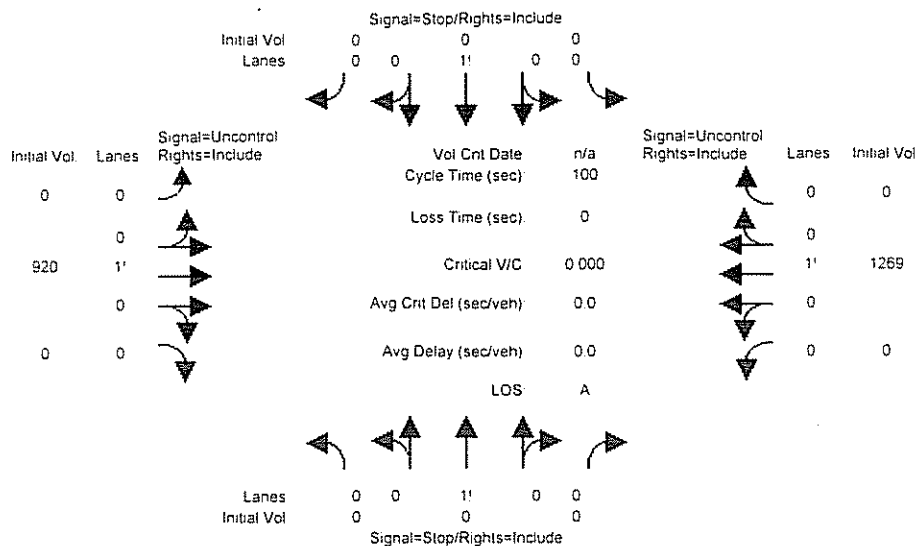
Intersection #167: Project St (W) / Merrill Ave



Street Name:	Project Street (W)						Merrill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	9	0	33	65	0	18	19	1041	3	11	953	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	33	65	0	18	19	1041	3	11	953	69
Added Vol:	-9	0	-33	-65	0	-18	-19	-123	-3	-11	-110	-69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	918	0	0	843	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	0	0	0	918	0	0	843	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	918	0	0	843	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	*	

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Intersection #167: Project St (W) / Merrill Ave



Street Name: Project Street (W) Merrill Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	6	0	22	49	0	13	13	1055	10	38	1415	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	22	49	0	13	13	1055	10	38	1415	48
Added Vol:	-6	0	-22	-49	0	-13	-13	-135	-10	-38	-146	-48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	920	0	0	1269	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	0	0	0	920	0	0	1269	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	920	0	0	1269	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

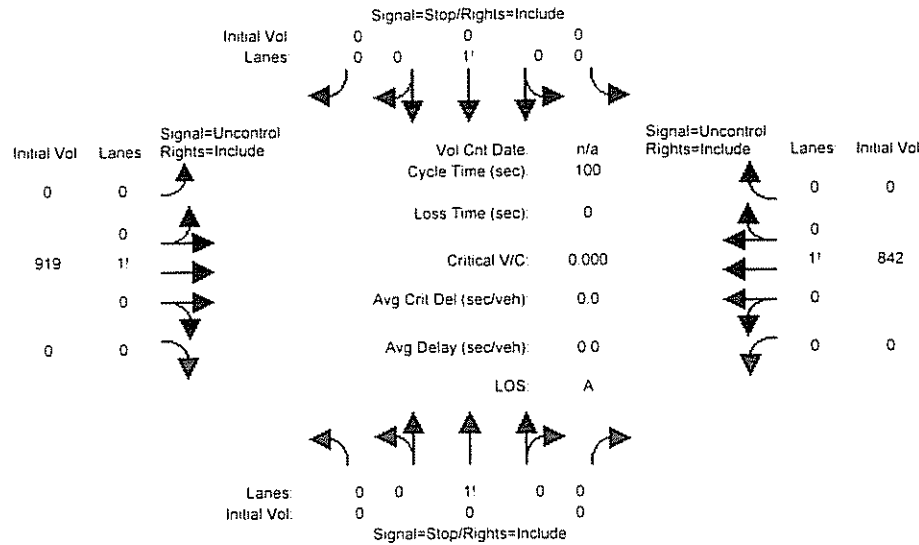
Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		xxxxxx
ApproachLOS:	*			*			*			*		*

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Intersection #206: Project St (E) / Merrill Ave



Street Name: Project Street (E) Merrill Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	12	1	44	100	1	49	28	1107	4	15	972	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1	44	100	1	49	28	1107	4	15	972	65
Added Vol:	-12	-1	-44	-100	-1	-49	-28	-188	-4	-15	-130	-65
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	919	0	0	842	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	0	0	0	919	0	0	842	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	919	0	0	842	0

Critical Gap Module:

Critical Gp: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

FollowUpTim: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:

Cnflct Vol: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Potent Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Move Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:

Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

LOS by Move: * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx 0 xxxxx xxxxx 0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

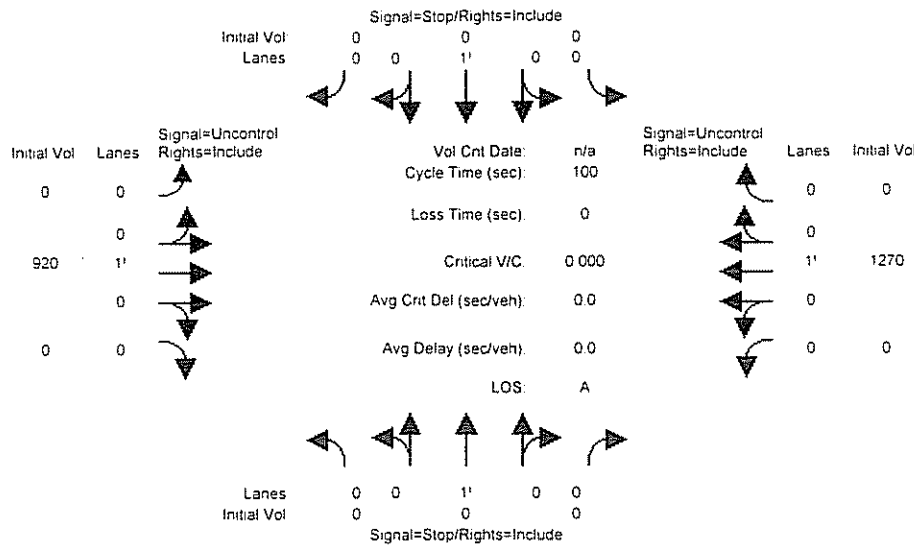
Shared LOS: * * * * *

ApproachDel: xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx

ApproachLOS: * * * *

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Intersection #206: Project St (E) / Merrill Ave



Street Name: Project Street (E) Merrill Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	8	1	29	64	1	31	45	1067	14	50	1462	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1	29	64	1	31	45	1067	14	50	1462	88
Added Vol:	-8	-1	-29	-64	-1	-31	-45	-147	-14	-50	-192	-88
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	920	0	0	1270	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	0	0	0	920	0	0	1270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	920	0	0	1270	0

Critical Gap Module:
 Critical Gp:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 FollowUpTim:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:

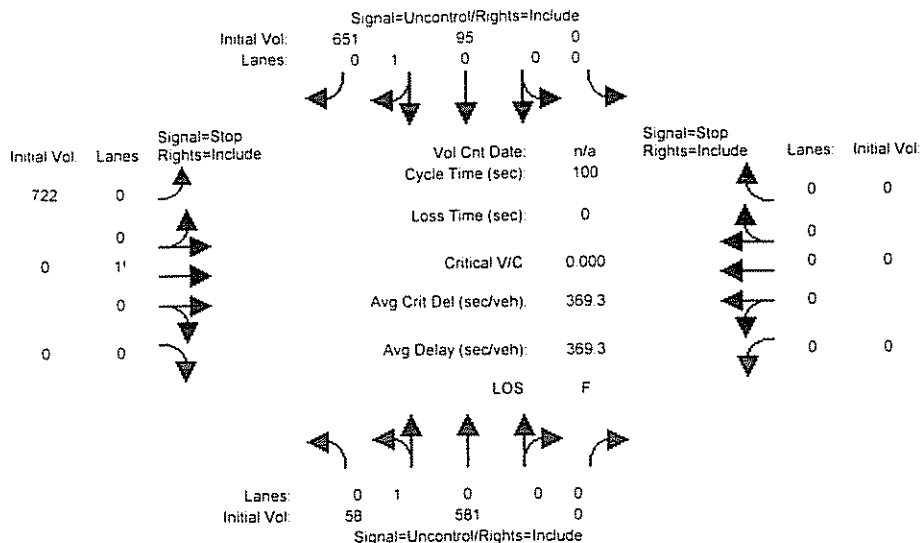
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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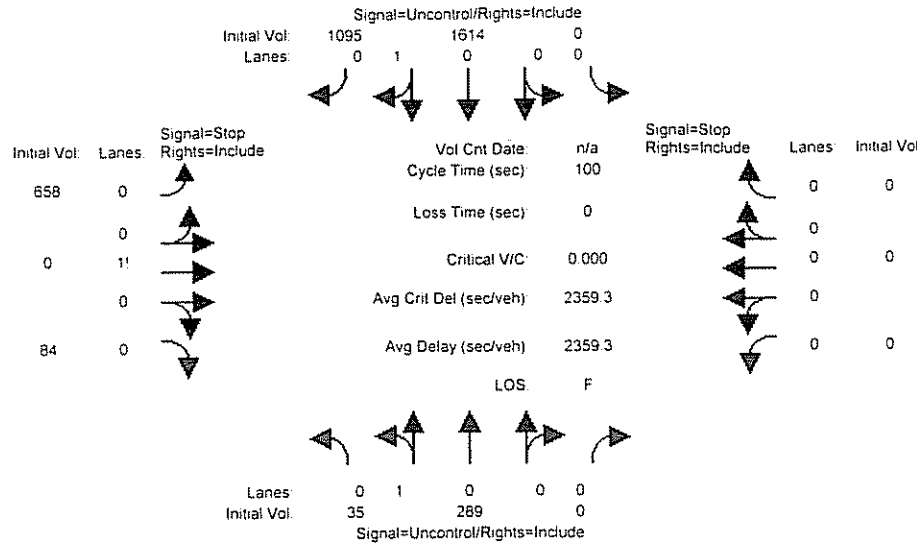
Intersection #61: Hamner Ave / Merrill Ave



	Hamner Avenue						Merrill Ave					
	North Bound			South Bound			East Bound			West Bound		
Street Name:	Hamner Avenue						Merrill Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	166	631	1	1	132	747	871	6	198	0	3	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	631	1	1	132	747	871	6	198	0	3	0
Added Vol:	-108	-50	-1	-1	-37	-96	-149	-6	-198	0	-3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	581	0	0	95	651	722	0	0	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:	58	581	0	0	95	651	722	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	58	581	0	0	95	651	722	0	0	0	0	0
Critical Gap Module:												
Critical Gap:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	746	xxxx	xxxxx	xxxx	xxxx	xxxxx	1118	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	871	xxxx	xxxxx	xxxx	xxxx	xxxxx	231	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	871	xxxx	xxxxx	xxxx	xxxx	xxxxx	219	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	3.29	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	66.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1077	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	F	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1077.0			xxxxxx		
ApproachLOS:	*			*			F			*		

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Intersection #61: Hamner Ave / Merrill Ave



Street Name:	Hamner Avenue						Merrill Ave					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R

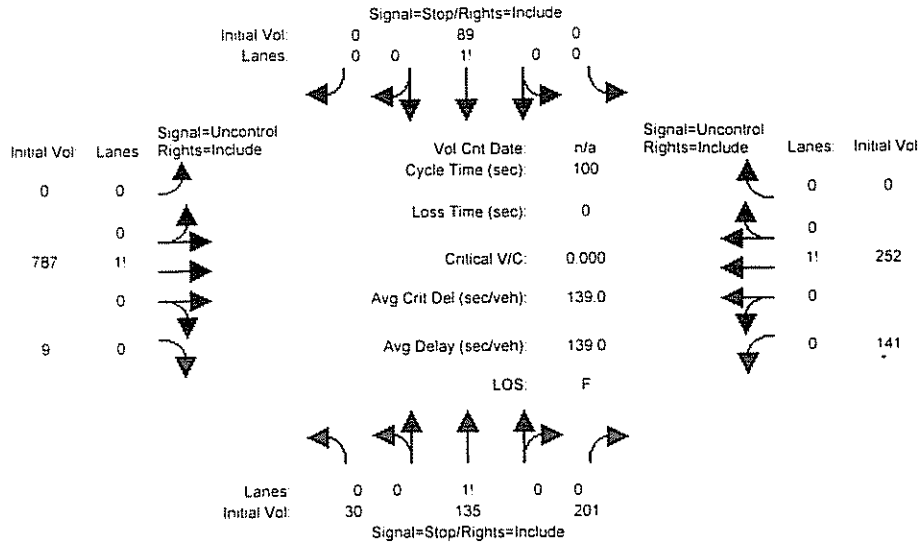
Volume Module:												
Base Vol:	228	339	1	0	1676	1244	767	4	216	1	6	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	339	1	0	1676	1244	767	4	216	1	6	0
Added Vol:	-193	-50	-1	0	-62	-149	-109	-4	-132	-1	-6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	289	0	0	1614	1095	658	0	84	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:	35	289	0	0	1614	1095	658	0	84	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	35	289	0	0	1614	1095	658	0	84	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	2709	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	2521	xxxx	2162	xxxx	xxxx	xxxxxx
Potent Cap.:	153	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	31	xxxx	61	xxxx	xxxx	xxxxxx
Move Cap.:	153	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	26	xxxx	61	xxxx	xxxx	xxxxxx
Volume/Cap:	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	25.68	xxxx	1.39	xxxx	xxxx	xxxx

Level of Service Module:												
Queue:	0.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	35.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	E	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	27	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	92.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	35.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	E	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			F			*		*

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Intersection #145: Cleveland Ave / Bellegrave Ave



Street Name:	Cleveland Avenue						Bellegrave Avenue					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R

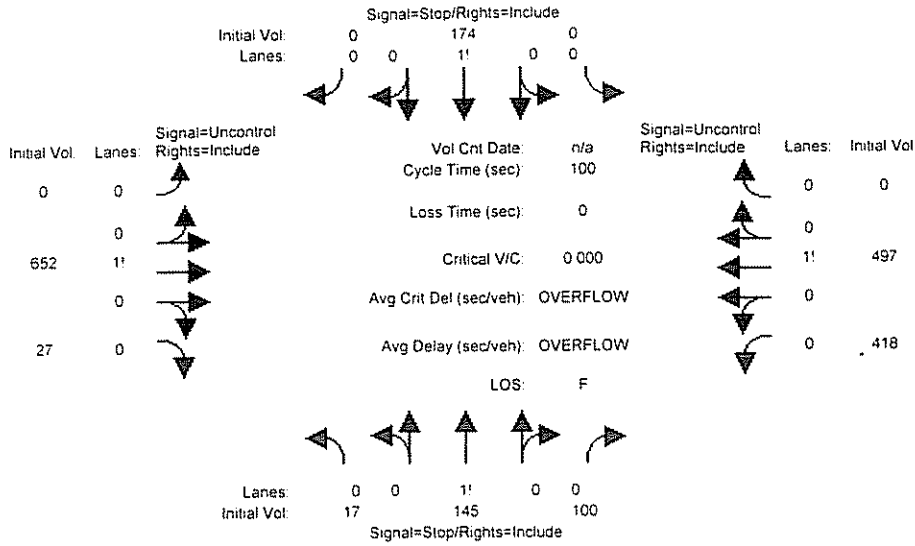
Volume Module:												
Base Vol:	30	135	201	44	89	0	0	787	9	141	252	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	135	201	44	89	0	0	787	9	141	252	30
Added Vol:	0	0	0	-44	0	0	0	0	0	0	0	-30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	135	201	0	89	0	0	787	9	141	252	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	135	201	0	89	0	0	787	9	141	252	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	30	135	201	0	89	0	0	787	9	141	252	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:												
Cnflct Vol:	1370	1325	792	xxxxx	1330	xxxxx	xxxxx	xxxxx	xxxxx	796	xxxxx	xxxxx
Potent Cap.:	125	157	393	xxxxx	156	xxxxx	xxxxx	xxxxx	xxxxx	835	xxxxx	xxxxx
Move Cap.:	48	128	393	xxxxx	127	xxxxx	xxxxx	xxxxx	xxxxx	835	xxxxx	xxxxx
Volume/Cap:	0.63	1.05	0.51	xxxxx	0.70	xxxxx	xxxxx	xxxxx	xxxxx	0.17	xxxxx	xxxxx

Level Of Service Module:												
Queue:	xxxxx	xxxxx	xxxxx	xxxxx	3.9	xxxxx	xxxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx
Stopped Del:	xxxxx	xxxxx	xxxxx	xxxxx	81.4	xxxxx	xxxxx	xxxxx	xxxxx	10.2	xxxxx	xxxxx
LOS by Move:	*	*	*	*	F	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	167	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	29.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx
Shrd StpDel:	xxxxx	601	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	10.2	xxxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	B	*	*
ApproachDel:		600.5			81.4		xxxxxxx			xxxxxxx		
ApproachLOS:		F			F			*			*	

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Intersection #145: Cleveland Ave / Bellegrave Ave



Street Name:	Cleveland Avenue						Bellegrave Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	17	145	100	44	174	0	0	652	27	418	497	53
Base Vol:	17	145	100	44	174	0	0	652	27	418	497	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	145	100	44	174	0	0	652	27	418	497	53
Added Vol:	0	0	0	-44	0	0	0	0	0	0	0	-53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	145	100	0	174	0	0	652	27	418	497	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	145	100	0	174	0	0	652	27	418	497	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	17	145	100	0	174	0	0	652	27	418	497	0

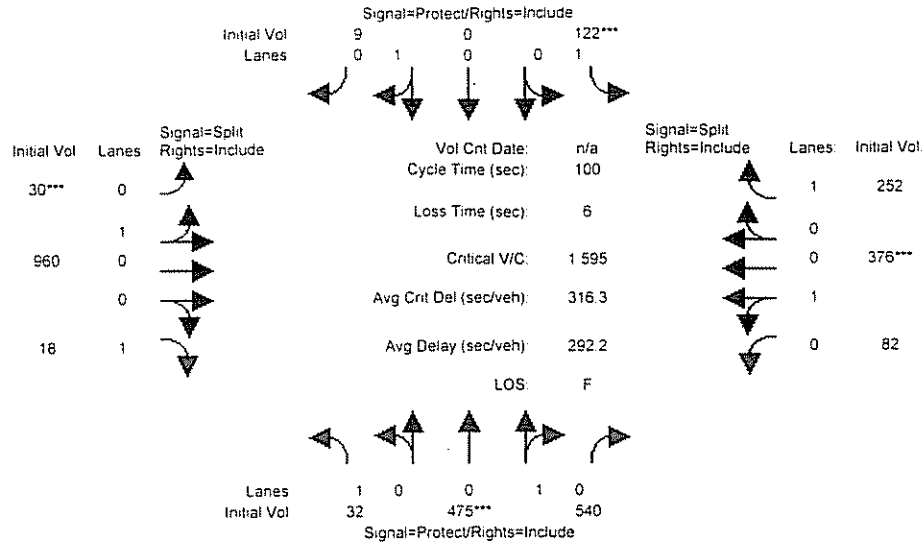
Critical Gap Module:	7.1	6.5	6.2	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxxx	4.0	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:	2086	1999	666	xxxx	2012	xxxxxx	xxxx	xxxx	xxxxxx	679	xxxx	xxxxxx
Cnflict Vol:	2086	1999	666	xxxx	2012	xxxxxx	xxxx	xxxx	xxxxxx	679	xxxx	xxxxxx
Potent Cap.:	39	61	463	xxxx	60	xxxxxx	xxxx	xxxx	xxxxxx	923	xxxx	xxxxxx
Move Cap.:	0	25	463	xxxx	24	xxxxxx	xxxx	xxxx	xxxxxx	923	xxxx	xxxxxx
Volume/Cap:	xxxx	5.82	0.22	xxxx	7.13	xxxx	xxxx	xxxx	xxxx	0.45	xxxx	xxxx

Level Of Service Module:	xxxxx	xxxx	xxxxxx	xxxxxx	21.7	xxxxxx	xxxxxx	xxxx	xxxxxx	2.4	xxxx	xxxxxx
Queue:	xxxxx	xxxx	xxxxxx	xxxxxx	21.7	xxxxxx	xxxxxx	xxxx	xxxxxx	2.4	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	3071	xxxxxx	xxxxxx	xxxx	xxxxxx	12.1	xxxx	xxxxxx
LOS by Move:	*	*	*	*	F	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.4	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	12.1	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	B	*	*
ApproachDel:	xxxxxxx				3070.8		xxxxxxx			xxxxxxx		
ApproachLOS:		F			F			*			*	

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Intersection #102: Hamner Ave / Bellegrave Ave



Street Name:	Hamner Avenue						Bellegrave Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

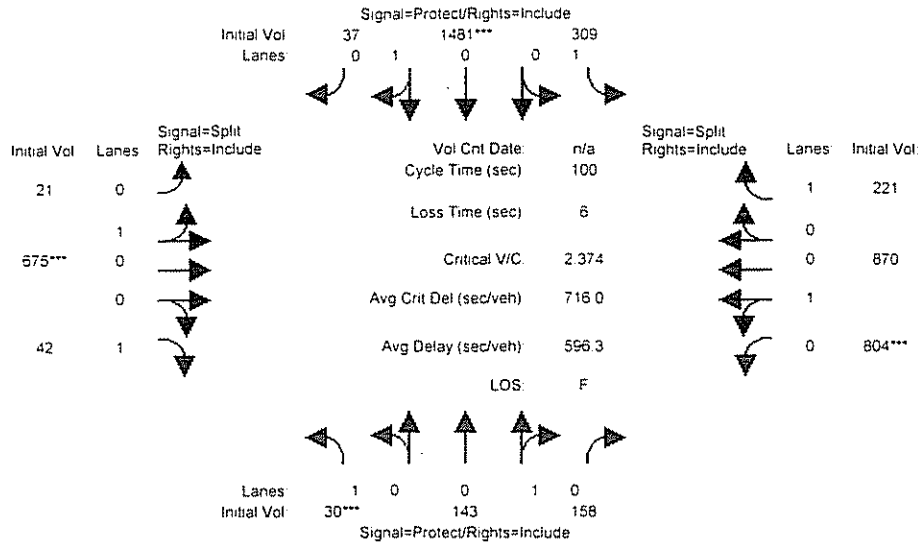
Volume Module:												
Base Vol:	45	541	540	210	138	22	65	989	58	82	385	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	541	540	210	138	22	65	989	58	82	385	295
Added Vol:	-13	-66	0	-88	-138	-13	-35	-29	-40	0	-9	-43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	475	540	122	0	9	30	960	18	82	376	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	475	540	122	0	9	30	960	18	82	376	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	475	540	122	0	9	30	960	18	82	376	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	32	475	540	122	0	9	30	960	18	82	376	252

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.92	0.92	0.90	1.00	0.85	0.94	1.00	0.85	0.94	0.99	0.85
Lanes:	1.00	0.47	0.53	1.00	0.00	1.00	0.03	0.97	1.00	0.19	0.81	1.00
Final Sat.:	1615	775	981	1615	0	1530	54	1741	1530	316	1449	1530

Capacity Analysis Module:												
Vol/Sat:	0.02	0.61	0.61	0.08	0.00	0.01	0.55	0.55	0.01	0.26	0.26	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.38	0.38	0.06	0.00	0.22	0.34	0.34	0.34	0.16	0.16	0.16
Volume/Cap:	0.09	1.62	1.62	1.26	0.00	0.03	1.62	1.62	0.03	1.62	1.62	1.03
Delay/Veh:	31.2	317	316.5	223.3	0.0	30.7	318.6	319	22.0	335.9	336	106.6
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:	31.2	317	316.5	223.3	0.0	30.7	318.6	319	22.0	335.9	336	106.6
HCM2kAvg:	1	79	79	10	0	0	73	77	0	36	38	13

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Intersection #102: Hamner Ave / Bellegrave Ave



Street Name:	Hamner Avenue						Bellegrave Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

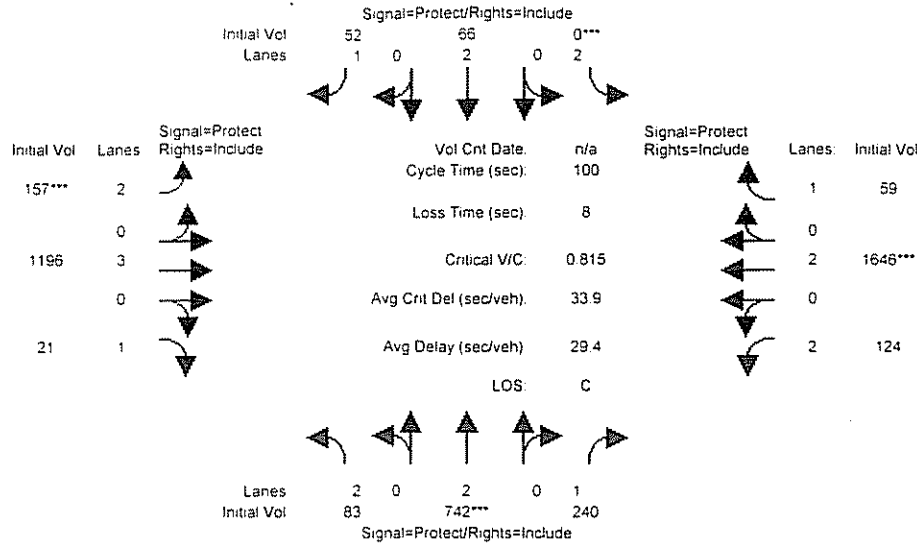
Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	74	277	158	364	1567	78	45	693	67	804	902	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	277	158	364	1567	78	45	693	67	804	902	307
Added Vol:	-44	-134	0	-55	-86	-41	-24	-18	-25	0	-32	-86
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	143	158	309	1481	37	21	675	42	804	870	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	143	158	309	1481	37	21	675	42	804	870	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	143	158	309	1481	37	21	675	42	804	870	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	143	158	309	1481	37	21	675	42	804	870	221

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.92	0.92	0.90	1.00	1.00	0.94	1.00	0.85	0.92	0.98	0.85
Lanes:	1.00	0.48	0.52	1.00	0.98	0.02	0.03	0.97	1.00	0.49	0.51	1.00
Final Sat.:	1615	788	870	1615	1749	44	54	1741	1530	821	889	1530

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.18	0.18	0.19	0.85	0.85	0.39	0.39	0.03	0.98	0.98	0.14
Crit Moves:	****				****		****			****		
Green/Cycle:	0.06	0.19	0.19	0.20	0.34	0.34	0.15	0.15	0.15	0.39	0.39	0.39
Volume/Cap:	0.31	0.94	0.94	0.94	2.52	2.52	2.52	2.52	0.18	2.52	2.52	0.37
Delay/Veh:	46.8	74.6	74.6	73.5	720	719.9	734.7	735	37.1	716.8	717	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	74.6	74.6	73.5	720	719.9	734.7	735	37.1	716.8	717	22.2
HCM2kAvg:	1	13	13	14	158	158	70	74	1	173	193	5

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Intersection #64: Hamner Ave / Limonite Ave



Street Name:	Hamner Avenue						Limonite Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

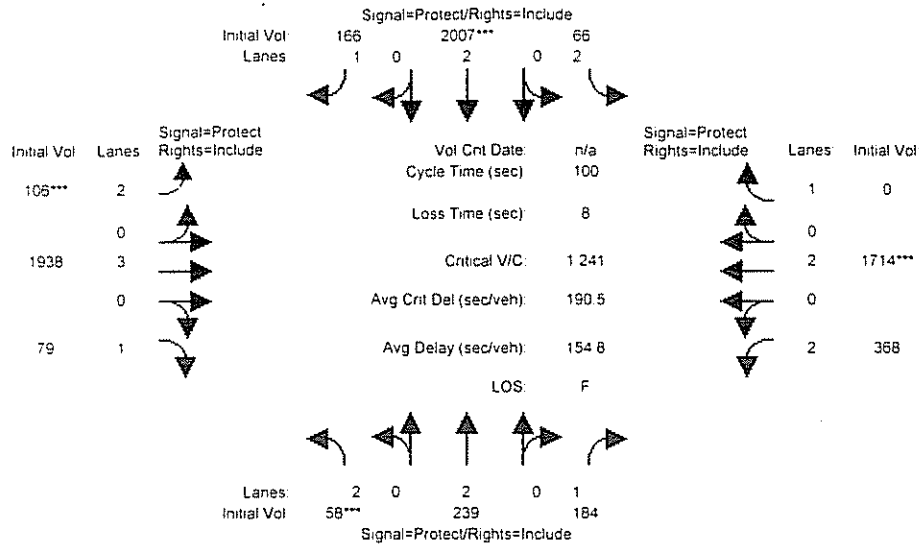
Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	83	762	240	133	110	52	157	1196	21	124	1646	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	762	240	133	110	52	157	1196	21	124	1646	118
Added Vol:	0	-20	0	-133	-44	0	0	0	0	0	0	-59
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	742	240	0	66	52	157	1196	21	124	1646	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	742	240	0	66	52	157	1196	21	124	1646	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	742	240	0	66	52	157	1196	21	124	1646	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	83	742	240	0	66	52	157	1196	21	124	1646	59

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.95	0.85	0.89	0.95	0.85	0.84	0.91	0.85	0.84	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3040	3420	1530	3200	3420	1530	3040	4914	1530	3040	3420	1530

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.22	0.16	0.00	0.02	0.03	0.05	0.24	0.01	0.04	0.48	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.25	0.25	0.00	0.15	0.15	0.06	0.49	0.49	0.12	0.55	0.55
Volume/Cap:	0.18	0.87	0.63	0.00	0.13	0.22	0.86	0.50	0.03	0.34	0.87	0.07
Delay/Veh:	36.9	45.9	36.9	0.0	36.6	37.5	78.1	17.3	13.2	40.8	24.2	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	45.9	36.9	0.0	36.6	37.5	78.1	17.3	13.2	40.8	24.2	10.5
HCM2kAvg:	1	14	8	0	1	2	5	8	0	2	25	1

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Intersection #64: Hamner Ave / Limonite Ave



Street Name:	Hamner Avenue						Limonite Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

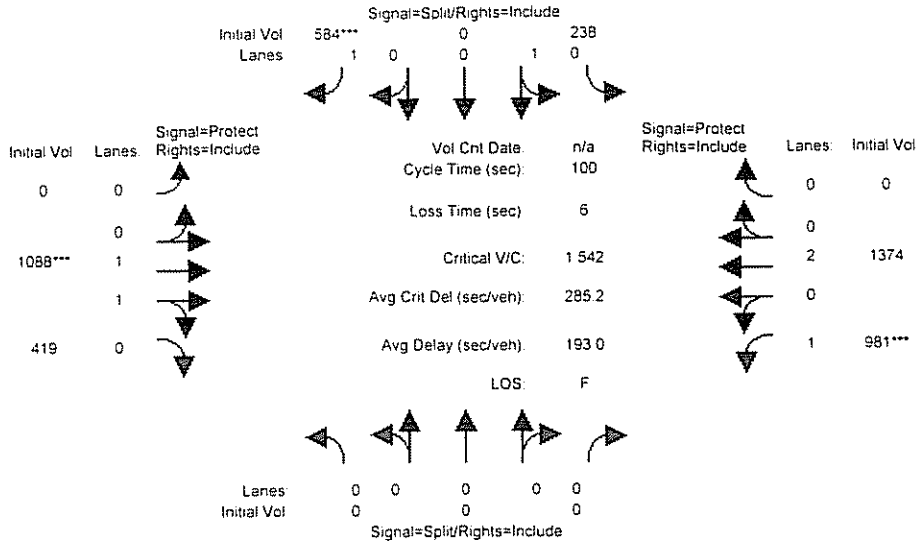
Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	58	284	184	149	2035	166	106	1938	79	368	1714	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	284	184	149	2035	166	106	1938	79	368	1714	134
Added Vol:	0	-45	0	-83	-28	0	0	0	0	0	0	-134
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	239	184	66	2007	166	106	1938	79	368	1714	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	239	184	66	2007	166	106	1938	79	368	1714	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	239	184	66	2007	166	106	1938	79	368	1714	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	58	239	184	66	2007	166	106	1938	79	368	1714	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.95	0.85	0.84	0.95	0.85	0.84	0.91	0.85	0.84	0.95	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3040	3420	1530	3040	3420	1530	3040	4914	1530	3040	3420	1800

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.07	0.12	0.02	0.59	0.11	0.03	0.39	0.05	0.12	0.50	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.33	0.33	0.16	0.43	0.43	0.06	0.33	0.33	0.10	0.37	0.00
Volume/Cap:	0.32	0.21	0.37	0.13	1.36	0.25	0.58	1.20	0.16	1.20	1.36	0.00
Delay/Veh:	46.0	24.4	26.1	35.9	195	18.3	50.4	131	24.0	163.2	199	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	24.4	26.1	35.9	195	18.3	50.4	131	24.0	163.2	199	0.0
HCM2kAvg:	1	3	4	1	65	3	3	36	2	13	56	0

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Intersection #89: I-15 SB Ramps / Limonite Ave



Street Name:	I-15 Southbound Ramps						Limonite Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

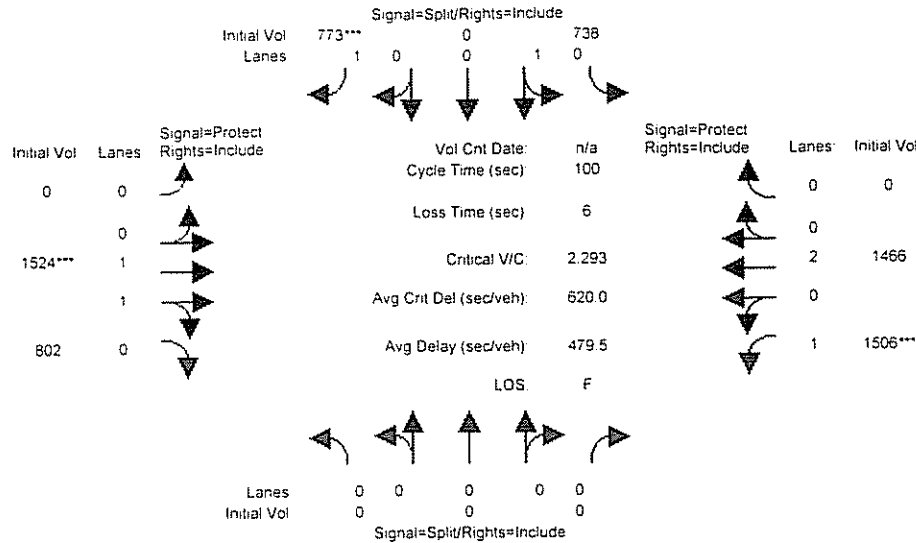
Volume Module:												
Base Vol:	0	0	0	238	0	584	0	1146	494	981	1433	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	238	0	584	0	1146	494	981	1433	0
Added Vol:	0	0	0	0	0	0	0	-58	-75	0	-59	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	238	0	584	0	1088	419	981	1374	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	238	0	584	0	1088	419	981	1374	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	238	0	584	0	1088	419	981	1374	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	238	0	584	0	1088	419	981	1374	0

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.94	0.91	0.91	0.90	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.44	0.56	1.00	2.00	0.00
Final Sat.:	0	0	0	1618	0	1530	0	2365	911	1615	3420	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.38	0.00	0.46	0.46	0.61	0.40	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.30	0.30	0.39	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	1.54	0.00	1.54	1.54	1.54	0.67	0.00
Delay/Veh:	0.0	0.0	0.0	35.6	0.0	294.2	0.0	284	283.9	281.8	14.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.6	0.0	294.2	0.0	284	283.9	281.8	14.1	0.0
HCM2kAvg:	0	0	0	8	0	.44	0	57	57	77	15	0

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Intersection #89: I-15 SB Ramps / Limonite Ave



Street Name:	I-15 Southbound Ramps						Limonite Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

Volume Module:												
Base Vol:	0	0	0	738	0	773	0	1560	849	1506	1600	0
Growth Adj:	1.00	1.00	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	738	0	773	0	1560	849	1506	1600	0
Added Vol:	0	0	0	0	0	0	0	-36	-47	0	-134	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	738	0	773	0	1524	802	1506	1466	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	738	0	773	0	1524	802	1506	1466	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	738	0	773	0	1524	802	1506	1466	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	738	0	773	0	1524	802	1506	1466	0

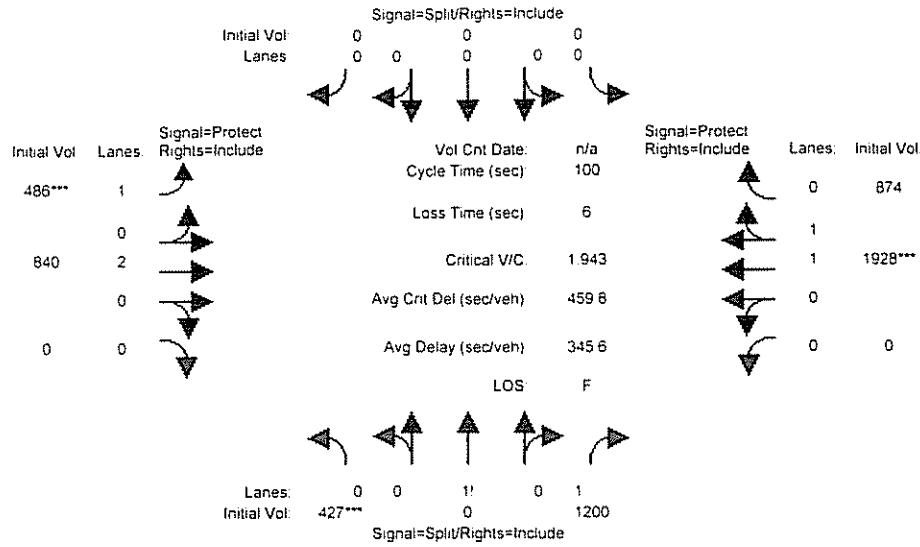
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.94	0.90	0.90	0.90	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.31	0.69	1.00	2.00	0.00
Final Sat.:	0	0	0	1618	0	1530	0	2124	1118	1615	3420	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.46	0.00	0.51	0.00	0.72	0.72	0.93	0.43	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.31	0.31	0.41	0.63	0.00
Volume/Cap:	0.00	0.00	0.00	2.07	0.00	2.29	0.00	2.29	2.29	2.29	0.68	0.00
Delay/Veh:	0.0	0.0	0.0	529.8	0.0	630.0	0.0	619	619.2	616.2	12.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	529.8	0.0	630.0	0.0	619	619.2	616.2	12.8	0.0
HCM2kAvg:	0	0	0	73	0	78	0	116	116	158	15	0

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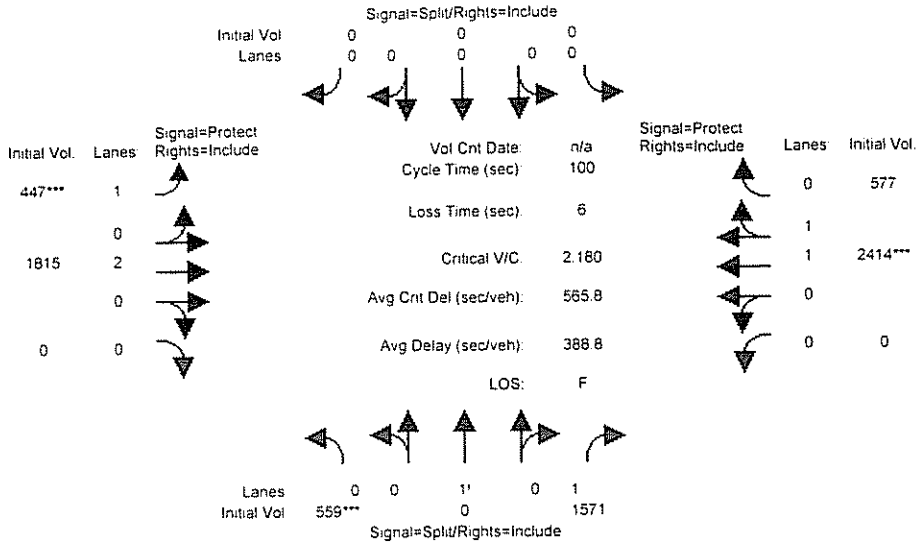
Intersection #90: I-15 NB Ramps / Limonite Ave



Street Name:	I-15 Northbound Ramps						Limonite Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	460	0	1200	0	0	0	486	898	0	0	1954	874
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	0	1200	0	0	0	486	898	0	0	1954	874
Added Vol:	-33	0	0	0	0	0	0	-58	0	0	-26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	427	0	1200	0	0	0	486	840	0	0	1928	874
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	427	0	1200	0	0	0	486	840	0	0	1928	874
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	427	0	1200	0	0	0	486	840	0	0	1928	874
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	427	0	1200	0	0	0	486	840	0	0	1928	874
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	1.00	0.88	0.94	1.00	1.00	0.90	0.95	1.00	0.94	0.91	0.91
Lanes:	0.43	0.00	1.57	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.38	0.62
Final Sat.:	641	0	2480	0	0	0	1615	3420	0	0	2243	1017
Capacity Analysis Module:												
Vol/Sat:	0.67	0.00	0.48	0.00	0.00	0.00	0.30	0.25	0.00	0.00	0.86	0.86
Crit Moves:	****						****			****		
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.15	0.48	0.00	0.00	0.44	0.44
Volume/Cap:	1.94	0.00	1.41	0.00	0.00	0.00	1.94	0.51	0.00	0.00	1.94	1.94
Delay/Veh:	461.8	0.0	223.3	0.0	0.0	0.0	481.1	18.2	0.0	0.0	455	455.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	461.8	0.0	223.3	0.0	0.0	0.0	481.1	18.2	0.0	0.0	455	455.0
HCM2kAvg:	91	0	53	0	0	0	47	9	0	0	126	126

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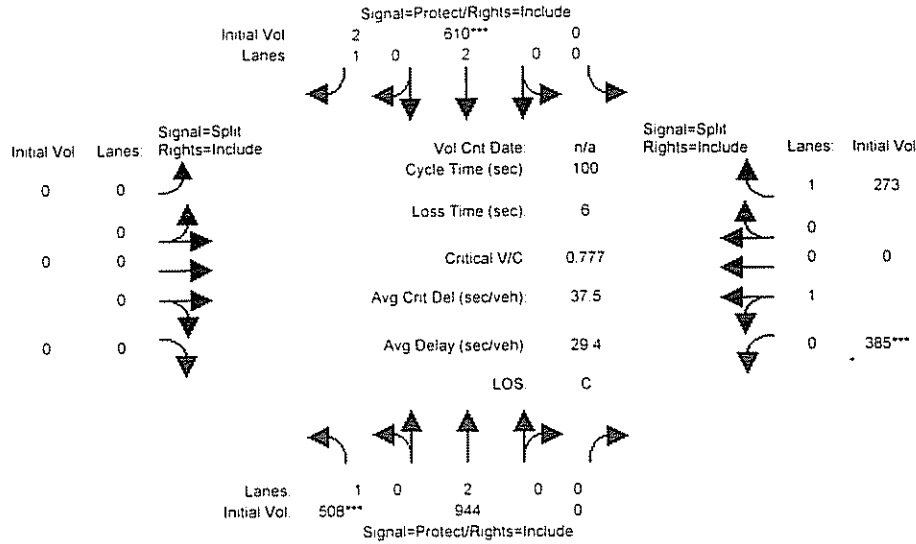


Street Name:	I-15 Northbound Ramps						Limonite Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	634	0	1571	0	0	0	447	1851	0	0	2472	577
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	634	0	1571	0	0	0	447	1851	0	0	2472	577
Added Vol:	-75	0	0	0	0	0	0	-36	0	0	-58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	559	0	1571	0	0	0	447	1815	0	0	2414	577
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	559	0	1571	0	0	0	447	1815	0	0	2414	577
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	0	1571	0	0	0	447	1815	0	0	2414	577
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	559	0	1571	0	0	0	447	1815	0	0	2414	577
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	1.00	0.88	0.94	1.00	1.00	0.90	0.95	1.00	0.94	0.92	0.92
Lanes:	0.43	0.00	1.57	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.61	0.39
Final Sat.:	641	0	2480	0	0	0	1615	3420	0	0	2680	641
Capacity Analysis Module:												
Vol/Sat:	0.87	0.00	0.63	0.00	0.00	0.00	0.28	0.53	0.00	0.00	0.90	0.90
Crit Moves:	****						****			****		
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.13	0.49	0.00	0.00	0.41	0.41
Volume/Cap:	2.18	0.00	1.58	0.00	0.00	0.00	2.18	1.09	0.00	0.00	2.18	2.18
Delay/Veh:	564.6	0.0	296.3	0.0	0.0	0.0	590.6	78.2	0.0	0.0	563	562.9
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:	564.6	0.0	296.3	0.0	0.0	0.0	590.6	78.2	0.0	0.0	563	562.9
HCM2kAvg:	128	0	77	0	0	0	47	42	0	0	145	145

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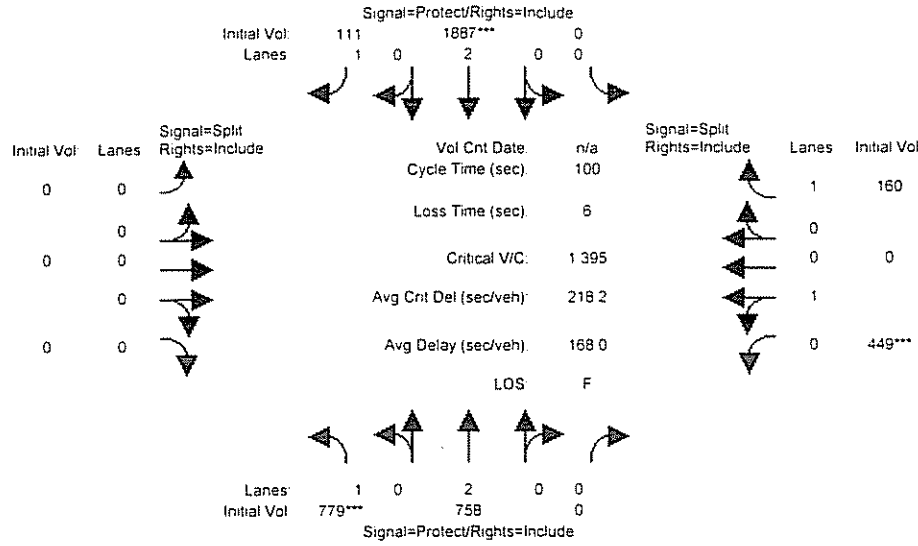
Intersection #81: Milliken Ave / SR-60 WB Ramps



Street Name:	Milliken Avenue						SR-60 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	508	944	0	0	610	2	0	0	0	385	0	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	508	944	0	0	610	2	0	0	0	385	0	273
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:	508	944	0	0	610	2	0	0	0	385	0	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	508	944	0	0	610	2	0	0	0	385	0	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	508	944	0	0	610	2	0	0	0	385	0	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	508	944	0	0	610	2	0	0	0	385	0	273
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	1.00	0.94	0.95	0.85	0.94	1.00	1.00	0.90	1.00	0.95
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1615	3420	0	0	3420	1530	0	0	0	1618	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.31	0.28	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.24	0.00	0.18
Crit Moves:	****				****					****		
Green/Cycle:	0.40	0.52	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.78	0.53	0.00	0.00	0.78	0.01	0.00	0.00	0.00	0.78	0.00	0.58
Delay/Veh:	31.8	16.2	0.0	0.0	41.1	29.7	0.0	0.0	0.0	39.2	0.0	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	16.2	0.0	0.0	41.1	29.7	0.0	0.0	0.0	39.2	0.0	31.2
HCM2kAvg:	16	10	0	0	11	0	0	0	0	13	0	8

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Intersection #81: Milliken Ave / SR-60 WB Ramps



Street Name:	Milliken Avenue						SR-60 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
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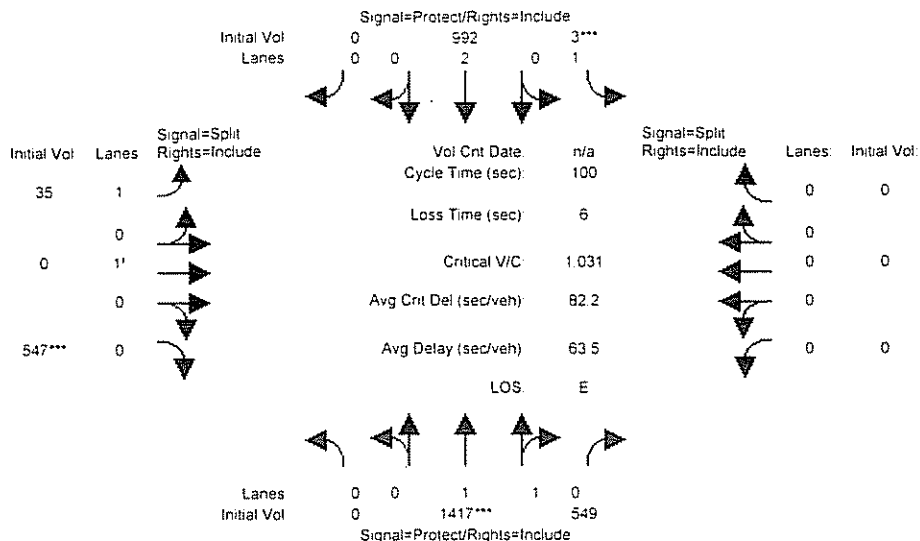
Volume Module:												
Base Vol:	779	758	0	0	1887	111	0	0	0	449	0	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	779	758	0	0	1887	111	0	0	0	449	0	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	779	758	0	0	1887	111	0	0	0	449	0	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	779	758	0	0	1887	111	0	0	0	449	0	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	779	758	0	0	1887	111	0	0	0	449	0	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	779	758	0	0	1887	111	0	0	0	449	0	160

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	1.00	0.94	0.95	0.85	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1615	3420	0	0	3420	1530	0	0	0	1618	0	1530

Capacity Analysis Module:												
Vol/Sat:	0.48	0.22	0.00	0.00	0.55	0.07	0.00	0.00	0.00	0.28	0.00	0.10
Crit Moves:	****				****					****		
Green/Cycle:	0.35	0.58	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	1.40	0.38	0.00	0.00	1.40	0.18	0.00	0.00	0.00	1.40	0.00	0.53
Delay/Veh:	221.3	11.3	0.0	0.0	213	19.9	0.0	0.0	0.0	235.9	0.0	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	221.3	11.3	0.0	0.0	213	19.9	0.0	0.0	0.0	235.9	0.0	37.5
HCM2kAvg:	55	6	0	0	63	2	0	0	0	33	0	5

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Intersection #23: Milliken Ave / SR-60 EB Ramps



Street Name:	Milliken Avenue						SR-60 Eastbound Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
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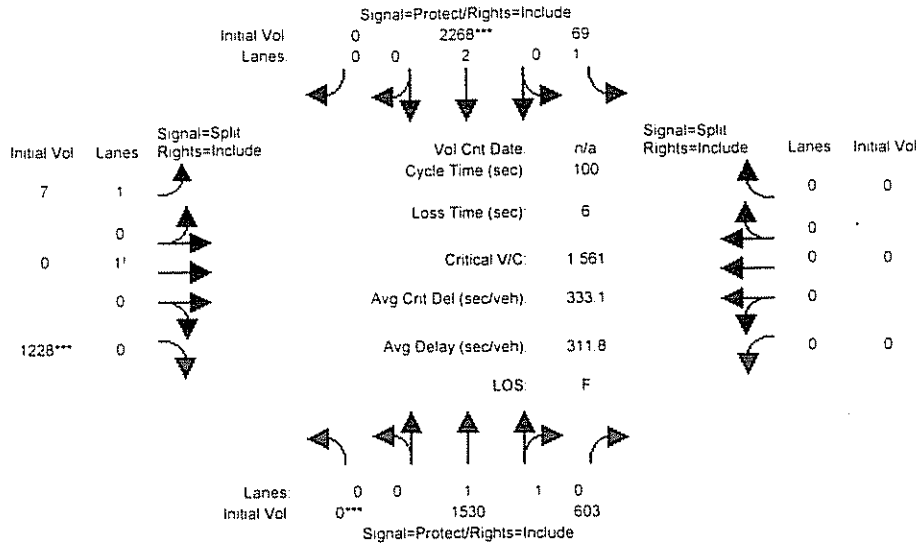
Volume Module:												
	0	1417	549	3	992	0	35	0	547	0	0	0
Base Vol:	0	1417	549	3	992	0	35	0	547	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1417	549	3	992	0	35	0	547	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1417	549	3	992	0	35	0	547	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	1417	549	3	992	0	35	0	547	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1417	549	3	992	0	35	0	547	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	1417	549	3	992	0	35	0	547	0	0	0

Saturation Flow Module:												
	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	0.91	0.90	0.95	1.00	0.81	1.00	0.86	0.94	1.00	1.00
Lanes:	0.00	1.44	0.56	1.00	2.00	0.00	1.03	0.00	0.97	0.00	0.00	0.00
Final Sat.:	0	2361	915	1615	3420	0	1504	0	1491	0	0	0

Capacity Analysis Module:												
	0.00	0.60	0.60	0.00	0.29	0.00	0.02	0.00	0.37	0.00	0.00	0.00
Vol/Sat:	0.00	0.60	0.60	0.00	0.29	0.00	0.02	0.00	0.37	0.00	0.00	0.00
Crit Moves:	****			****					****			
Green/Cycle:	0.00	0.55	0.55	0.06	0.50	0.00	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	1.10	1.10	0.03	0.58	0.00	0.07	0.00	1.10	0.00	0.00	0.00
Delay/Veh:	0.0	76.4	76.4	44.4	17.9	0.0	22.7	0.0	102.2	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	76.4	76.4	44.4	17.9	0.0	22.7	0.0	102.2	0.0	0.0	0.0
HCM2kAvg:	0	45	45	0	11	0	1	0	28	0	0	0

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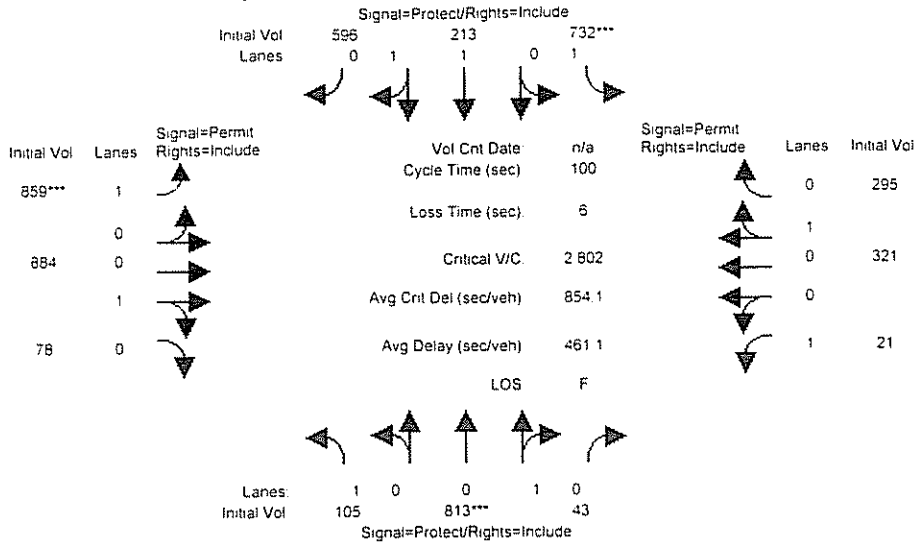
Intersection #23: Milliken Ave / SR-60 EB Ramps



Street Name:	Milliken Avenue						SR-60 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	0	1530	603	69	2268	0	7	0	1228	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	1530	603	69	2268	0	7	0	1228	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1530	603	69	2268	0	7	0	1228	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	1530	603	69	2268	0	7	0	1228	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1530	603	69	2268	0	7	0	1228	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	1530	603	69	2268	0	7	0	1228	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1900	1900	1900	1800	1800	1800
Adjustment:	0.94	0.91	0.91	0.90	0.95	1.00	0.90	1.00	0.85	0.94	1.00	1.00
Lanes:	0.00	1.43	0.57	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2350	926	1615	3420	0	1451	0	1527	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.65	0.65	0.04	0.66	0.00	0.00	0.00	0.80	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.42	0.42	0.04	0.40	0.00	0.48	0.00	0.48	0.00	0.00	0.00
Volume/Cap:	0.00	1.55	1.55	1.11	1.67	0.00	0.01	0.00	1.67	0.00	0.00	0.00
Delay/Veh:	0.0	282	281.7	194.1	334	0.0	13.5	0.0	332.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	282	281.7	194.1	334	0.0	13.5	0.0	332.1	0.0	0.0	0.0
HCM2kAvg:	0	80	80	5	91	0	0	0	98	0	0	0

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Intersection #115: Hamner Ave / Riverside Ave



Street Name:	Hamner Avenue						Riverside Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

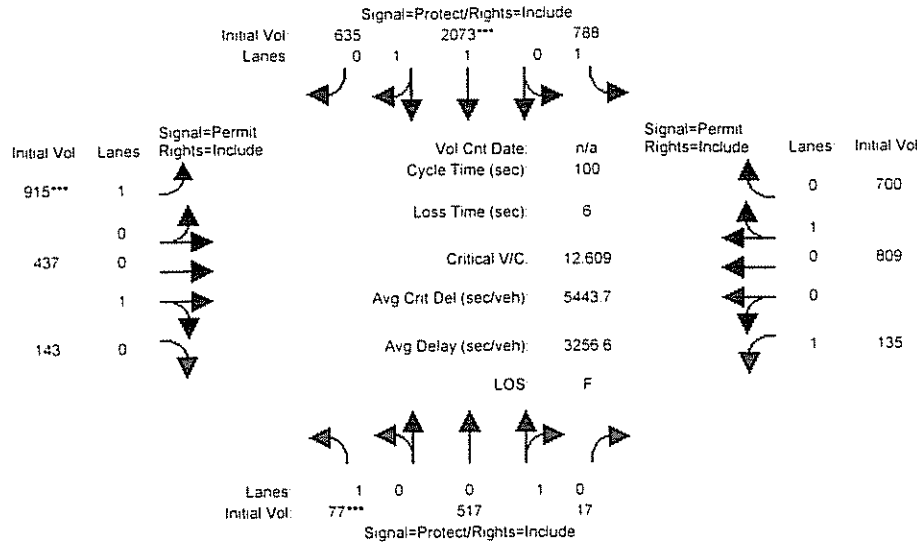
Volume Module:	105	813	43	732	213	596	859	884	78	21	321	295
Base Vol:	105	813	43	732	213	596	859	884	78	21	321	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	813	43	732	213	596	859	884	78	21	321	295
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	813	43	732	213	596	859	884	78	21	321	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	813	43	732	213	596	859	884	78	21	321	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	813	43	732	213	596	859	884	78	21	321	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	813	43	732	213	596	859	884	78	21	321	295

Saturation Flow Module:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.99	0.99	0.90	0.84	0.84	0.28	0.99	0.99	0.08	0.93	0.93
Lanes:	1.00	0.95	0.05	1.00	1.00	1.00	1.00	0.92	0.08	1.00	0.52	0.48
Final Sat.:	1615	1698	90	1615	1520	1520	505	1634	144	153	870	800

Capacity Analysis Module:	0.07	0.48	0.48	0.45	0.14	0.39	1.70	0.54	0.54	0.14	0.37	0.37
Vol/Sat:	0.07	0.48	0.48	0.45	0.14	0.39	1.70	0.54	0.54	0.14	0.37	0.37
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.05	0.17	0.17	0.16	0.29	0.29	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	1.37	2.80	2.80	2.80	0.49	1.37	2.80	0.89	0.89	0.23	0.61	0.61
Delay/Veh:	278.8	861	861.2	863.2	29.9	214.5	839.4	26.2	26.2	10.2	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	278.8	861	861.2	863.2	29.9	214.5	839.4	26.2	26.2	10.2	13.3	13.3
HCM2kAvg:	9	94	94	85	6	40	314	29	29	3	12	12

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Intersection #115: Hamner Ave / Riverside Ave



Street Name:	Hamner Avenue						Riverside Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R

Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

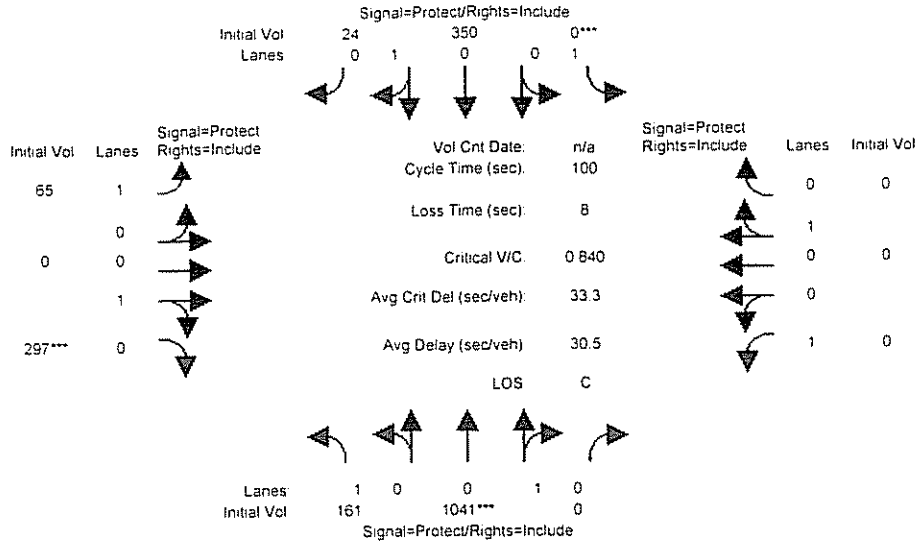
Volume Module:												
Base Vol:	77	517	17	788	2073	635	915	437	143	135	809	700
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	517	17	788	2073	635	915	437	143	135	809	700
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	517	17	788	2073	635	915	437	143	135	809	700
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	517	17	788	2073	635	915	437	143	135	809	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	517	17	788	2073	635	915	437	143	135	809	700
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	77	517	17	788	2073	635	915	437	143	135	809	700

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.90	0.92	0.92	0.05	0.96	0.96	0.38	0.93	0.93
Lanes:	1.00	0.97	0.03	1.00	1.53	0.47	1.00	0.75	0.25	1.00	0.54	0.46
Final Sat.:	1615	1734	57	1615	2526	774	83	1306	427	692	897	777

Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.30	0.49	0.82	0.82	10.98	0.33	0.33	0.20	0.90	0.90
Crit Moves:	****			****			****					
Green/Cycle:	0.06	0.05	0.05	0.08	0.06	0.06	0.82	0.82	0.82	0.82	0.82	0.82
Volume/Cap:	0.79	6.49	6.49	6.49	13.41	13.41	12.71	0.41	0.41	0.24	1.10	1.10
Delay/Veh:	81.4	2543	2543	2533	5643	5643	5305	2.7	2.7	2.3	65.9	65.9
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:	81.4	2543	2543	2533	5643	5643	5305	2.7	2.7	2.3	65.9	65.9
HCM2kAvg:	4	72	72	112	195	195	2670	5	5	2	67	67

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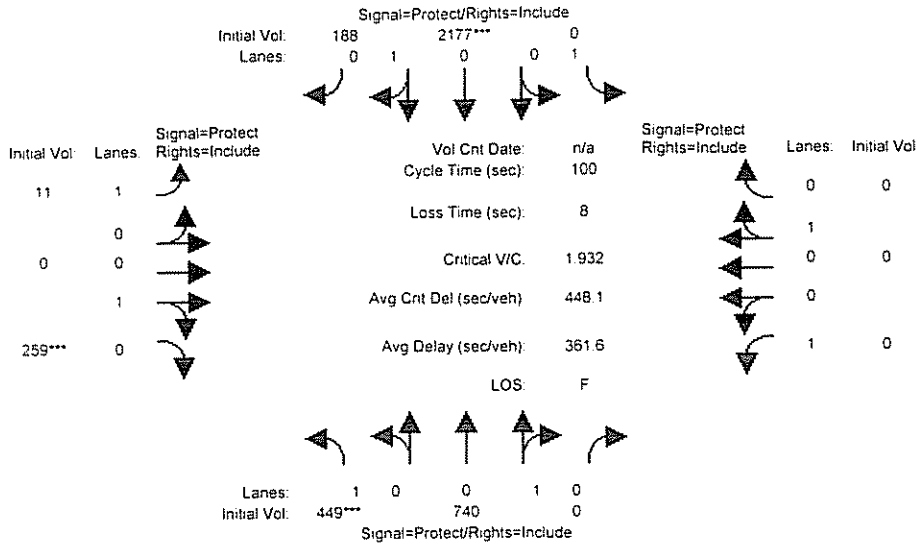
Intersection #24: Hamner Ave / Chino Ave - Harvest Dr



Street Name:	Hamner Avenue						Chino Avenue - Harvest Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	161	1041	0	0	350	24	65	0	297	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:	161	1041	0	0	350	24	65	0	297	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:	161	1041	0	0	350	24	65	0	297	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:	161	1041	0	0	350	24	65	0	297	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1041	0	0	350	24	65	0	297	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.:	161	1041	0	0	350	24	65	0	297	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	0.99	0.99	0.90	1.00	0.85	0.94	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	0.94	0.06	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	1615	1800	0	1700	1668	114	1615	0	1530	1700	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.58	0.00	0.00	0.21	0.21	0.04	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****			****					****			
Green/Cycle:	0.23	0.64	0.00	0.00	0.48	0.48	0.14	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.44	0.90	0.00	0.00	0.44	0.44	0.29	0.00	0.90	0.00	0.00	0.00
Delay/Veh:	34.1	24.5	0.0	0.0	17.7	17.7	39.4	0.0	63.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	24.5	0.0	0.0	17.7	17.7	39.4	0.0	63.9	0.0	0.0	0.0
HCM2kAvg:	5	31	0	0	8	8	2	0	12	0	0	0

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Intersection #24: Hamner Ave / Chino Ave - Harvest Dr



Street Name:	Hamner Avenue						Chino Avenue - Harvest Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

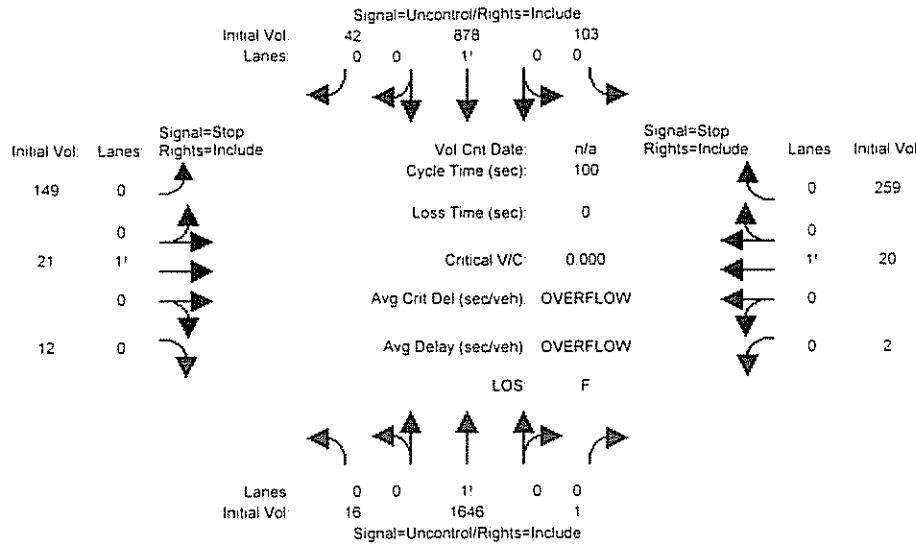
Volume Module:												
Base Vol:	449	740	0	0	2177	188	11	0	259	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	449	740	0	0	2177	188	11	0	259	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	449	740	0	0	2177	188	11	0	259	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:	449	740	0	0	2177	188	11	0	259	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	740	0	0	2177	188	11	0	259	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.:	449	740	0	0	2177	188	11	0	259	0	0	0

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	0.99	0.99	0.90	1.00	0.85	0.94	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	0.92	0.08	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	1615	1800	0	1700	1637	141	1615	0	1530	1700	1800	0

Capacity Analysis Module:												
Vol/Sat:	0.28	0.41	0.00	0.00	1.33	1.33	0.01	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.14	0.73	0.00	0.00	0.69	0.69	0.07	0.00	0.09	0.00	0.00	0.00
Volume/Cap:	1.93	0.57	0.00	0.00	1.93	1.93	0.09	0.00	1.93	0.00	0.00	0.00
Delay/Veh:	477.5	6.9	0.0	0.0	438	437.9	43.5	0.0	491.1	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:	477.5	6.9	0.0	0.0	438	437.9	43.5	0.0	491.1	0.0	0.0	0.0
HCM2kAvg:	44	11	0	0	210	210	0	0	25	0	0	0

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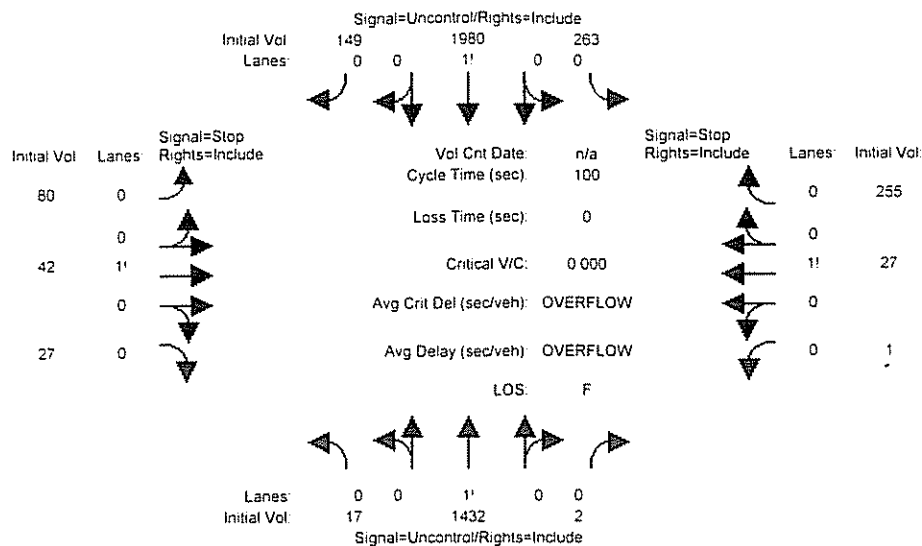
Intersection #34: Archibald Ave / Schaefer Ave



Street Name:	Archibald Avenue						Schaefer Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	16	1646	1	103	878	42	149	21	12	2	20	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1646	1	103	878	42	149	21	12	2	20	259
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1646	1	103	878	42	149	21	12	2	20	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1646	1	103	878	42	149	21	12	2	20	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	16	1646	1	103	878	42	149	21	12	2	20	259
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	920	xxxx	xxxxxx	1647	xxxx	xxxxxx	2923	2784	899	2800	2805	1647
Potent Cap.:	750	xxxx	xxxxxx	398	xxxx	xxxxxx	10	19	340	12	19	124
Move Cap.:	750	xxxx	xxxxxx	398	xxxx	xxxxxx	0	14	340	0	13	124
Volume/Cap:	0.02	xxxx	xxxx	0.26	xxxx	xxxx	xxxx	1.55	0.04	xxxx	1.52	2.09
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxxx	1.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	9.9	xxxx	xxxxxx	17.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	F	F	F	F	F	

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Intersection #34: Archibald Ave / Schaefer Ave

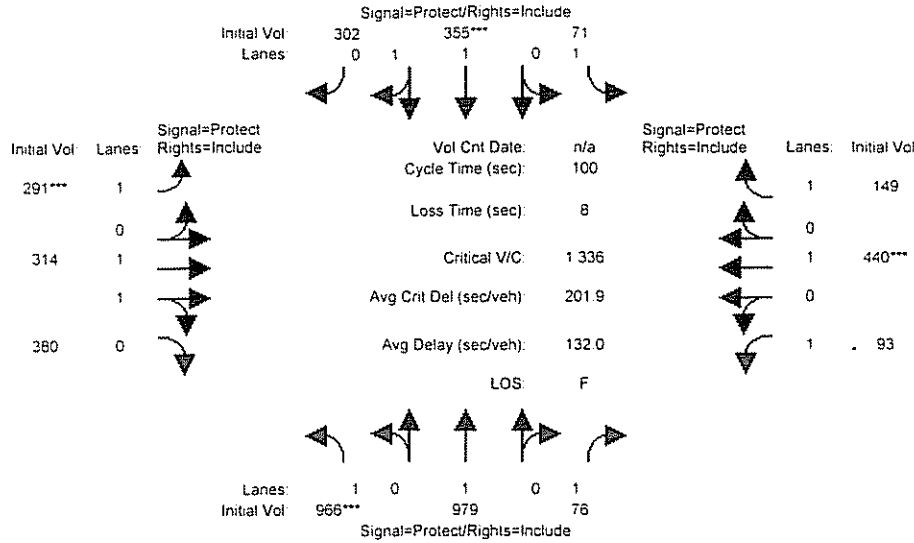


Street Name:	Archibald Avenue						Schaefer Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	17	1432	2	263	1980	149	80	42	27	1	27	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1432	2	263	1980	149	80	42	27	1	27	255
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:	17	1432	2	263	1980	149	80	42	27	1	27	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1432	2	263	1980	149	80	42	27	1	27	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	17	1432	2	263	1980	149	80	42	27	1	27	255
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	2129	xxxx	xxxxxx	1434	xxxx	xxxxxx	4189	4049	2055	4082	4122	1433
Potent Cap.:	259	xxxx	xxxxxx	480	xxxx	xxxxxx	1	3	70	1	2	166
Move Cap.:	259	xxxx	xxxxxx	480	xxxx	xxxxxx	0	1	70	0	1	166
Volume/Cap:	0.07	xxxx	xxxx	0.55	xxxx	xxxx	xxxx	45.86	0.38	xxxx	33.10	1.54
Level Of Service Module:												
Queue:	0.2	xxxx	xxxxxx	3.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	19.9	xxxx	xxxxxx	21.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	C	*	*	+	+	+	+	+	+
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	F	F	F	F	F	

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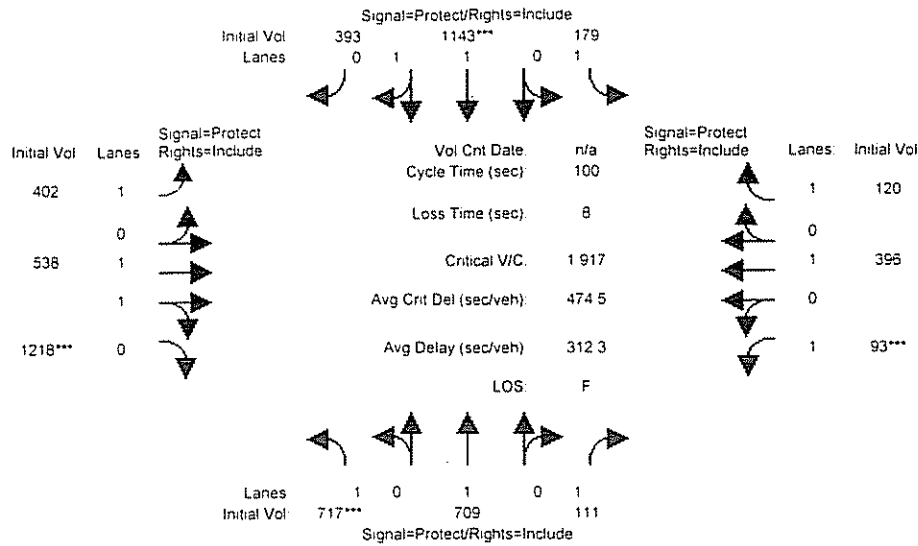
Intersection #42: Archibald Ave / Edison Ave



Street Name:	Archibald Avenue						Edison Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	966	979	76	71	355	302	291	314	380	93	440	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	966	979	76	71	355	302	291	314	380	93	440	149
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:	966	979	76	71	355	302	291	314	380	93	440	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	966	979	76	71	355	302	291	314	380	93	440	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	966	979	76	71	355	302	291	314	380	93	440	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	966	979	76	71	355	302	291	314	380	93	440	149
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	0.88	0.88	0.90	0.87	0.87	0.90	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.08	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1615	1800	1530	1615	1720	1464	1615	1570	1570	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.60	0.54	0.05	0.04	0.21	0.21	0.18	0.20	0.24	0.06	0.24	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.45	0.54	0.54	0.06	0.15	0.15	0.13	0.25	0.25	0.06	0.18	0.18
Volume/Cap:	1.34	1.00	0.09	0.73	1.34	1.34	1.34	0.79	0.95	0.91	1.34	0.53
Delay/Veh:	188.1	52.4	11.1	71.3	207	206.8	222.2	39.4	58.6	108.2	211	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	188.1	52.4	11.1	71.3	207	206.8	222.2	39.4	58.6	108.2	211	38.9
HCM2kAvg:	64	38	1	4	23	23	21	11	16	6	29	5

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Intersection #42: Archibald Ave / Edison Ave



Street Name:	Archibald Avenue						Edison Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

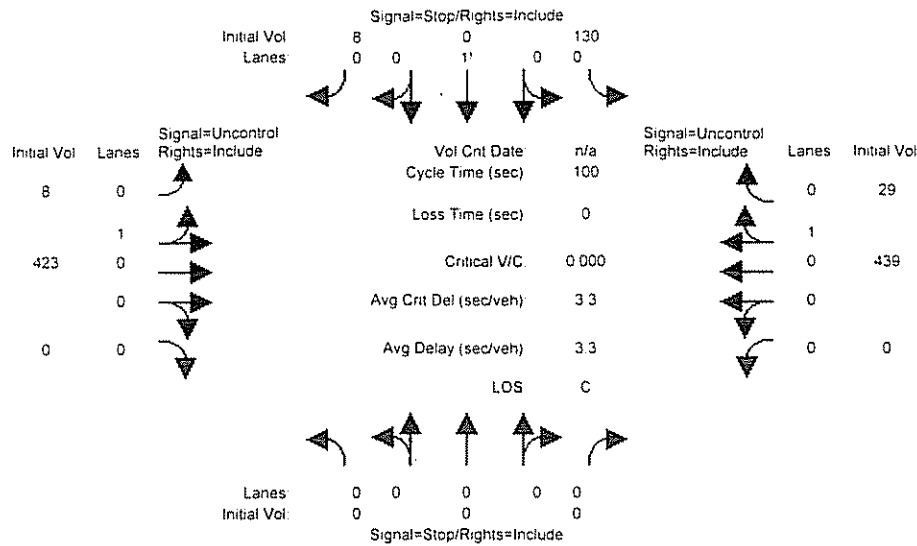
Volume Module:	717	709	111	179	1143	393	402	538	1218	93	396	120
Base Vol:	717	709	111	179	1143	393	402	538	1218	93	396	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	717	709	111	179	1143	393	402	538	1218	93	396	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	717	709	111	179	1143	393	402	538	1218	93	396	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	717	709	111	179	1143	393	402	538	1218	93	396	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	717	709	111	179	1143	393	402	538	1218	93	396	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	717	709	111	179	1143	393	402	538	1218	93	396	120

Saturation Flow Module:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	0.91	0.91	0.90	0.85	0.85	0.90	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.49	0.51	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1615	1800	1530	1615	2448	942	1615	1532	1532	1615	1800	1530

Capacity Analysis Module:	0.44	0.39	0.07	0.11	0.47	0.47	0.25	0.35	0.79	0.06	0.22	0.08
Vol/Sat:	0.44	0.39	0.07	0.11	0.47	0.47	0.25	0.35	0.79	0.06	0.22	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.22	0.36	0.36	0.10	0.24	0.24	0.24	0.40	0.40	0.06	0.22	0.22
Volume/Cap:	1.98	1.10	0.20	1.10	1.98	1.98	1.02	0.88	1.98	0.96	1.02	0.36
Delay/Veh:	491.2	97.7	22.4	144.5	485	485.4	87.6	32.4	476.6	124.9	89.4	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	491.2	97.7	22.4	144.5	485	485.4	87.6	32.4	476.6	124.9	89.4	34.0
HCM2kAvg:	70	34	2	11	71	71	19	19	111	6	18	3

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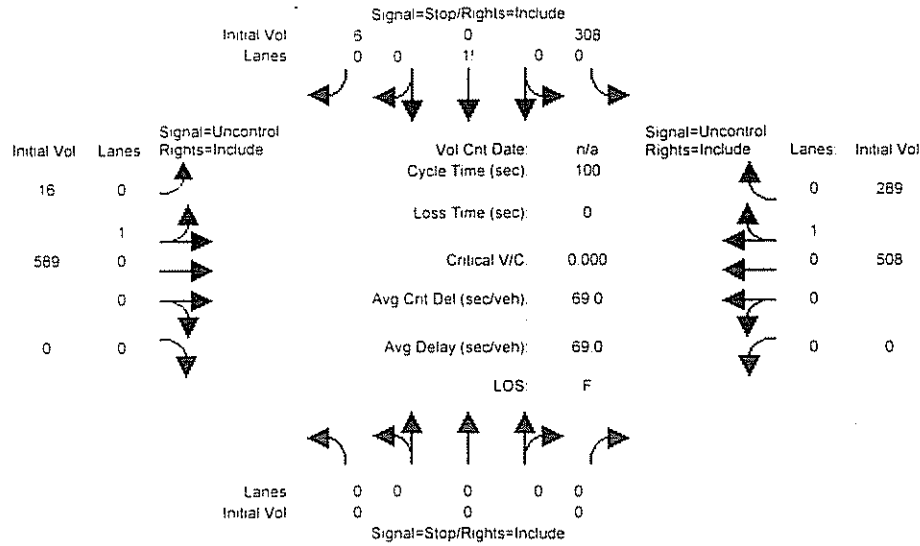
Intersection #120: Schaefer Ave / Edison Ave



Street Name:	Schaefer Avenue						Edison Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	130	0	8	8	423	0	0	439	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	8	8	423	0	0	439	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:	0	0	0	130	0	8	8	423	0	0	439	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:	0	0	0	130	0	8	8	423	0	0	439	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	130	0	8	8	423	0	0	439	29
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	893	xxxx	454	468	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	315	xxxx	611	1104	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	313	xxxx	611	1104	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxxx	0.42	xxxx	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	322	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	24.3	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			24.3			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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Intersection #120: Schaefer Ave / Edison Ave

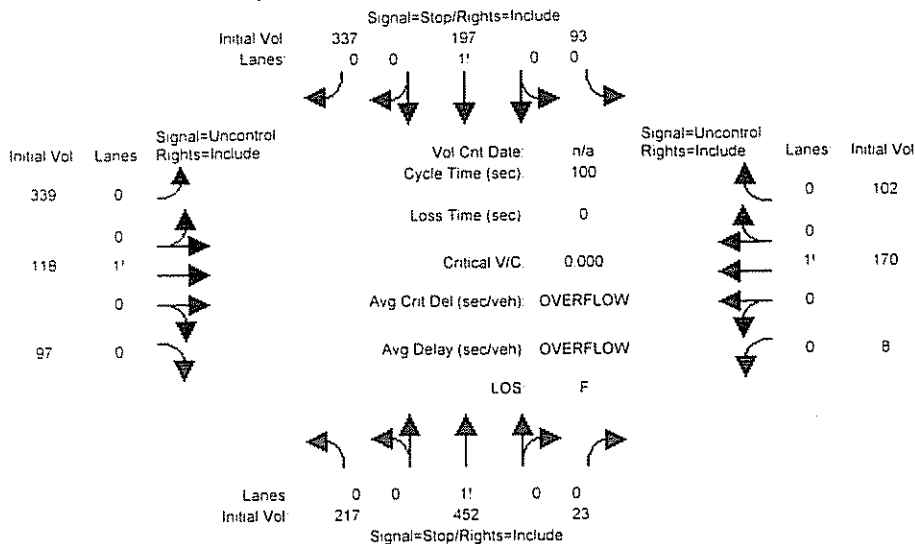


Street Name:	Schaefer Avenue				Edison Avenue							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R			
Volume Module:												
Base Vol:	0	0	0	308	0	6	16	589	0	0	508	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	308	0	6	16	589	0	0	508	289
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	308	0	6	16	589	0	0	508	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	308	0	6	16	589	0	0	508	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	308	0	6	16	589	0	0	508	289
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxxx	1274	xxxx	653	797	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	186	xxxx	471	834	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	184	xxxx	471	834	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.68	xxxx	0.01	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	-	-	*	+	+	*	A	*	+	+	+	+
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	186	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	21.5	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	377	xxxxxx	9.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	F	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			376.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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Intersection #43: Haven Ave / Edison Ave



Street Name:	Haven Avenue						Edison Avenue					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	Haven Avenue			Edison Avenue								
	217	452	23	93	197	337	339	118	97	8	170	102
Base Vol:	217	452	23	93	197	337	339	118	97	8	170	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	452	23	93	197	337	339	118	97	8	170	102
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:	217	452	23	93	197	337	339	118	97	8	170	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	452	23	93	197	337	339	118	97	8	170	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	217	452	23	93	197	337	339	118	97	8	170	102

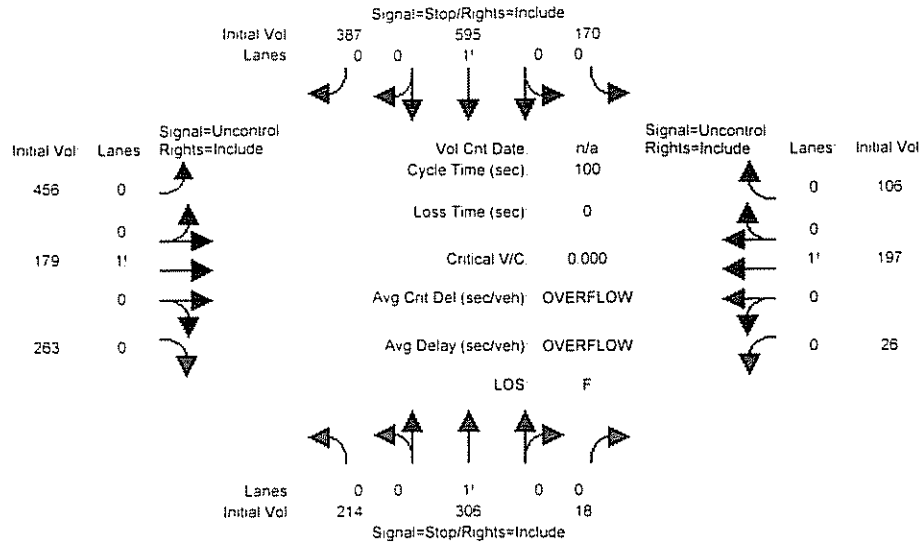
Critical Gap Module:	Haven Avenue			Edison Avenue								
	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:	Haven Avenue			Edison Avenue								
	1349	1133	167	1319	1130	221	272	xxxx	xxxxxx	215	xxxx	xxxxxx
Cnflct Vol:	1349	1133	167	1319	1130	221	272	xxxx	xxxxxx	215	xxxx	xxxxxx
Potent Cap.:	129	205	883	135	205	824	1303	xxxx	xxxxxx	1367	xxxx	xxxxxx
Move Cap.:	0	138	883	0	139	824	1303	xxxx	xxxxxx	1367	xxxx	xxxxxx
Volume/Cap:	xxxx	3.27	0.03	xxxx	1.42	0.41	0.26	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:	Haven Avenue			Edison Avenue								
	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Queue:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.7	xxxx	xxxxxx	7.6	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	0	xxxxxx	xxxx	0	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx	
ApproachLOS:		F			F							

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Intersection #43: Haven Ave / Edison Ave



Street Name:	Haven Avenue						Edison Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

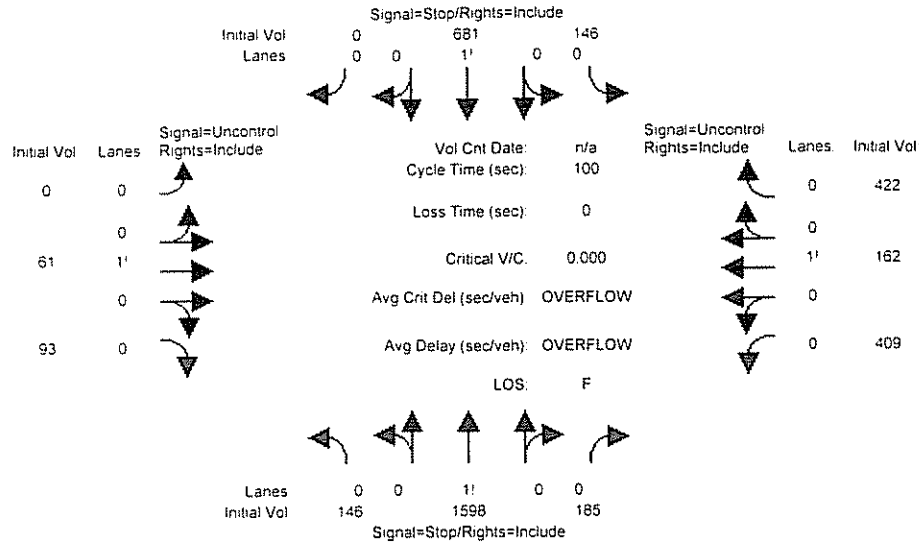
Volume Module:	214	306	18	170	595	387	456	179	263	26	197	106
Base Vol:	214	306	18	170	595	387	456	179	263	26	197	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	306	18	170	595	387	456	179	263	26	197	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	306	18	170	595	387	456	179	263	26	197	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	306	18	170	595	387	456	179	263	26	197	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	214	306	18	170	595	387	456	179	263	26	197	106
Critical Gap Module:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:	2016	1578	311	1687	1656	250	303	xxxx	xxxxxx	442	xxxx	xxxxxx
Cnflct Vol:	2016	1578	311	1687	1656	250	303	xxxx	xxxxxx	442	xxxx	xxxxxx
Potent Cap.:	44	111	734	75	99	794	1269	xxxx	xxxxxx	1129	xxxx	xxxxxx
Move Cap.:	0	56	734	0	50	794	1269	xxxx	xxxxxx	1129	xxxx	xxxxxx
Volume/Cap:	xxxx	5.46	0.02	xxxx	11.86	0.49	0.36	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1.7	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Queue:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1.7	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.4	xxxx	xxxxxx	8.3	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxxx	xxxx	0	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:		F			F			*			*	

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Intersection #47: Archibald Ave / Merrill Ave



Street Name: Archibald Avenue Merrill Ave
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	146	1598	185	146	681	0	0	61	93	409	162	422
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1598	185	146	681	0	0	61	93	409	162	422
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:	146	1598	185	146	681	0	0	61	93	409	162	422
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	1598	185	146	681	0	0	61	93	409	162	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	146	1598	185	146	681	0	0	61	93	409	162	422

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

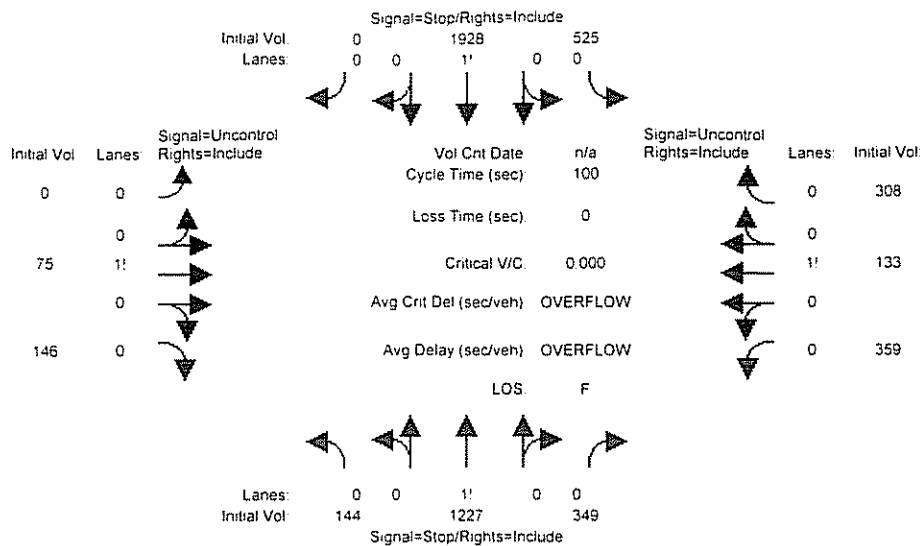
Conflict Vol:	1639	1510	108	2190	1345	xxxxx	xxxxx	xxxxx	xxxxx	154	xxxx	xxxxx
Potent Cap.:	81	122	952	33	153	xxxxx	xxxxx	xxxxx	xxxxx	1439	xxxx	xxxxx
Move Cap.:	0	77	952	0	97	xxxxx	xxxxx	xxxxx	xxxxx	1439	xxxx	xxxxx
Volume/Cap:	xxxxx	20.78	0.19	xxxxx	7.05	xxxxx	xxxxx	xxxxx	xxxxx	0.28	xxxx	xxxxx

Level of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:		F			F						*	

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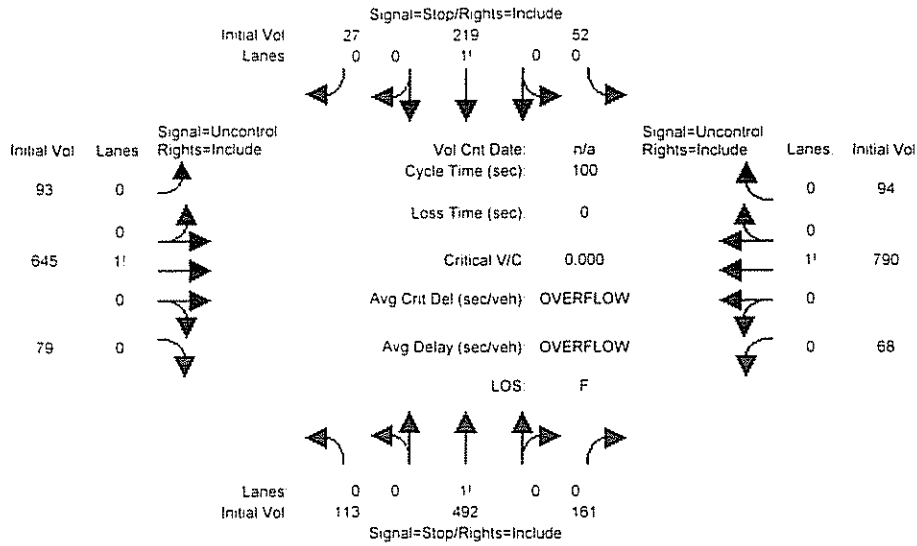
Intersection #47: Archibald Ave / Merrill Ave



Street Name:	Archibald Avenue				Merrill Ave							
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	144	1227	349	525	1928	0	0	75	146	359	133	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1227	349	525	1928	0	0	75	146	359	133	308
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:	144	1227	349	525	1928	0	0	75	146	359	133	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1227	349	525	1928	0	0	75	146	359	133	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	144	1227	349	525	1928	0	0	75	146	359	133	308
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx
Capacity Module:												
Cnflct Vol:	2117	1307	148	1941	1226	xxxxx	xxxxx	xxxxx	xxxxx	221	xxxxx	xxxxx
Potent Cap.:	37	161	904	50	180	xxxxx	xxxxx	xxxxx	xxxxx	1360	xxxxx	xxxxx
Move Cap.:	0	108	904	0	121	xxxxx	xxxxx	xxxxx	xxxxx	1360	xxxxx	xxxxx
Volume/Cap:	xxxxx	11.36	0.39	xxxxx	15.97	xxxxx	xxxxx	xxxxx	xxxxx	0.26	xxxxx	xxxxx
Level of Service Module:												
Queue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx
Stopped Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	0	xxxxx	0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared Queue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd StpDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:		F			F			*			*	

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Intersection #48: Sumner Ave - Haven Ave / Merrill Ave

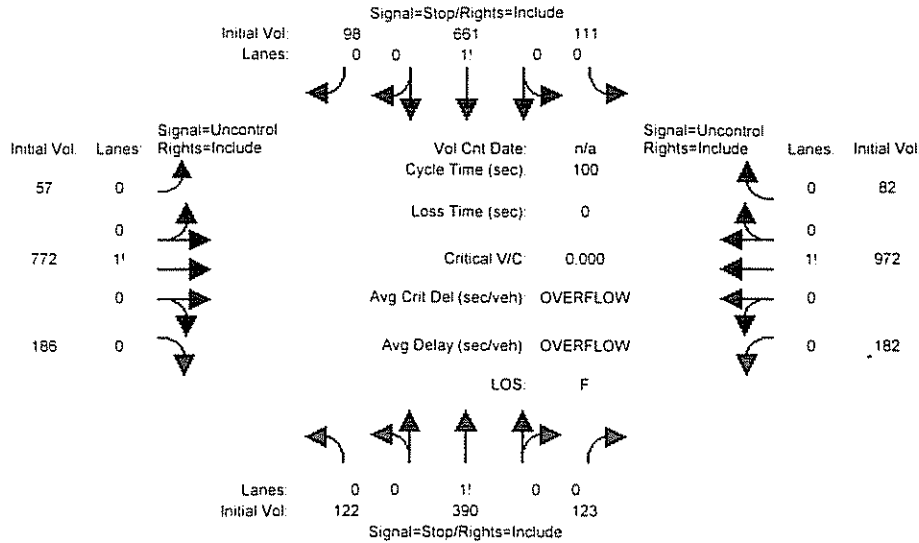


Street Name:	Sumner Ave - Haven Avenue						Merrill Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	113	492	161	52	219	27	93	645	79	68	790	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	492	161	52	219	27	93	645	79	68	790	94
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:	113	492	161	52	219	27	93	645	79	68	790	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	492	161	52	219	27	93	645	79	68	790	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	113	492	161	52	219	27	93	645	79	68	790	94
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1967	1891	685	2170	1883	837	884	xxxx	xxxxx	724	xxxx	xxxxx
Potent Cap.:	48	71	452	34	72	370	774	xxxx	xxxxx	888	xxxx	xxxxx
Move Cap.:	0	57	452	0	58	370	774	xxxx	xxxxx	888	xxxx	xxxxx
Volume/Cap:	xxxx	8.63	0.36	xxxx	3.80	0.07	0.12	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.3	xxxx	xxxxx	9.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		F			F			*			*	

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Intersection #48: Sumner Ave - Haven Ave / Merrill Ave



Street Name: Sumner Ave - Haven Avenue Merrill Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	122	390	123	111	661	98	57	772	186	182	972	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	390	123	111	661	98	57	772	186	182	972	82
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:	122	390	123	111	661	98	57	772	186	182	972	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	390	123	111	661	98	57	772	186	182	972	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	122	390	123	111	661	98	57	772	186	182	972	82

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxxx

Capacity Module:

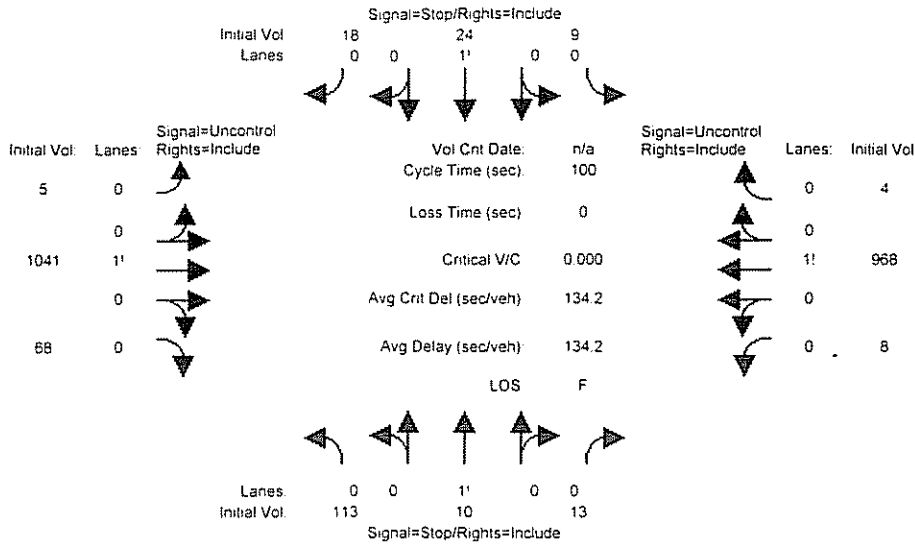
Cnflct Vol:	2736	2397	865	2612	2449	1013	1054	xxxx	xxxxx	958	xxxx	xxxxxx
Potent Cap.:	13	34	356	16	31	293	668	xxxx	xxxxx	726	xxxx	xxxxxx
Move Cap.:	0	22	356	0	21	293	668	xxxx	xxxxx	726	xxxx	xxxxxx
Volume/Cap:	xxxx	17.44	0.35	xxxx	31.92	0.33	0.09	xxxx	xxxx	0.25	xxxx	xxxx

Level of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxx	1.0	xxxx	xxxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxxx	10.9	xxxx	xxxxx	11.6	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		

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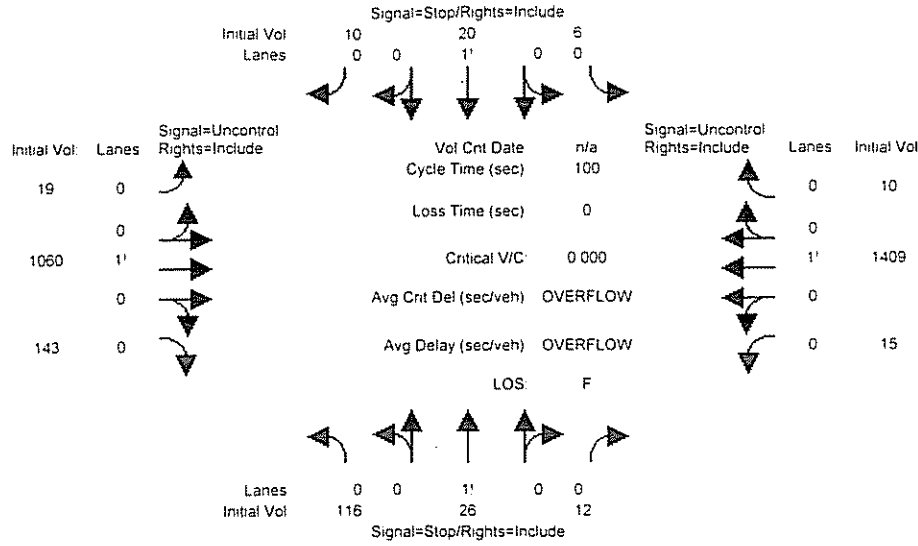
Intersection #199: Cleveland Ave / Merrill Ave



Street Name:	Cleveland Avenue						Merrill Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	113	10	13	9	24	18	5	1041	68	8	968	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	10	13	9	24	18	5	1041	68	8	968	4
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:	113	10	13	9	24	18	5	1041	68	8	968	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	10	13	9	24	18	5	1041	68	8	968	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	113	10	13	9	24	18	5	1041	68	8	968	4
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	2092	2073	1075	2083	2105	970	972	xxxx	xxxxx	1109	xxxx	xxxxx
Potent Cap.:	39	55	269	39	52	310	717	xxxx	xxxxx	637	xxxx	xxxxx
Move Cap.:	23	53	269	32	51	310	717	xxxx	xxxxx	637	xxxx	xxxxx
Volume/Cap:	4.96	0.19	0.05	0.28	0.47	0.06	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	10.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	26	xxxxx	xxxx	63	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	16.8	xxxxx	xxxxx	3.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	2186	xxxxx	xxxxx	171	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*
ApproachDel:	2186.1			170.8			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		

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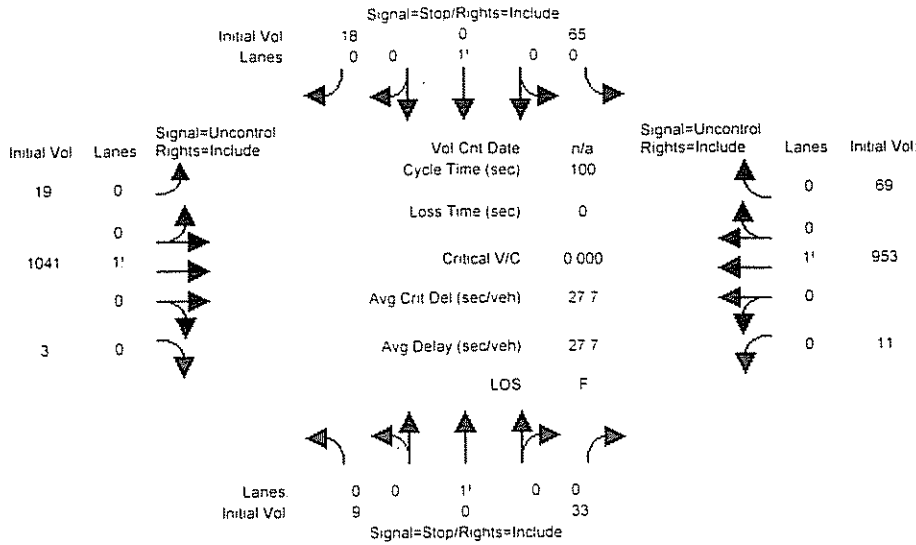
Intersection #199: Cleveland Ave / Merrill Ave



Street Name:	Cleveland Avenue						Merrill Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	116	26	12	6	20	10	19	1060	143	15	1409	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	26	12	6	20	10	19	1060	143	15	1409	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	26	12	6	20	10	19	1060	143	15	1409	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	26	12	6	20	10	19	1060	143	15	1409	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	116	26	12	6	20	10	19	1060	143	15	1409	10
Critical Gap Module:												
Critical Gap:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxx	2.2	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	2628	2619	1132	2633	2685	1414	1419	xxxx	xxxx	1203	xxxx	xxxx
Potent Cap.:	16	24	250	16	22	170	486	xxxx	xxxx	587	xxxx	xxxx
Move Cap.:	2	23	250	0	21	170	486	xxxx	xxxx	587	xxxx	xxxx
Volume/Cap:	63.17	1.13	0.05	xxxx	0.96	0.06	0.04	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.1	xxxx	xxxx
Stopped Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	12.7	xxxx	xxxx	11.3	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	2	xxxx	xxxx	0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	21.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd StpDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F								

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Intersection #167: Project St (W) / Merrill Ave



Street Name:	Project Street (W)			Merrill Avenue					
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R

Volume Module:	9	0	33	65	0	18	19	1041	3	11	953	69
Base Vol:	9	0	33	65	0	18	19	1041	3	11	953	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	33	65	0	18	19	1041	3	11	953	69
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:	9	0	33	65	0	18	19	1041	3	11	953	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	33	65	0	18	19	1041	3	11	953	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	9	0	33	65	0	18	19	1041	3	11	953	69

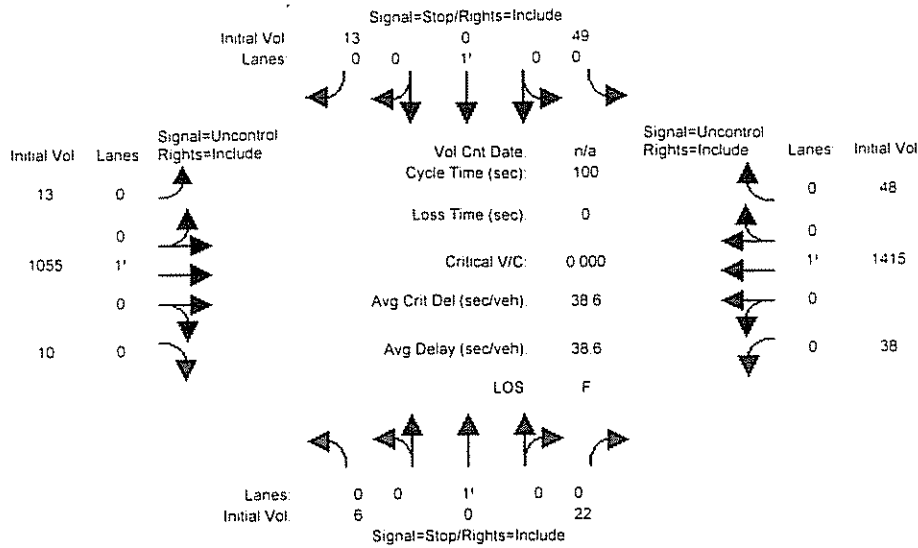
Critical Gap Module:	7.1	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:	2099	xxxx	1043	2107	xxxx	988	1022	xxxx	xxxxxx	1044	xxxx	xxxxxx
Cnflct Vol:	2099	xxxx	1043	2107	xxxx	988	1022	xxxx	xxxxxx	1044	xxxx	xxxxxx
Potent Cap.:	38	xxxx	281	38	xxxx	303	687	xxxx	xxxxxx	674	xxxx	xxxxxx
Move Cap.:	35	xxxx	281	32	xxxx	303	687	xxxx	xxxxxx	674	xxxx	xxxxxx
Volume/Cap:	0.26	xxxx	0.12	2.01	xxxx	0.06	0.03	xxxx	xxxx	0.02	xxxx	xxxx

Level of Service Module:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	10.4	xxxx	xxxxxx	10.4	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	112	xxxxxx	xxxx	40	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	1.5	xxxxxx	xxxxxx	8.9	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	55.3	xxxxxx	xxxxxx	710	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*
ApproachDel:		55.3			710.2		xxxxxxx			xxxxxxx		
ApproachLOS:		F			F		*		*	*		*

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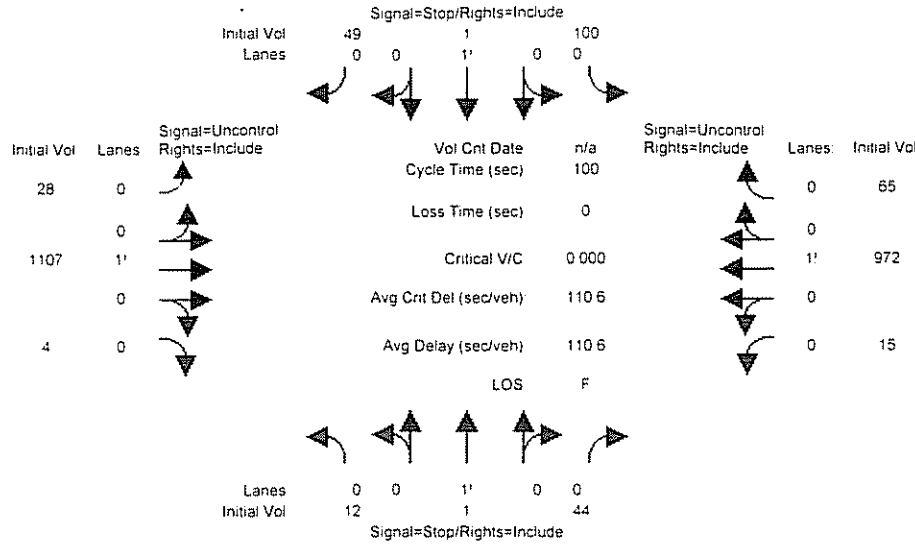
Intersection #167: Project St (W) / Merrill Ave



Street Name:	Project Street (W)						Merrill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	6	0	22	49	0	13	13	1055	10	38	1415	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	22	49	0	13	13	1055	10	38	1415	48
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:	6	0	22	49	0	13	13	1055	10	38	1415	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	22	49	0	13	13	1055	10	38	1415	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	6	0	22	49	0	13	13	1055	10	38	1415	48
Critical Gap Module:												
Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	2608	xxxx	1060	2612	xxxx	1439	1463	xxxx	xxxxx	1065	xxxx	xxxxx
Potent Cap.:	17	xxxx	275	16	xxxx	165	468	xxxx	xxxxx	662	xxxx	xxxxx
Move Cap.:	14	xxxx	275	14	xxxx	165	468	xxxx	xxxxx	662	xxxx	xxxxx
Volume/Cap:	0.42	xxxx	0.08	3.47	xxxx	0.08	0.03	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.9	xxxx	xxxxx	10.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	56	xxxxx	xxxx	17	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.9	xxxxx	xxxxx	8.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	122	xxxxx	xxxxx	1595	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	F	F	*	F	*	*	*	*	*	*
ApproachDel:	121.9			1595.2			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*		*	*		*

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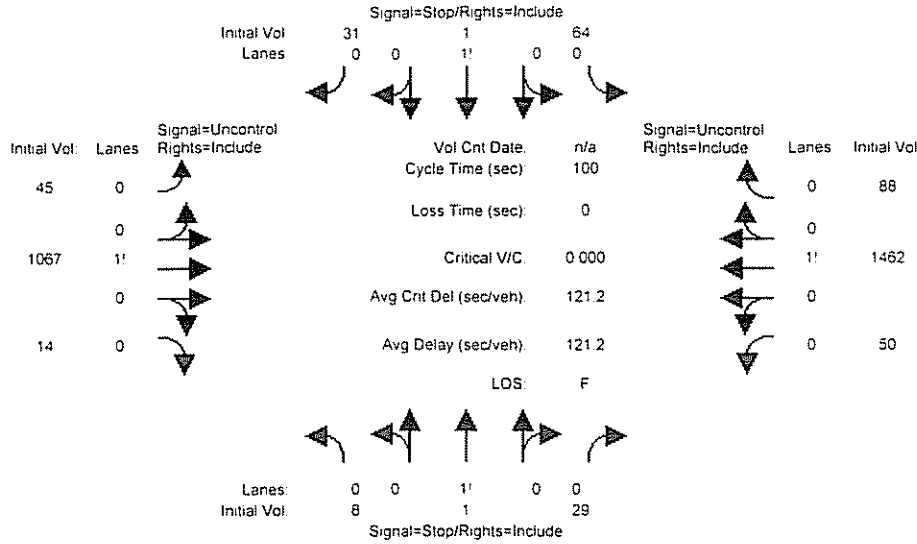
Intersection #206: Project St (E) / Merrill Ave



Street Name:	Project Street (E)						Merrill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	12	1	44	100	1	49	28	1107	4	15	972	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1	44	100	1	49	28	1107	4	15	972	65
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:	12	1	44	100	1	49	28	1107	4	15	972	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1	44	100	1	49	28	1107	4	15	972	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	12	1	44	100	1	49	28	1107	4	15	972	65
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	2225	2232	1109	2222	2201	1005	1037	xxxx	xxxxx	1111	xxxx	xxxxx
Potent Cap.:	31	43	257	31	45	296	678	xxxx	xxxxx	636	xxxx	xxxxx
Move Cap.:	24	40	257	24	42	296	678	xxxx	xxxxx	636	xxxx	xxxxx
Volume/Cap:	0.49	0.02	0.17	4.12	0.02	0.17	0.04	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.5	xxxx	xxxxx	10.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	83	xxxxx	xxxx	35	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.3	xxxxx	xxxxx	17.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	114	xxxxx	xxxxx	1722	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*
ApproachDel:	114.0			1721.9			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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Intersection #206: Project St (E) / Merrill Ave



Street Name: Project Street (E) Merrill Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	8	1	29	64	1	31	45	1067	14	50	1462	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1	29	64	1	31	45	1067	14	50	1462	88
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	1	29	64	1	31	45	1067	14	50	1462	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1	29	64	1	31	45	1067	14	50	1462	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	8	1	29	64	1	31	45	1067	14	50	1462	88

Critical Gap Module:

Critical Gap:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

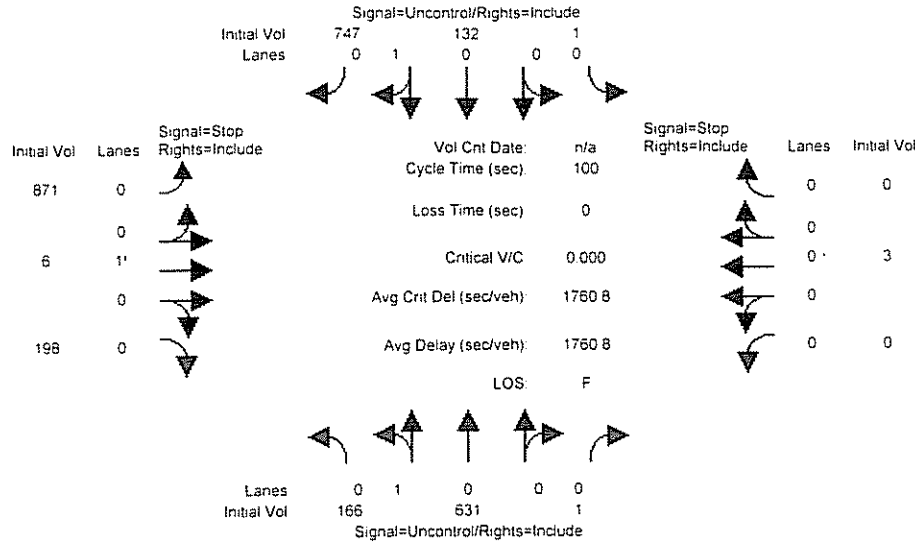
Cnflct Vol:	2786	2814	1074	2785	2777	1506	1550	xxxx	xxxxxx	1081	xxxx	xxxxxx
Potent Cap.:	12	18	270	12	19	150	433	xxxx	xxxxxx	653	xxxx	xxxxxx
Move Cap.:	8	15	270	9	16	150	433	xxxx	xxxxxx	653	xxxx	xxxxxx
Volume/Cap:	1.00	0.07	0.11	7.11	0.06	0.21	0.10	xxxx	xxxx	0.08	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	14.3	xxxx	xxxxxx	11.0	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	32	xxxxxx	xxxx	13	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	4.1	xxxxxx	xxxxxx	13.1	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	399	xxxxxx	xxxxxx	3441	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*
ApproachDel:		399.4			3440.5		xxxxxxx		xxxxxxx		xxxxxxx	
ApproachLOS:		F			F		*		*		*	

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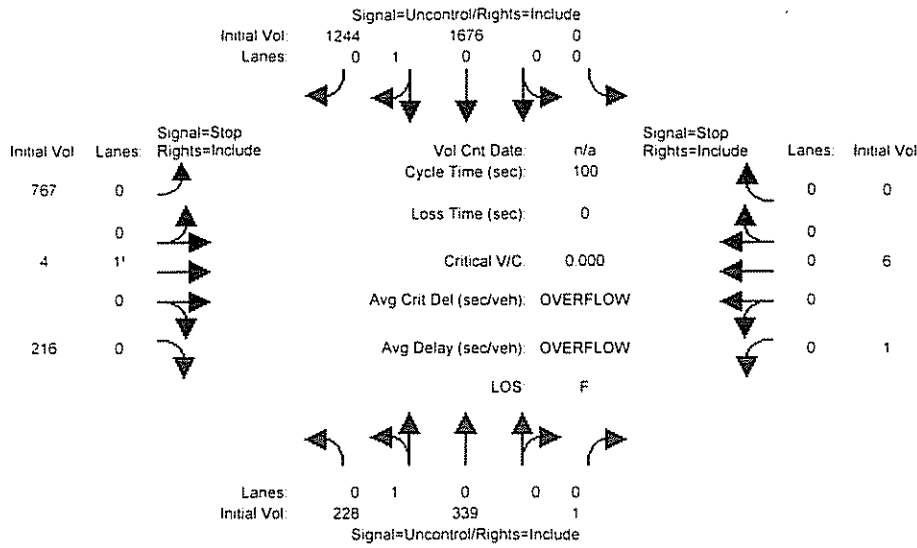
Intersection #61: Hamner Ave / Merrill Ave



	Hamner Avenue						Merrill Ave					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	166	631	1	1	132	747	871	6	198	0	3	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	631	1	1	132	747	871	6	198	0	3	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:	166	631	1	1	132	747	871	6	198	0	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	631	1	1	132	747	871	6	198	0	3	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	166	631	1	1	132	747	871	6	198	0	3	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	xxxxxx	6.5	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	4.0	xxxxxx
Capacity Module:												
Conflict Vol:	879	xxxx	xxxxxx	632	xxxx	xxxxxx	1473	1472	506	xxxx	1845	xxxxxx
Potent Cap.:	777	xxxx	xxxxxx	960	xxxx	xxxxxx	106	128	571	xxxx	76	xxxxxx
Move Cap.:	777	xxxx	xxxxxx	960	xxxx	xxxxxx	83	98	571	xxxx	58	xxxxxx
Volume/Cap:	0.21	xxxx	xxxx	0.00	xxxx	xxxx	10.44	0.06	0.35	xxxx	0.05	xxxx
Level Of Service Module:												
Queue:	0.8	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx
Stopped Del:	10.9	xxxx	xxxxxx	8.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	70.6	xxxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	F	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	99	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	125	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	4512	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			4512.3			70.6		
ApproachLOS:	*			*			F			F		

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Intersection #61: Hamner Ave / Merrill Ave

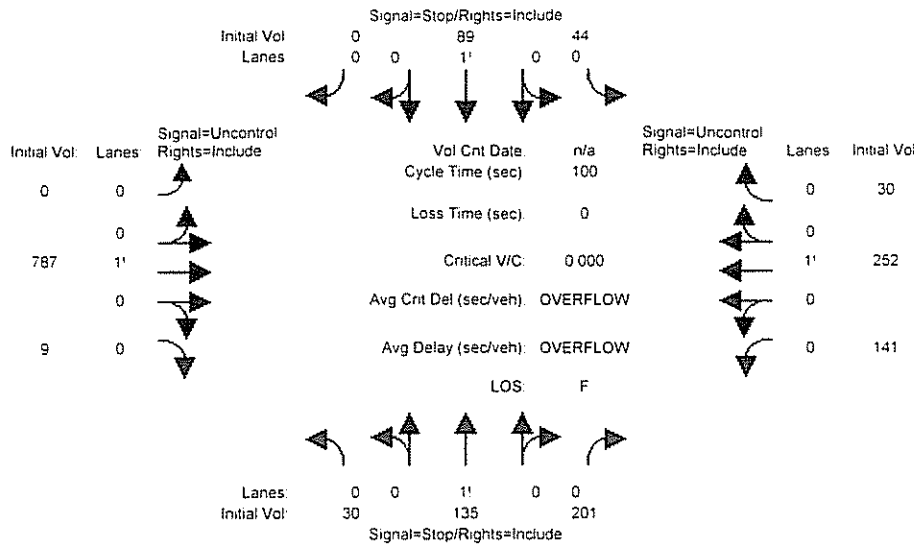


Street Name:	Hamner Avenue					Merrill Ave						
	North Bound			South Bound		East Bound			West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	228	339	1	0	1676	1244	767	4	216	1	6	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	339	1	0	1676	1244	767	4	216	1	6	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:	228	339	1	0	1676	1244	767	4	216	1	6	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	339	1	0	1676	1244	767	4	216	1	6	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	228	339	1	0	1676	1244	767	4	216	1	6	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	xxxxxx
Capacity Module:												
Cnflct Vol:	2920	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	3097	3094	2298	3204	3716	xxxxxx
Potent Cap.:	126	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	7	12	50	6	5	xxxxxx
Move Cap.:	126	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0	0	50	0	0	xxxxxx
Volume/Cap:	1.81	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.32	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	17.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	452.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	0	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

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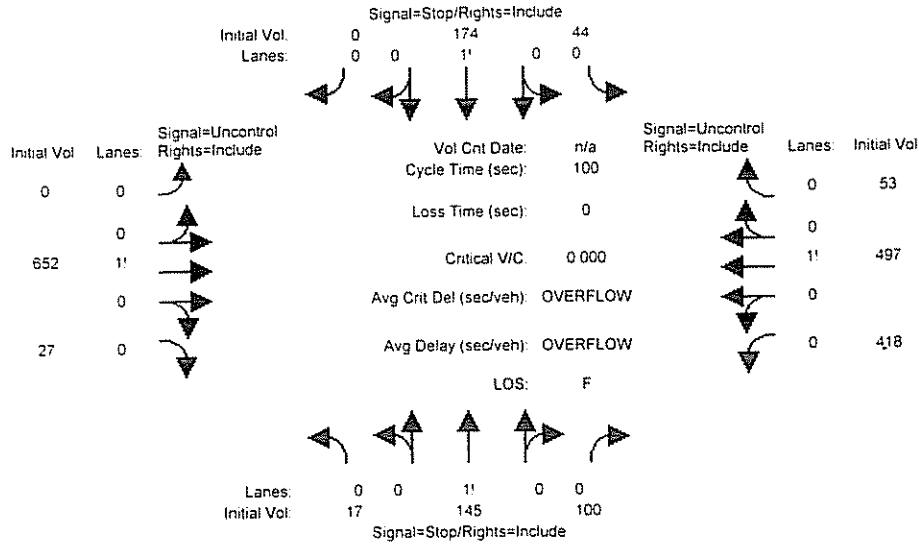
Intersection #145: Cleveland Ave / Bellegrave Ave



Street Name:	Cleveland Avenue						Bellegrave Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	30	135	201	44	89	0	0	787	9	141	252	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	135	201	44	89	0	0	787	9	141	252	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	135	201	44	89	0	0	787	9	141	252	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	135	201	44	89	0	0	787	9	141	252	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	30	135	201	44	89	0	0	787	9	141	252	30
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1385	1356	792	1509	1345	xxxxx	xxxx	xxxx	xxxxx	796	xxxx	xxxxx
Potent Cap.:	122	151	393	100	153	xxxxx	xxxx	xxxx	xxxxx	835	xxxx	xxxxx
Move Cap.:	45	123	393	0	125	xxxxx	xxxx	xxxx	xxxxx	835	xxxx	xxxxx
Volume/Cap:	0.66	1.10	0.51	xxxx	0.71	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	161	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	30.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	638	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	637.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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Intersection #145: Cleveland Ave / Bellegrave Ave



Street Name:	Cleveland Avenue						Bellegrave Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	17	145	100	44	174	0	0	652	27	418	497	53
Base Vol:	17	145	100	44	174	0	0	652	27	418	497	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	145	100	44	174	0	0	652	27	418	497	53
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:	17	145	100	44	174	0	0	652	27	418	497	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	145	100	44	174	0	0	652	27	418	497	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	17	145	100	44	174	0	0	652	27	418	497	53

Critical Gap Module:	7.1	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxx	xxxxx
Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxx	xxxxx

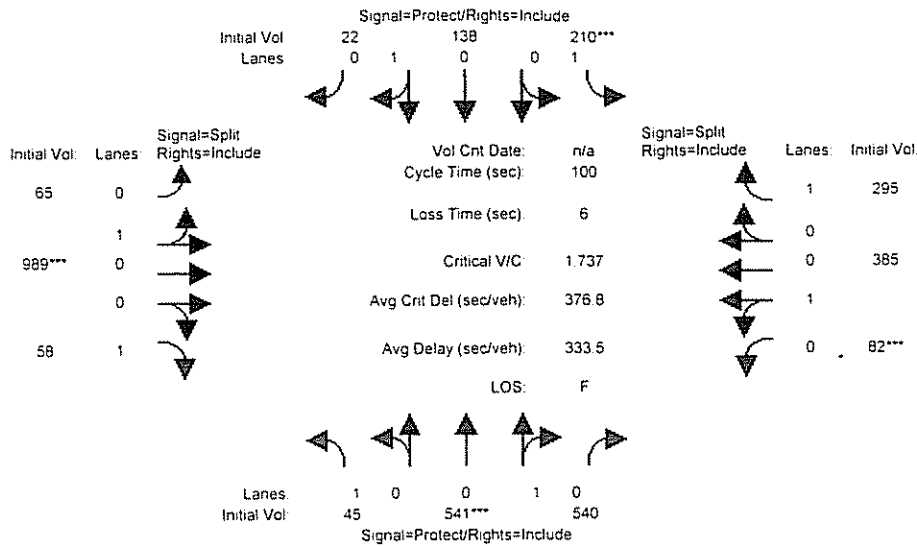
Capacity Module:	2112	2052	666	2148	2039	xxxxx	xxxxx	xxxxx	xxxxx	679	xxxx	xxxxx
Cnflct Vol:	2112	2052	666	2148	2039	xxxxx	xxxxx	xxxxx	xxxxx	679	xxxx	xxxxx
Potent Cap.:	38	56	463	35	57	xxxxx	xxxxx	xxxxx	xxxxx	923	xxxx	xxxxx
Move Cap.:	0	23	463	0	24	xxxxx	xxxxx	xxxxx	xxxxx	923	xxxx	xxxxx
Volume/Cap:	xxxx	6.29	0.22	xxxx	7.40	xxxx	xxxx	xxxx	xxxx	0.45	xxxx	xxxx

Level Of Service Module:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.4	xxxx	xxxxx
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.4	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	0	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	
ApproachLOS:	F	F	F	F	F	F	F	F	F	F	F	

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Intersection #102: Hamner Ave / Bellegrave Ave



Street Name:	Hamner Avenue						Bellegrave Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

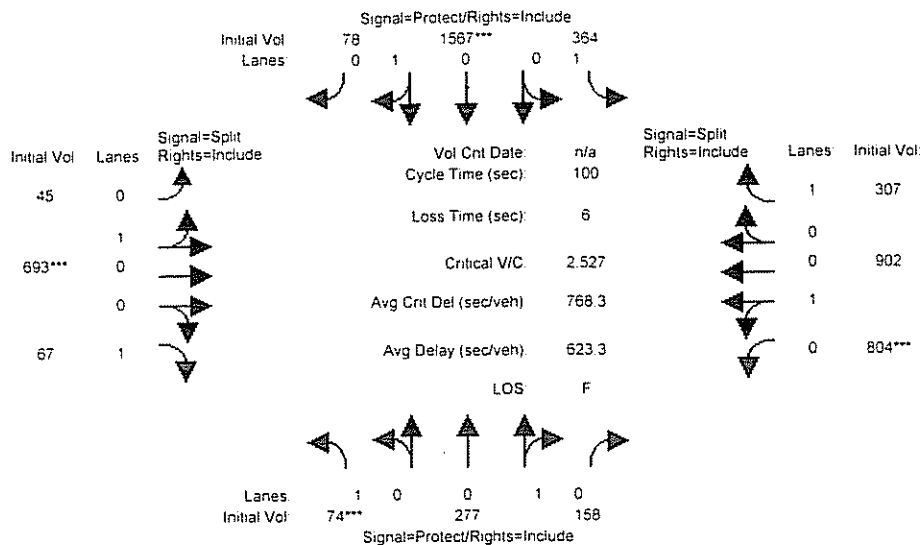
Volume Module:												
Base Vol:	45	541	540	210	138	22	65	989	58	82	385	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	541	540	210	138	22	65	989	58	82	385	295
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	541	540	210	138	22	65	989	58	82	385	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	541	540	210	138	22	65	989	58	82	385	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	541	540	210	138	22	65	989	58	82	385	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	541	540	210	138	22	65	989	58	82	385	295

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.93	0.93	0.90	0.98	0.98	0.94	1.00	0.85	0.94	0.99	0.85
Lanes:	1.00	0.50	0.50	1.00	0.86	0.14	0.07	0.93	1.00	0.18	0.82	1.00
Final Sat.:	1615	833	832	1615	1520	242	110	1678	1530	310	1456	1530

Capacity Analysis Module:												
Vol/Sat:	0.03	0.65	0.65	0.13	0.09	0.09	0.59	0.59	0.04	0.26	0.26	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.37	0.37	0.07	0.27	0.27	0.34	0.34	0.34	0.15	0.15	0.15
Volume/Cap:	0.16	1.74	1.74	1.74	0.34	0.34	1.74	1.74	0.11	1.74	1.74	1.27
Delay/Veh:	35.0	370	369.9	410.1	29.7	29.7	371.8	372	22.8	389.3	389	191.8
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:	35.0	370	369.9	410.1	29.7	29.7	371.8	372	22.8	389.3	389	191.8
HCM2kAvg:	1	90	90	20	4	4	83	88	1	39	41	19

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Intersection #102: Hamner Ave / Bellegrave Ave



Street Name:	Hamner Avenue						Bellegrave Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

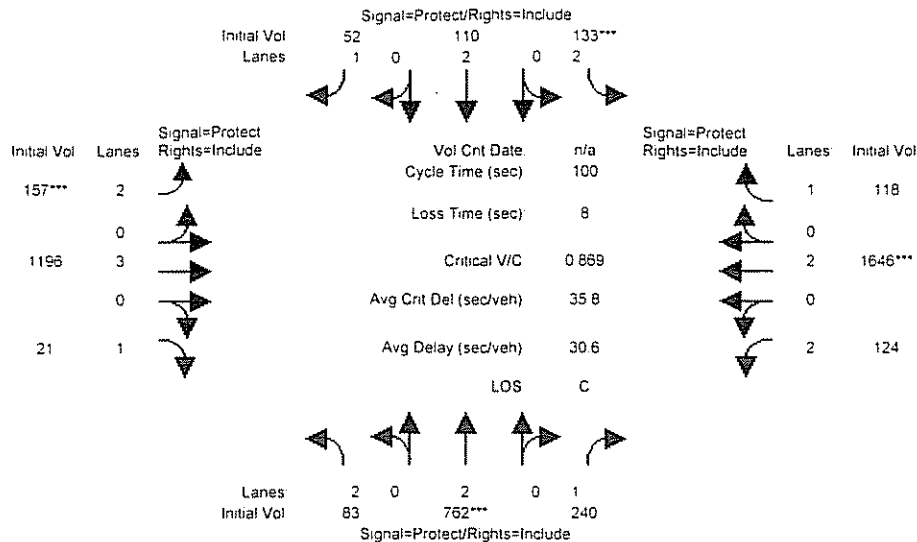
Volume Module:												
Base Vol:	74	277	158	364	1567	78	45	693	67	804	902	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	277	158	364	1567	78	45	693	67	804	902	307
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	277	158	364	1567	78	45	693	67	804	902	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	277	158	364	1567	78	45	693	67	804	902	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	277	158	364	1567	78	45	693	67	804	902	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	277	158	364	1567	78	45	693	67	804	902	307

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	0.95	0.90	0.99	0.99	0.94	1.00	0.85	0.92	0.98	0.95
Lanes:	1.00	0.64	0.36	1.00	0.95	0.05	0.06	0.94	1.00	0.49	0.51	1.00
Final Sat.:	1615	1084	618	1615	1703	85	109	1679	1530	806	905	1530

Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.23	0.92	0.92	0.41	0.41	0.04	1.00	1.00	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.22	0.22	0.19	0.35	0.35	0.16	0.16	0.16	0.38	0.38	0.38
Volume/Cap:	0.76	1.18	1.18	1.18	2.65	2.65	2.65	2.65	0.28	2.65	2.65	0.53
Delay/Veh:	75.9	145	144.6	149.7	779	778.7	793.9	794	37.9	777.1	777	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.9	145	144.6	149.7	779	778.7	793.9	794	37.9	777.1	777	25.3
HCM2kAvg:	4	25	25	22	175	175	76	80	2	181	191	8

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Intersection #64: Hamner Ave / Limonite Ave



Street Name:	Hamner Avenue						Limonite Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

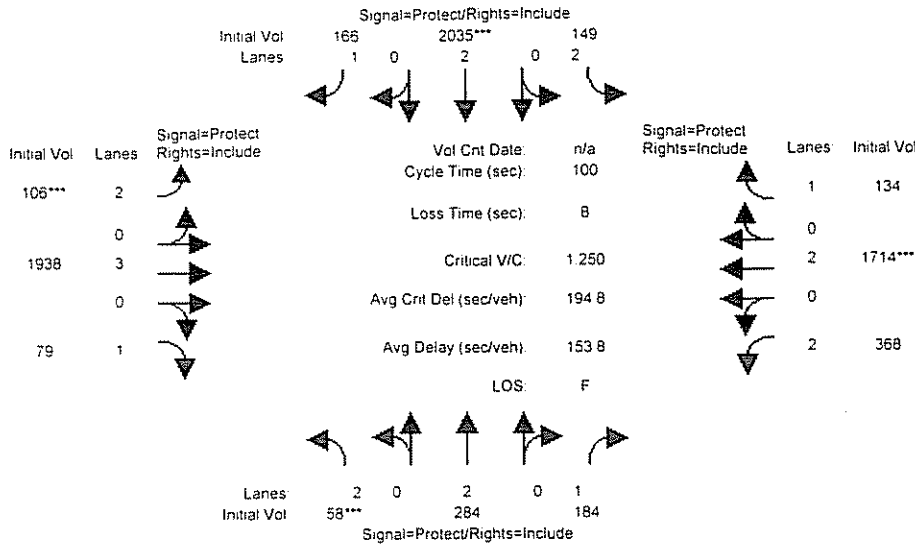
Volume Module:	83	762	240	133	110	52	157	1196	21	124	1646	118
Base Vol:	83	762	240	133	110	52	157	1196	21	124	1646	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	762	240	133	110	52	157	1196	21	124	1646	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	762	240	133	110	52	157	1196	21	124	1646	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	762	240	133	110	52	157	1196	21	124	1646	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	762	240	133	110	52	157	1196	21	124	1646	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	83	762	240	133	110	52	157	1196	21	124	1646	118

Saturation Flow Module:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.95	0.85	0.84	0.95	0.85	0.84	0.91	0.85	0.84	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3040	3420	1530	3040	3420	1530	3040	4914	1530	3040	3420	1530

Capacity Analysis Module:	0.03	0.22	0.16	0.04	0.03	0.03	0.05	0.24	0.01	0.04	0.48	0.08
Vol/Sat:	0.03	0.22	0.16	0.04	0.03	0.03	0.05	0.24	0.01	0.04	0.48	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.16	0.25	0.25	0.06	0.16	0.16	0.06	0.49	0.49	0.12	0.55	0.55
Volume/Cap:	0.17	0.88	0.62	0.73	0.21	0.22	0.86	0.50	0.03	0.34	0.88	0.14
Delay/Veh:	36.7	46.2	36.1	60.1	36.9	37.3	78.1	17.6	13.4	40.9	25.0	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	46.2	36.1	60.1	36.9	37.3	78.1	17.6	13.4	40.9	25.0	11.2
HCM2kAvg:	1	15	7	4	2	2	5	8	0	2	25	2

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Intersection #64: Hamner Ave / Limonite Ave



Street Name:	Hamner Avenue						Limonite Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
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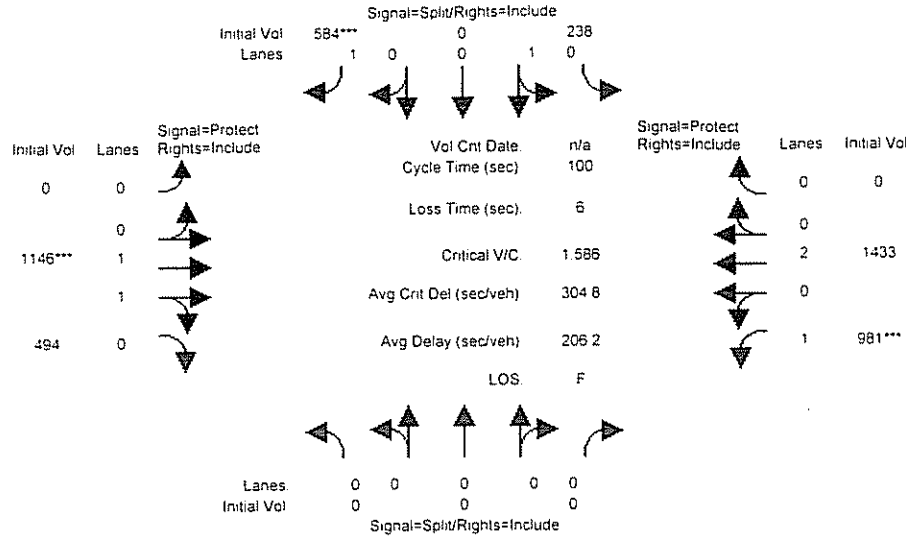
Volume Module:	58	284	184	149	2035	166	106	1938	79	368	1714	134
Base Vol:	58	284	184	149	2035	166	106	1938	79	368	1714	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	284	184	149	2035	166	106	1938	79	368	1714	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	284	184	149	2035	166	106	1938	79	368	1714	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	284	184	149	2035	166	106	1938	79	368	1714	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	284	184	149	2035	166	106	1938	79	368	1714	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	284	184	149	2035	166	106	1938	79	368	1714	134

Saturation Flow Module:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.95	0.85	0.84	0.95	0.85	0.84	0.91	0.85	0.84	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3040	3420	1530	3040	3420	1530	3040	4914	1530	3040	3420	1530

Capacity Analysis Module:	0.02	0.08	0.12	0.05	0.60	0.11	0.03	0.39	0.05	0.12	0.50	0.09
Vol/Sat:	0.02	0.08	0.12	0.05	0.60	0.11	0.03	0.39	0.05	0.12	0.50	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.33	0.33	0.16	0.43	0.43	0.06	0.33	0.33	0.10	0.37	0.37
Volume/Cap:	0.32	0.25	0.36	0.30	1.37	0.25	0.58	1.21	0.16	1.21	1.37	0.24
Delay/Veh:	46.0	24.6	26.0	37.0	199	18.1	50.4	135	24.1	166.4	203	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	24.6	26.0	37.0	199	18.1	50.4	135	24.1	166.4	203	22.3
HCM2kAvg:	1	3	4	2	66	3	3	36	2	13	56	3

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Intersection #89: I-15 SB Ramps / Limonite Ave

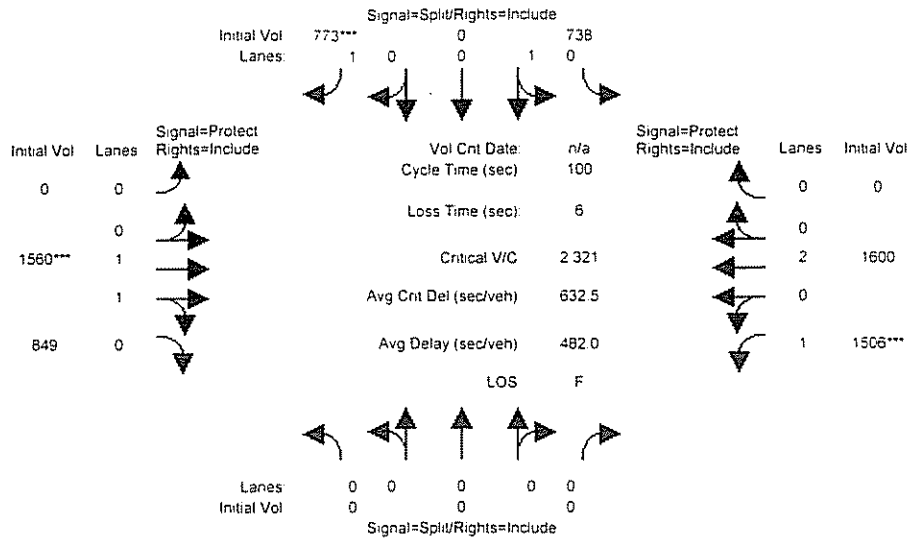


Street Name:	I-15 Southbound Ramps						Limonite Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	0	0	0	238	0	584	0	1146	494	981	1433	0
Growth Adj:	1.00	1.00	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	238	0	584	0	1146	494	981	1433	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	238	0	584	0	1146	494	981	1433	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	238	0	584	0	1146	494	981	1433	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	238	0	584	0	1146	494	981	1433	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	238	0	584	0	1146	494	981	1433	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.94	0.91	0.91	0.90	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.40	0.60	1.00	2.00	0.00
Final Sat.:	0	0	0	1618	0	1530	0	2282	984	1615	3420	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.38	0.00	0.50	0.50	0.61	0.42	0.00
Crit Moves:	*****											
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.32	0.32	0.38	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.61	0.00	1.59	0.00	1.59	1.59	1.59	0.68	0.00
Delay/Veh:	0.0	0.0	0.0	36.7	0.0	314.5	0.0	303	302.7	302.4	13.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.7	0.0	314.5	0.0	303	302.7	302.4	13.9	0.0
HCM2kAvg:	0	0	0	8	0	46	0	63	63	79	15	0

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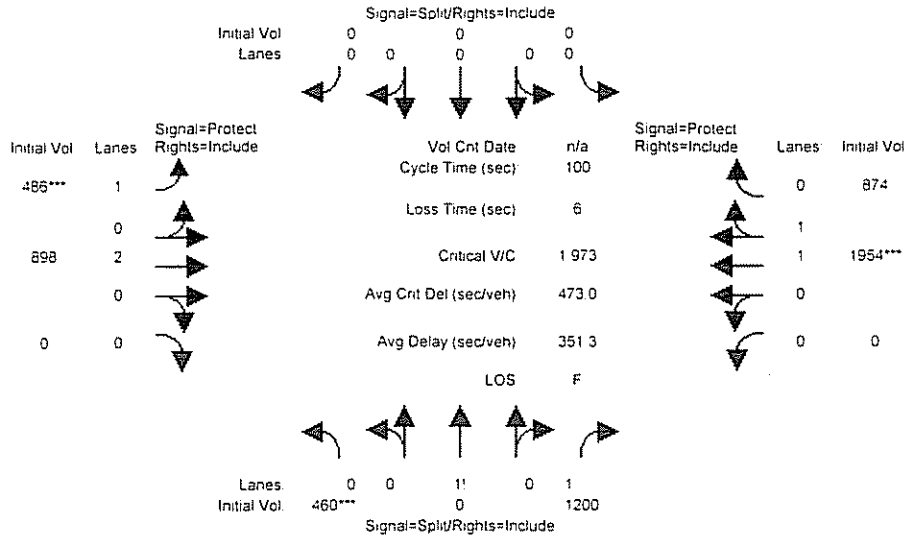
Intersection #89: I-15 SB Ramps / Limonite Ave



Street Name:	I-15 Southbound Ramps						Limonite Avenue					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	0	0	0	738	0	773	0	1560	849	1506	1600	0
Growth Adj:	1.00	1.00	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	738	0	773	0	1560	849	1506	1600	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	738	0	773	0	1560	849	1506	1600	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	738	0	773	0	1560	849	1506	1600	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	738	0	773	0	1560	849	1506	1600	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	738	0	773	0	1560	849	1506	1600	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.94	0.90	0.90	0.90	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.30	0.70	1.00	2.00	0.00
Final Sat.:	0	0	0	1618	0	1530	0	2097	1141	1615	3420	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.46	0.00	0.51	0.00	0.74	0.74	0.93	0.47	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.32	0.32	0.40	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	2.09	0.00	2.32	0.00	2.32	2.32	2.32	0.73	0.00
Delay/Veh:	0.0	0.0	0.0	541.3	0.0	642.8	0.0	631	631.4	629.1	13.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	541.3	0.0	642.8	0.0	631	631.4	629.1	13.5	0.0
HCM2kAvg:	0	0	0	74	0	78	0	121	121	159	18	0

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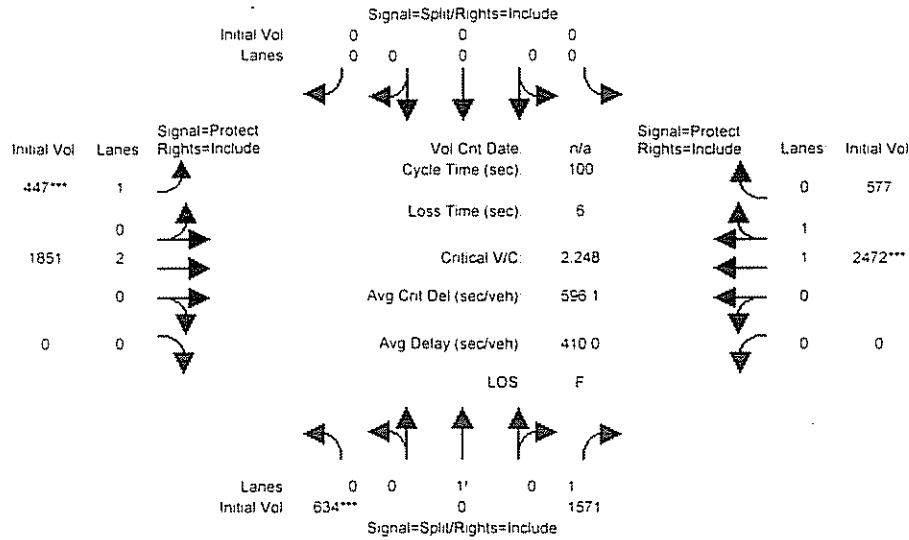
Intersection #90: I-15 NB Ramps / Limonite Ave



Street Name:	I-15 Northbound Ramps						Limonite Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	460	0	1200	0	0	0	486	898	0	0	1954	874
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	0	1200	0	0	0	486	898	0	0	1954	874
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:	460	0	1200	0	0	0	486	898	0	0	1954	874
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	460	0	1200	0	0	0	486	898	0	0	1954	874
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	0	1200	0	0	0	486	898	0	0	1954	874
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
NLF Adj:	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.:	460	0	1200	0	0	0	486	898	0	0	1954	874
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	1.00	0.88	0.94	1.00	1.00	0.90	0.95	1.00	0.94	0.91	0.91
Lanes:	0.45	0.00	1.55	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.38	0.62
Final Sat.:	670	0	2457	0	0	0	1615	3420	0	0	2254	1008
Capacity Analysis Module:												
Vol/Sat:	0.69	0.00	0.49	0.00	0.00	0.00	0.30	0.26	0.00	0.00	0.87	0.87
Crit Moves:	****						****					
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.15	0.48	0.00	0.00	0.44	0.44
Volume/Cap:	1.97	0.00	1.40	0.00	0.00	0.00	1.97	0.54	0.00	0.00	1.97	1.97
Delay/Veh:	474.6	0.0	219.2	0.0	0.0	0.0	494.4	18.6	0.0	0.0	468	468.3
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:	474.6	0.0	219.2	0.0	0.0	0.0	494.4	18.6	0.0	0.0	468	468.3
HCM2kAvg:	95	0	53	0	0	0	48	10	0	0	128	128

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Intersection #90: I-15 NB Ramps / Limonite Ave



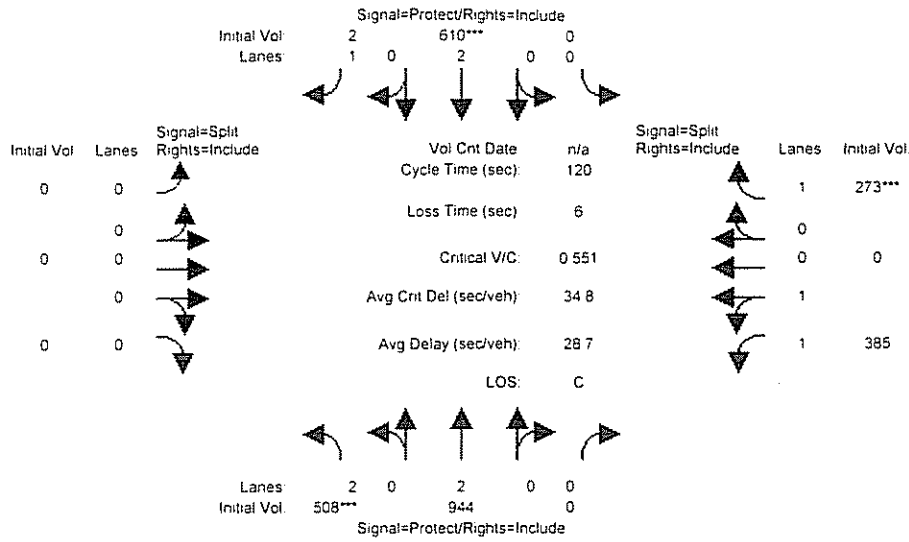
Street Name:	I-15 Northbound Ramps						Limonite Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	634	0	1571	0	0	0	447	1851	0	0	2472	577
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	634	0	1571	0	0	0	447	1851	0	0	2472	577
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	634	0	1571	0	0	0	447	1851	0	0	2472	577
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	634	0	1571	0	0	0	447	1851	0	0	2472	577
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	634	0	1571	0	0	0	447	1851	0	0	2472	577
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	634	0	1571	0	0	0	447	1851	0	0	2472	577
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	1.00	0.88	0.94	1.00	1.00	0.90	0.95	1.00	0.94	0.92	0.92
Lanes:	0.46	0.00	1.54	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.62	0.38
Final Sat.:	690	0	2439	0	0	0	1615	3420	0	0	2695	629
Capacity Analysis Module:												
Vol/Sat:	0.92	0.00	0.64	0.00	0.00	0.00	0.28	0.54	0.00	0.00	0.92	0.92
Crit Moves:	****						****			****		
Green/Cycle:	0.41	0.00	0.41	0.00	0.00	0.00	0.12	0.48	0.00	0.00	0.41	0.41
Volume/Cap:	2.25	0.00	1.58	0.00	0.00	0.00	2.25	1.13	0.00	0.00	2.25	2.25
Delay/Veh:	594.5	0.0	291.8	0.0	0.0	0.0	621.3	93.8	0.0	0.0	594	593.6
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:	594.5	0.0	291.8	0.0	0.0	0.0	621.3	93.8	0.0	0.0	594	593.6
HCM2kAvg:	137	0	79	0	0	0	47	45	0	0	150	150

**Opening Year with Project
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Intersection #81: Milliken Ave / SR-60 WB Ramps

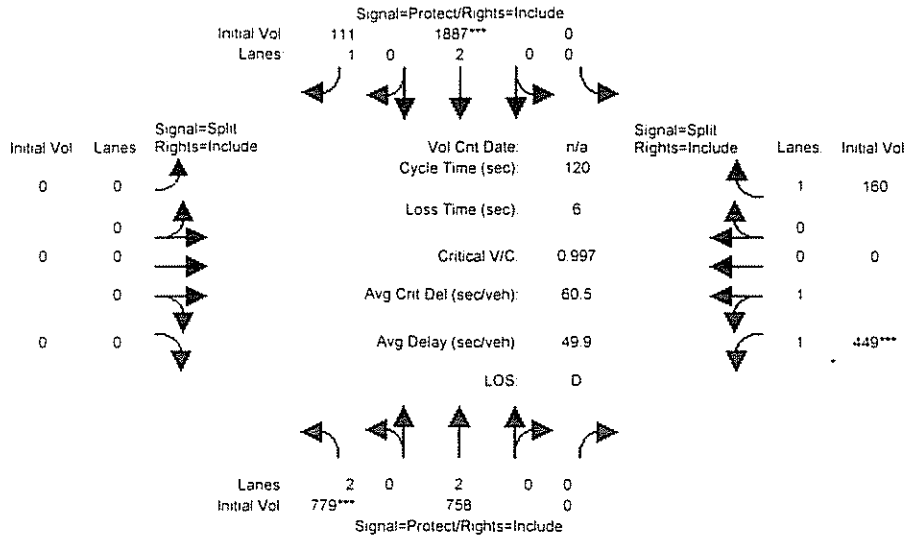


Street Name:	Milliken Avenue						SR-60 Westbound Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	508	944	0	0	610	2	0	0	0	385	0	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	508	944	0	0	610	2	0	0	0	385	0	273
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:	508	944	0	0	610	2	0	0	0	385	0	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	508	944	0	0	610	2	0	0	0	385	0	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	508	944	0	0	610	2	0	0	0	385	0	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	508	944	0	0	610	2	0	0	0	385	0	273
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.95	1.00	0.94	0.95	0.85	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3040	3420	0	0	3420	1530	0	0	0	3237	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.12	0.00	0.18
Crit Moves:	****			****						****		
Green/Cycle:	0.30	0.53	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.32	0.00	0.32
Volume/Cap:	0.55	0.52	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.37	0.00	0.55
Delay/Veh:	35.7	18.6	0.0	0.0	34.0	27.5	0.0	0.0	0.0	31.4	0.0	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	18.6	0.0	0.0	34.0	27.5	0.0	0.0	0.0	31.4	0.0	34.8
HCM2kAvg:	9	11	0	0	10	0	0	0	0	6	0	9

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Intersection #81: Milliken Ave / SR-60 WB Ramps



Street Name:	Milliken Avenue						SR-60 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

Volume Module:												
Base Vol:	779	758	0	0	1887	111	0	0	0	449	0	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	779	758	0	0	1887	111	0	0	0	449	0	160
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:	779	758	0	0	1887	111	0	0	0	449	0	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	779	758	0	0	1887	111	0	0	0	449	0	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	779	758	0	0	1887	111	0	0	0	449	0	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	779	758	0	0	1887	111	0	0	0	449	0	160

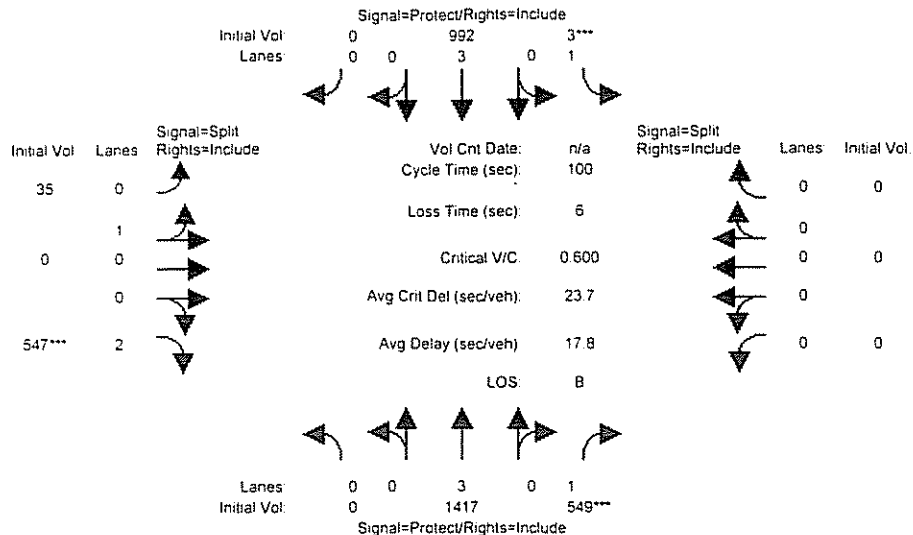
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.95	1.00	0.94	0.95	0.85	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3040	3420	0	0	3420	1530	0	0	0	3237	0	1530

Capacity Analysis Module:												
Vol/Sat:	0.26	0.22	0.00	0.00	0.55	0.07	0.00	0.00	0.00	0.14	0.00	0.10
Crit Moves:	****				****					****		
Green/Cycle:	0.26	0.66	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	1.00	0.34	0.00	0.00	1.00	0.13	0.00	0.00	0.00	1.00	0.00	0.75
Delay/Veh:	75.8	8.9	0.0	0.0	46.5	13.0	0.0	0.0	0.0	93.1	0.0	63.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.8	8.9	0.0	0.0	46.5	13.0	0.0	0.0	0.0	93.1	0.0	63.5
HCM2kAvg:	21	6	0	0	42	2	0	0	0	13	0	7

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Intersection #23: Milliken Ave / SR-60 EB Ramps

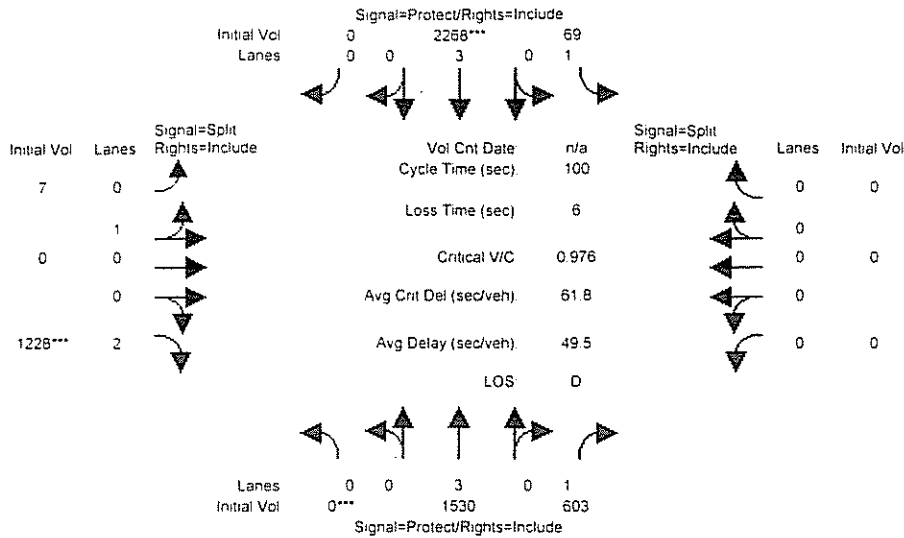


Street Name:	Milliken Avenue						SR-60 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	0	1417	549	3	992	0	35	0	547	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1417	549	3	992	0	35	0	547	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1417	549	3	992	0	35	0	547	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	1417	549	3	992	0	35	0	547	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1417	549	3	992	0	35	0	547	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	1417	549	3	992	0	35	0	547	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	0.85	0.90	0.91	1.00	0.90	1.00	0.75	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4914	1530	1615	4914	0	1618	0	2693	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.36	0.00	0.20	0.00	0.02	0.00	0.20	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.56	0.56	0.06	0.48	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.64	0.03	0.42	0.00	0.07	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	13.7	16.6	44.4	17.1	0.0	23.8	0.0	30.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.7	16.6	44.4	17.1	0.0	23.8	0.0	30.8	0.0	0.0	0.0
HCM2kAvg:	0	9	12	0	7	0	1	0	8	0	0	0

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Intersection #23: Milliken Ave / SR-60 EB Ramps



Street Name:	Milliken Avenue						SR-60 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
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Volume Module:

Base Vol:	0	1530	603	69	2268	0	7	0	1228	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	1530	603	69	2268	0	7	0	1228	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1530	603	69	2268	0	7	0	1228	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	1530	603	69	2268	0	7	0	1228	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1530	603	69	2268	0	7	0	1228	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	1530	603	69	2268	0	7	0	1228	0	0	0

Saturation Flow Module:

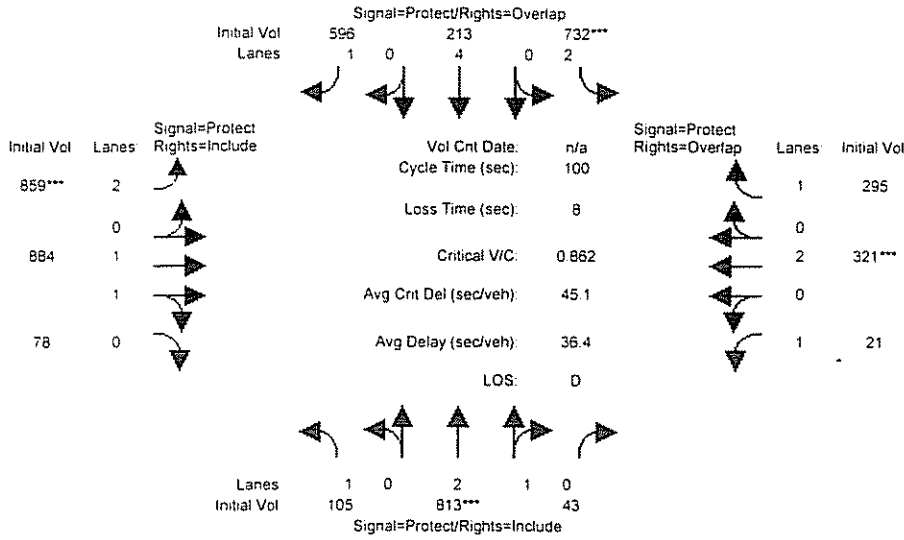
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.91	0.95	0.90	0.91	1.00	0.90	1.00	0.75	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4914	1530	1615	4914	0	1618	0	2693	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.39	0.04	0.46	0.00	0.00	0.00	0.46	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.44	0.44	0.07	0.44	0.00	0.44	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	0.00	0.71	0.90	0.64	1.04	0.00	0.01	0.00	1.04	0.00	0.00	0.00
Delay/Veh:	0.0	24.2	41.9	58.1	59.4	0.0	15.9	0.0	66.2	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	24.2	41.9	58.1	59.4	0.0	15.9	0.0	66.2	0.0	0.0	0.0
HCM2kAvg:	0	14	21	3	33	0	0	0	28	0	0	0

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Intersection #115: Hamner Ave / Riverside Ave



Street Name:	Hamner Avenue						Riverside Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	105	813	43	732	213	596	859	884	78	21	321	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	813	43	732	213	596	859	884	78	21	321	295
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:	105	813	43	732	213	596	859	884	78	21	321	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	813	43	732	213	596	859	884	78	21	321	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	813	43	732	213	596	859	884	78	21	321	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	813	43	732	213	596	859	884	78	21	321	295

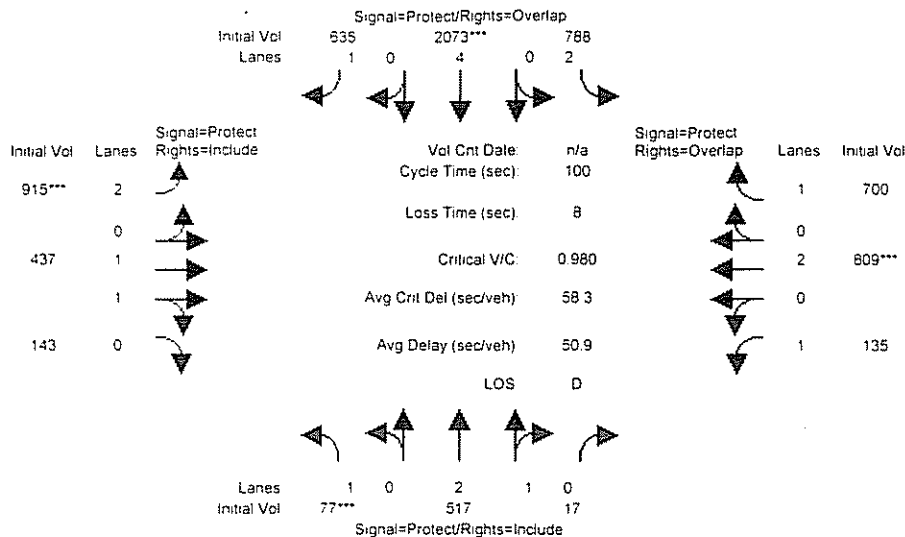
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.90	0.90	0.84	0.91	0.85	0.84	0.94	0.94	0.90	0.95	0.85
Lanes:	1.00	2.85	0.15	2.00	4.00	1.00	2.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1615	4634	245	3040	6552	1530	3040	3105	274	1615	3420	1530

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.18	0.18	0.24	0.03	0.39	0.28	0.28	0.28	0.01	0.09	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.20	0.20	0.28	0.30	0.63	0.33	0.36	0.36	0.08	0.11	0.39
Volume/Cap:	0.36	0.86	0.86	0.86	0.11	0.62	0.86	0.79	0.79	0.17	0.86	0.50
Delay/Veh:	36.5	46.3	46.3	43.2	25.3	12.6	39.3	32.1	32.1	43.9	61.9	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	46.3	46.3	43.2	25.3	12.6	39.3	32.1	32.1	43.9	61.9	23.8
HCM2kAvg:	3	11	11	14	1	12	16	15	15	1	8	7

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Intersection #115: Hamner Ave / Riverside Ave

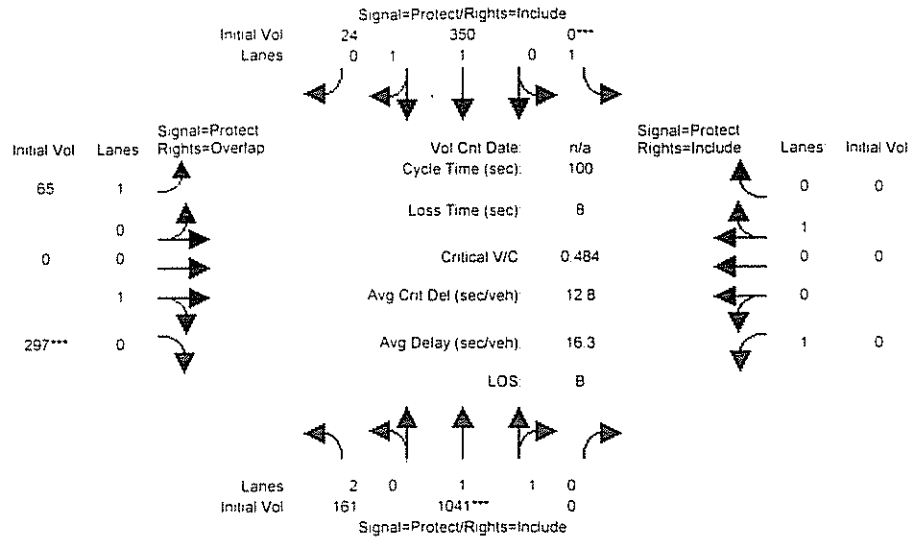


Street Name:	Hamner Avenue						Riverside Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	77	517	17	788	2073	635	915	437	143	135	809	700
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	517	17	788	2073	635	915	437	143	135	809	700
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:	77	517	17	788	2073	635	915	437	143	135	809	700
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	517	17	788	2073	635	915	437	143	135	809	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	517	17	788	2073	635	915	437	143	135	809	700
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	77	517	17	788	2073	635	915	437	143	135	809	700
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.91	0.91	0.84	0.91	0.95	0.84	0.91	0.91	0.90	0.95	0.85
Lanes:	1.00	2.90	0.10	2.00	4.00	1.00	2.00	1.51	0.49	1.00	2.00	1.00
Final Sat.:	1615	4734	156	3040	6552	1530	3040	2481	812	1615	3420	1530
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.26	0.32	0.42	0.30	0.18	0.18	0.08	0.24	0.46
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.11	0.11	0.27	0.32	0.62	0.30	0.37	0.37	0.17	0.24	0.50
Volume/Cap:	0.79	0.97	0.97	0.97	0.99	0.67	0.99	0.48	0.48	0.48	0.99	0.91
Delay/Veh:	81.4	75.7	75.7	61.4	51.9	14.1	62.6	24.6	24.6	38.5	67.7	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	75.7	75.7	61.4	51.9	14.1	62.6	24.6	24.6	38.5	67.7	37.0
HCM2kAvg:	4	9	9	18	22	13	21	7	7	4	18	24

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Intersection #24: Hamner Ave / Chino Ave - Harvest Dr



Street Name:	Hamner Avenue						Chino Avenue - Harvest Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
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Volume Module:	161	1041	0	0	350	24	65	0	297	0	0	0
Base Vol:	161	1041	0	0	350	24	65	0	297	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:	161	1041	0	0	350	24	65	0	297	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:	161	1041	0	0	350	24	65	0	297	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:	161	1041	0	0	350	24	65	0	297	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1041	0	0	350	24	65	0	297	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.:	161	1041	0	0	350	24	65	0	297	0	0	0

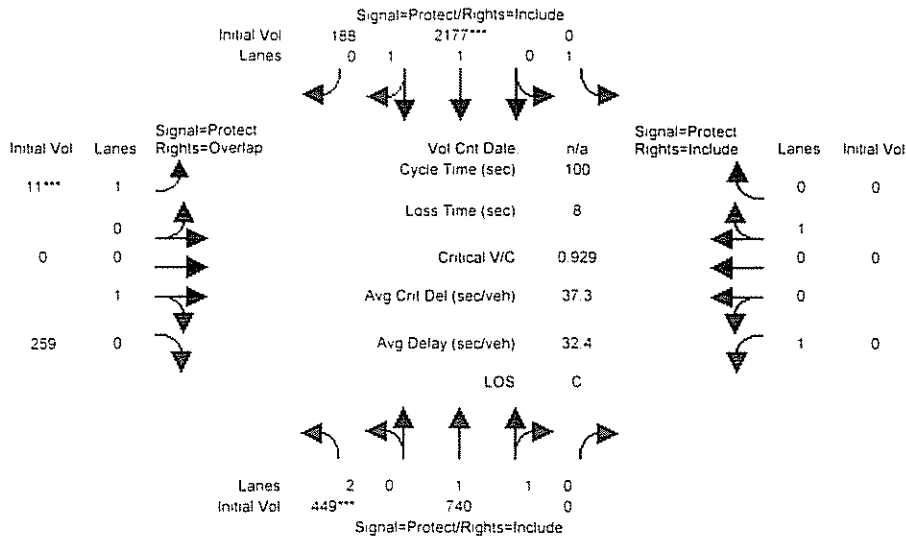
Saturation Flow Module:	1800	1800	1800	1800	1800	1900	1800	1800	1800	1800	1800	1800
Sat/Lane:	1800	1800	1800	1800	1800	1900	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.95	0.95	0.94	0.94	0.94	0.90	1.00	0.85	0.94	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	1.87	0.13	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	3040	3420	0	1700	3169	217	1615	0	1530	1700	1800	0

Capacity Analysis Module:	0.05	0.30	0.00	0.00	0.11	0.11	0.04	0.00	0.19	0.00	0.00	0.00
Vol/Sat:	0.05	0.30	0.00	0.00	0.11	0.11	0.04	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.23	0.60	0.00	0.00	0.43	0.43	0.16	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.23	0.51	0.00	0.00	0.26	0.26	0.25	0.00	0.39	0.00	0.00	0.00
Delay/Veh:	31.4	11.9	0.0	0.0	18.6	18.6	37.1	0.0	16.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	11.9	0.0	0.0	18.6	18.6	37.1	0.0	16.2	0.0	0.0	0.0
HCM2kAvg:	2	9	0	0	4	4	2	0	6	0	0	0

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Intersection #24: Hamner Ave / Chino Ave - Harvest Dr



Street Name:	Hamner Avenue						Chino Avenue - Harvest Drive					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
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Volume Module:												
Base Vol:	449	740	0	0	2177	188	11	0	259	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:	449	740	0	0	2177	188	11	0	259	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:	449	740	0	0	2177	188	11	0	259	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:	449	740	0	0	2177	188	11	0	259	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	740	0	0	2177	188	11	0	259	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.:	449	740	0	0	2177	188	11	0	259	0	0	0

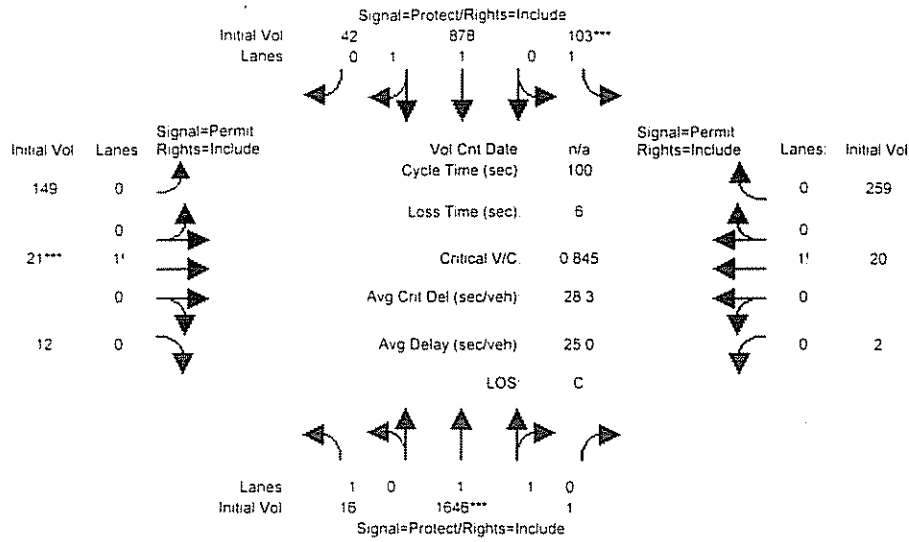
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.95	0.95	0.94	0.94	0.94	0.90	1.00	0.85	0.94	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	1.84	0.16	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	3040	3420	0	1700	3110	269	1615	0	1530	1700	1800	0

Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.00	0.00	0.70	0.70	0.01	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.15	0.67	0.00	0.00	0.71	0.71	0.06	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.99	0.32	0.00	0.00	0.99	0.99	0.11	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	80.7	6.9	0.0	0.0	29.1	29.1	45.0	0.0	51.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.7	6.9	0.0	0.0	29.1	29.1	45.0	0.0	51.5	0.0	0.0	0.0
HCM2kAvg:	12	5	0	0	43	43	0	0	10	0	0	0

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Intersection #34: Archibald Ave / Schaefer Ave

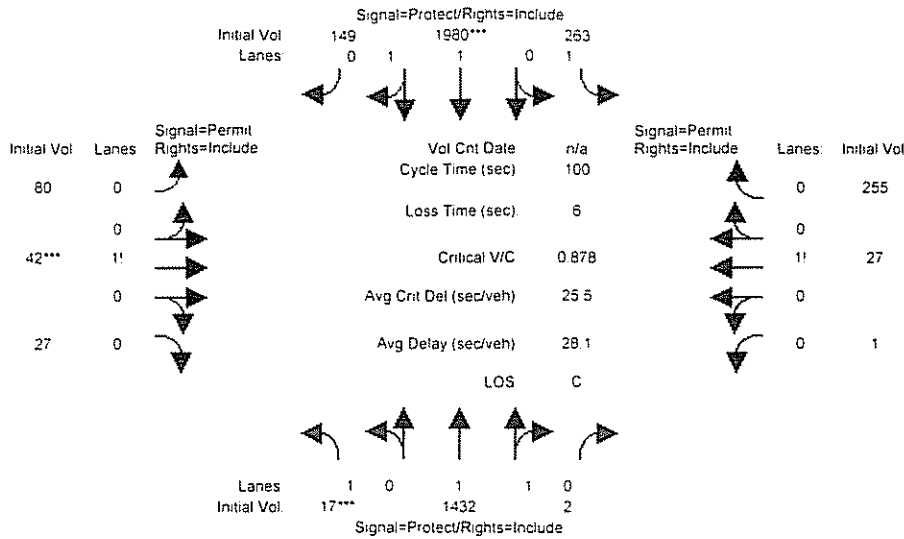


Street Name:	Archibald Avenue						Schaefer Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	16	1646	1	103	878	42	149	21	12	2	20	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1646	1	103	878	42	149	21	12	2	20	259
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1646	1	103	878	42	149	21	12	2	20	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1646	1	103	878	42	149	21	12	2	20	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1646	1	103	878	42	149	21	12	2	20	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	1646	1	103	878	42	149	21	12	2	20	259
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	0.95	0.90	0.94	0.94	0.40	0.43	0.43	0.83	0.86	0.88
Lanes:	1.00	1.99	0.01	1.00	1.91	0.09	0.83	0.11	0.06	0.01	0.07	0.92
Final Sat.:	1615	3418	2	1615	3241	155	598	84	48	11	112	1451
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.06	0.27	0.27	0.25	0.25	0.25	0.18	0.18	0.18
Crit Moves:	****			****			****					
Green/Cycle:	0.12	0.57	0.57	0.08	0.53	0.53	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.08	0.85	0.85	0.85	0.51	0.51	0.85	0.85	0.85	0.61	0.61	0.61
Delay/Veh:	39.6	21.5	21.5	84.6	15.5	15.5	58.4	58.4	58.4	32.5	32.5	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	21.5	21.5	84.6	15.5	15.5	58.4	58.4	58.4	32.5	32.5	32.5
HCM2kAvg:	1	23	23	6	9	9	15	16	16	8	8	8

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Intersection #34: Archibald Ave / Schaefer Ave



Street Name:	Archibald Avenue						Schaefer Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
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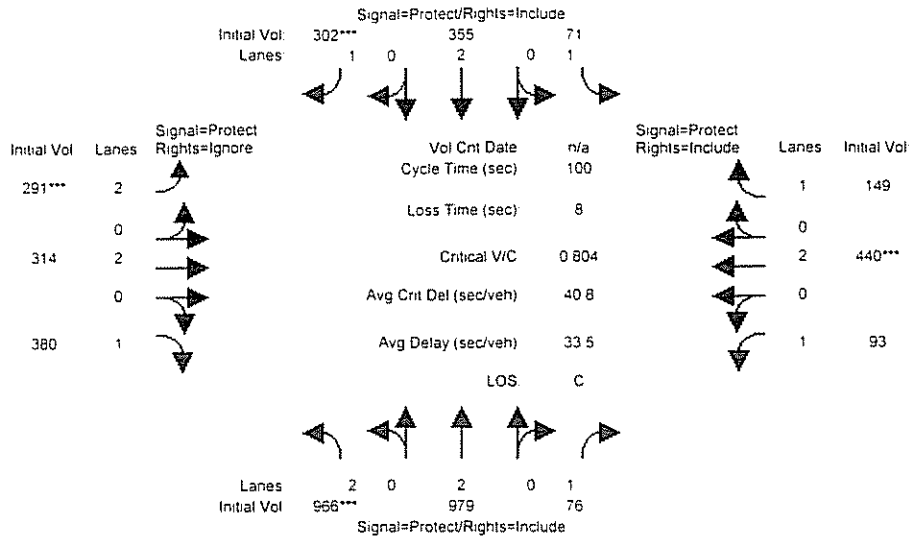
Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	17	1432	2	263	1980	149	80	42	27	1	27	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1432	2	263	1980	149	80	42	27	1	27	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1432	2	263	1980	149	80	42	27	1	27	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1432	2	263	1980	149	80	42	27	1	27	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1432	2	263	1980	149	80	42	27	1	27	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	17	1432	2	263	1980	149	80	42	27	1	27	255

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	0.95	0.90	0.94	0.94	0.43	0.46	0.46	0.83	0.88	0.88
Lanes:	1.00	1.99	0.01	1.00	1.86	0.14	0.55	0.27	0.18	0.01	0.09	0.90
Final Sat.:	1615	3415	5	1615	3149	237	430	226	145	6	151	1423

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.42	0.42	0.16	0.63	0.63	0.19	0.19	0.19	0.18	0.18	0.18
Crit Moves:	****			****			****					
Green/Cycle:	0.06	0.53	0.53	0.21	0.68	0.68	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.18	0.79	0.79	0.79	0.93	0.93	0.93	0.93	0.93	0.89	0.89	0.89
Delay/Veh:	45.5	21.2	21.2	49.4	21.0	21.0	88.8	88.8	88.8	64.4	64.4	64.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	21.2	21.2	49.4	21.0	21.0	88.8	88.8	88.8	64.4	64.4	64.4
HCM2kAvg:	1	19	19	10	33	33	13	14	14	11	12	12

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Intersection #42: Archibald Ave / Edison Ave



Street Name:	Archibald Avenue						Edison Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

Volume Module:	966	979	76	71	355	302	291	314	380	93	440	149
Base Vol:	966	979	76	71	355	302	291	314	380	93	440	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	966	979	76	71	355	302	291	314	380	93	440	149
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:	966	979	76	71	355	302	291	314	380	93	440	149
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:	966	979	76	71	355	302	291	314	0	93	440	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	966	979	76	71	355	302	291	314	0	93	440	149
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.:	966	979	76	71	355	302	291	314	0	93	440	149

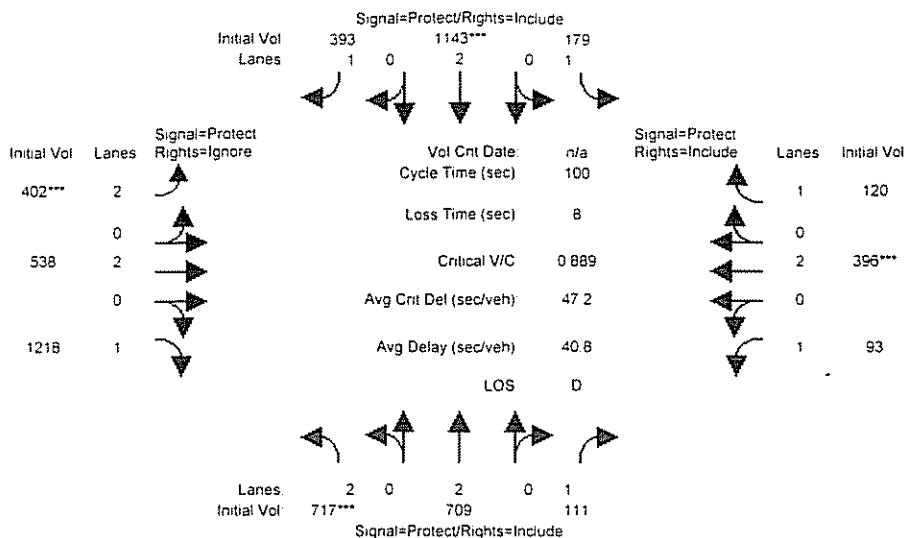
Saturation Flow Module:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.95	0.85	0.90	0.95	0.85	0.84	0.95	1.00	0.90	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3040	3420	1530	1615	3420	1530	3040	3420	1800	1615	3420	1530

Capacity Analysis Module:	0.32	0.29	0.05	0.04	0.10	0.20	0.10	0.09	0.00	0.06	0.13	0.10
Vol/Sat:	0.32	0.29	0.05	0.04	0.10	0.20	0.10	0.09	0.00	0.06	0.13	0.10
Crit Moves:	****					****	****			****		
Green/Cycle:	0.40	0.53	0.53	0.11	0.25	0.25	0.12	0.17	0.00	0.11	0.16	0.16
Volume/Cap:	0.80	0.54	0.09	0.40	0.42	0.80	0.80	0.54	0.00	0.52	0.80	0.61
Delay/Veh:	30.8	15.8	11.7	42.8	32.1	47.3	55.2	39.1	0.0	44.8	48.9	43.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	15.8	11.7	42.8	32.1	47.3	55.2	39.1	0.0	44.8	48.9	43.5
HCM2kAvg:	16	10	1	3	5	11	7	5	0	4	9	5

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Intersection #42: Archibald Ave / Edison Ave



Street Name:	Archibald Avenue						Edison Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

Volume Module:												
Base Vol:	717	709	111	179	1143	393	402	538	1218	93	396	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	717	709	111	179	1143	393	402	538	1218	93	396	120
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:	717	709	111	179	1143	393	402	538	1218	93	396	120
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:	717	709	111	179	1143	393	402	538	0	93	396	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	717	709	111	179	1143	393	402	538	0	93	396	120
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.:	717	709	111	179	1143	393	402	538	0	93	396	120

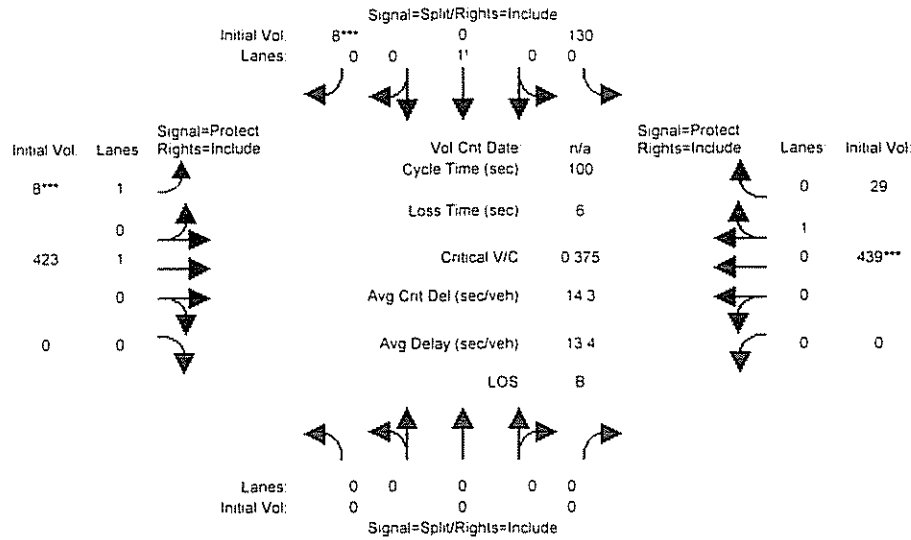
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.95	0.85	0.90	0.95	0.85	0.84	0.95	1.00	0.90	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3040	3420	1530	1615	3420	1530	3040	3420	1800	1615	3420	1530

Capacity Analysis Module:												
Vol/Sat:	0.24	0.21	0.07	0.11	0.33	0.26	0.13	0.16	0.00	0.06	0.12	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.27	0.42	0.42	0.22	0.38	0.38	0.15	0.20	0.00	0.08	0.13	0.13
Volume/Cap:	0.89	0.50	0.17	0.50	0.89	0.68	0.89	0.78	0.00	0.75	0.89	0.60
Delay/Veh:	47.2	21.7	18.4	35.0	37.2	29.6	60.8	43.5	0.0	67.0	62.0	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	21.7	18.4	35.0	37.2	29.6	60.8	43.5	0.0	67.0	62.0	46.2
HCM2kAvg:	15	8	2	6	20	11	10	10	0	5	9	4

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Intersection #120: Schaefer Ave / Edison Ave

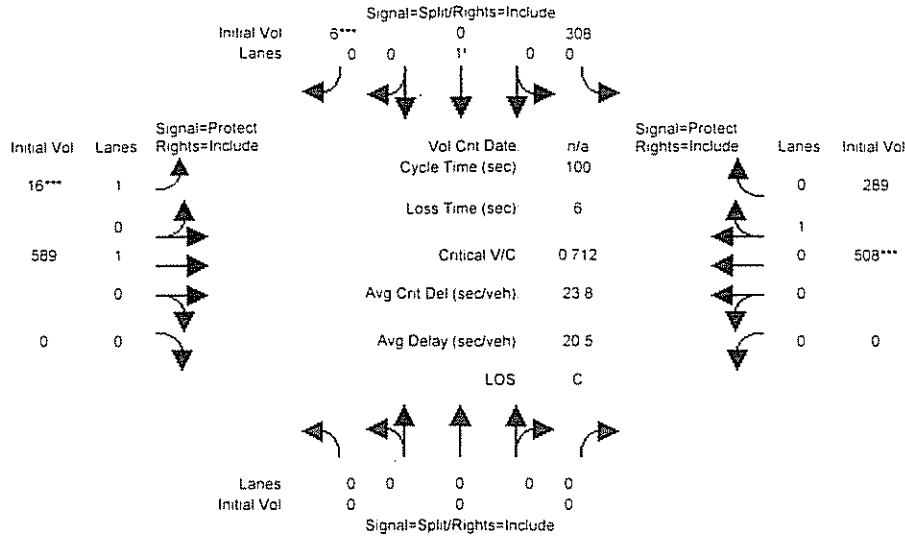


Street Name:	Schaefer Avenue						Edison Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	0	0	0	130	0	8	8	423	0	0	439	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	8	8	423	0	0	439	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:	0	0	0	130	0	8	8	423	0	0	439	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:	0	0	0	130	0	8	8	423	0	0	439	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	8	8	423	0	0	439	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.:	0	0	0	130	0	8	8	423	0	0	439	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1900	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	0.95	0.90	1.00	1.00	0.94	0.99	0.99
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	1.00	1.00	0.00	0.00	0.94	0.06
Final Sat.:	0	0	0	1522	0	94	1615	1800	0	0	1675	111
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.00	0.24	0.00	0.00	0.26	0.26
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.06	0.58	0.00	0.00	0.66	0.66
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.39	0.08	0.41	0.00	0.00	0.39	0.39
Delay/Veh:	0.0	0.0	0.0	34.3	0.0	34.3	44.8	12.0	0.0	0.0	7.9	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.3	0.0	34.3	44.8	12.0	0.0	0.0	7.9	7.9
HCM2kAvg:	0	0	0	4	0	4	0	7	0	0	7	7

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Intersection #120: Schaefer Ave / Edison Ave



Street Name:	Schaefer Avenue						Edison Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R

Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

Volume Module:												
Base Vol:	0	0	0	308	0	6	16	589	0	0	508	289
Growth Adj:	1.00	1.00	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	308	0	6	16	589	0	0	508	289
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	308	0	6	16	589	0	0	508	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	308	0	6	16	589	0	0	508	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	308	0	6	16	589	0	0	508	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	308	0	6	16	589	0	0	508	289

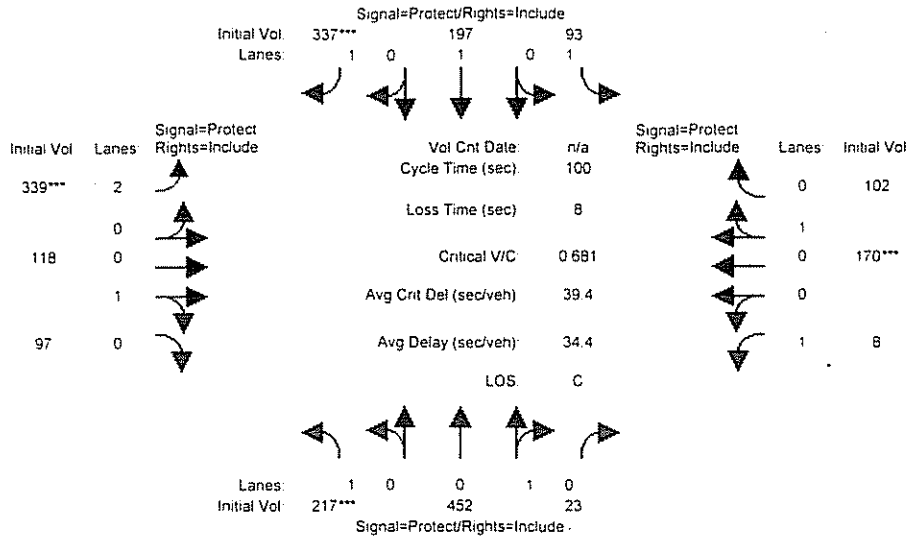
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.95	0.90	1.00	1.00	0.94	0.95	0.95
Lanes:	0.00	0.00	0.00	0.98	0.00	0.02	1.00	1.00	0.00	0.00	0.64	0.36
Final Sat.:	0	0	0	1586	0	31	1615	1800	0	0	1091	621

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.19	0.01	0.33	0.00	0.00	0.47	0.47
Crit Moves:				****		****				****		
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.06	0.58	0.00	0.00	0.62	0.62
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.75	0.17	0.57	0.00	0.00	0.75	0.75
Delay/Veh:	0.0	0.0	0.0	41.4	0.0	41.4	45.4	14.1	0.0	0.0	16.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.4	0.0	41.4	45.4	14.1	0.0	0.0	16.5	16.5
HCM2kAvg:	0	0	0	11	0	11	1	12	0	0	18	18

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Intersection #43: Haven Ave / Edison Ave

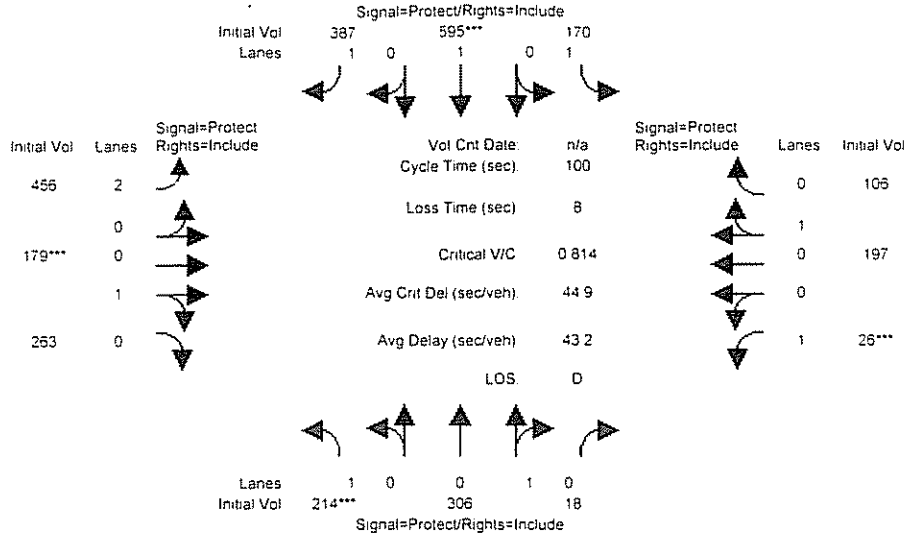


Street Name:	Haven Avenue						Edison Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	217	452	23	93	197	337	339	118	97	8	170	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	452	23	93	197	337	339	118	97	8	170	102
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:	217	452	23	93	197	337	339	118	97	8	170	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	452	23	93	197	337	339	118	97	8	170	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	452	23	93	197	337	339	118	97	8	170	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	217	452	23	93	197	337	339	118	97	8	170	102
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.99	0.99	0.90	1.00	0.85	0.84	0.93	0.93	0.90	0.94	0.94
Lanes:	1.00	0.95	0.05	1.00	1.00	1.00	2.00	0.55	0.45	1.00	0.62	0.38
Final Sat.:	1615	1701	87	1615	1800	1530	3040	921	757	1615	1062	637
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.27	0.06	0.11	0.22	0.11	0.13	0.13	0.00	0.16	0.16
Crit Moves:	****					****	****			****		
Green/Cycle:	0.20	0.43	0.43	0.10	0.32	0.32	0.16	0.27	0.27	0.13	0.24	0.24
Volume/Cap:	0.68	0.63	0.63	0.60	0.34	0.68	0.68	0.47	0.47	0.04	0.68	0.68
Delay/Veh:	43.1	24.2	24.2	49.8	26.0	33.2	43.2	31.2	31.2	38.4	39.6	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	24.2	24.2	49.8	26.0	33.2	43.2	31.2	31.2	38.4	39.6	39.6
HCM2kAvg:	8	12	12	4	5	10	6	6	6	0	9	9

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Intersection #43: Haven Ave / Edison Ave

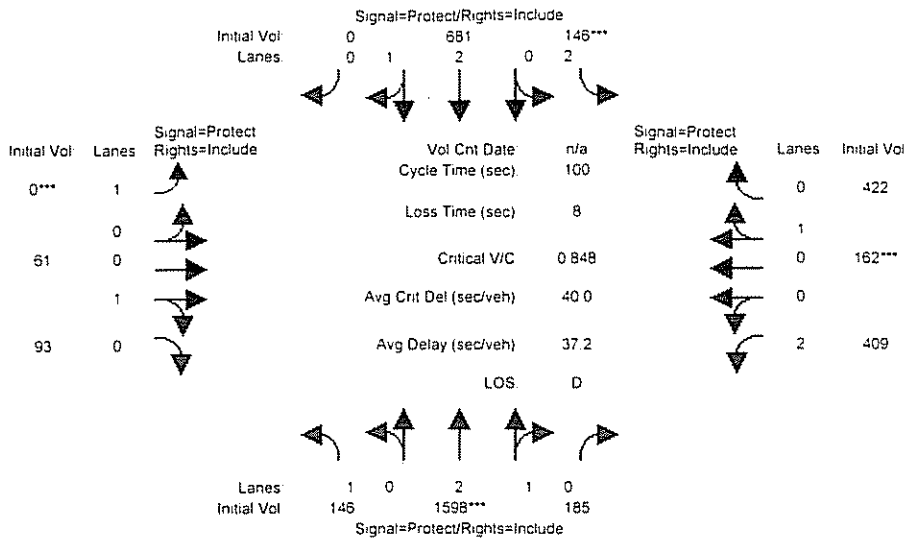


Street Name:	Haven Avenue						Edison Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	214	306	18	170	595	387	456	179	263	26	197	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	306	18	170	595	387	456	179	263	26	197	106
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:	214	306	18	170	595	387	456	179	263	26	197	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	306	18	170	595	387	456	179	263	26	197	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	306	18	170	595	387	456	179	263	26	197	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	214	306	18	170	595	387	456	179	263	26	197	106
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.99	0.99	0.90	1.00	0.85	0.84	0.91	0.91	0.90	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	1.00	1.00	2.00	0.40	0.60	1.00	0.65	0.35
Final Sat.:	1615	1686	99	1615	1800	1530	3040	664	976	1615	1109	597
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.18	0.11	0.33	0.25	0.15	0.27	0.27	0.02	0.15	0.18
Crit Moves:	----			----			----			----		
Green/Cycle:	0.16	0.34	0.34	0.20	0.39	0.39	0.17	0.32	0.32	0.06	0.20	0.20
Volume/Cap:	0.85	0.53	0.53	0.53	0.65	0.65	0.87	0.85	0.85	0.27	0.87	0.87
Delay/Veh:	64.4	27.1	27.1	37.4	37.8	27.7	54.9	44.8	44.8	46.4	58.9	58.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	27.1	27.1	37.4	37.8	27.7	54.9	44.8	44.8	46.4	58.9	58.9
HCM2kAvg:	9	8	8	6	19	11	10	16	16	1	12	12

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Intersection #47: Archibald Ave / Merrill Ave



Street Name:	Archibald Avenue						Merrill Ave					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

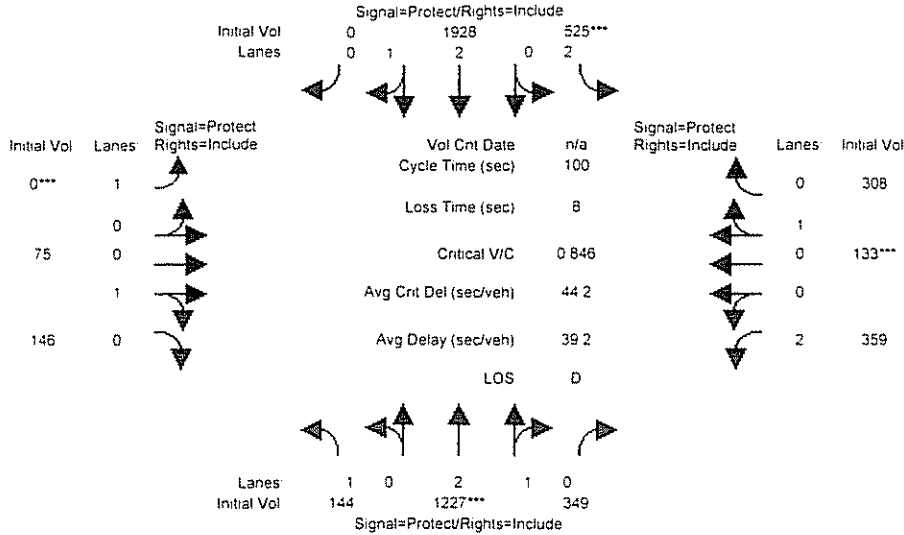
Volume Module:												
Base Vol:	146	1598	185	146	681	0	0	61	93	409	162	422
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1598	185	146	681	0	0	61	93	409	162	422
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	1598	185	146	681	0	0	61	93	409	162	422
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	1598	185	146	681	0	0	61	93	409	162	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1598	185	146	681	0	0	61	93	409	162	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	146	1598	185	146	681	0	0	61	93	409	162	422

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.90	0.90	0.84	0.91	0.91	0.94	0.91	0.91	0.84	0.89	0.89
Lanes:	1.00	2.69	0.31	2.00	3.00	0.00	1.00	0.40	0.60	2.00	0.28	0.72
Final Sat.:	1615	4334	502	3040	4914	0	1700	648	988	3040	445	1160

Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.05	0.14	0.00	0.00	0.09	0.09	0.13	0.36	0.36
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.40	0.40	0.06	0.28	0.00	0.00	0.19	0.19	0.27	0.40	0.40
Volume/Cap:	0.49	0.92	0.92	0.80	0.49	0.00	0.00	0.50	0.50	0.50	0.92	0.92
Delay/Veh:	38.0	35.5	35.5	68.1	30.4	0.0	0.0	37.7	37.7	31.4	46.5	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	35.5	35.5	68.1	30.4	0.0	0.0	37.7	37.7	31.4	46.5	46.5
HCM2kAvg:	5	21	21	4	6	0	0	5	5	6	21	21

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Intersection #47: Archibald Ave / Merrill Ave



Street Name:	Archibald Avenue						Merrill Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
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Volume Module:												
Base Vol:	144	1227	349	525	1928	0	0	75	146	359	133	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1227	349	525	1928	0	0	75	146	359	133	308
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:	144	1227	349	525	1928	0	0	75	146	359	133	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1227	349	525	1928	0	0	75	146	359	133	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1227	349	525	1928	0	0	75	146	359	133	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	144	1227	349	525	1928	0	0	75	146	359	133	308

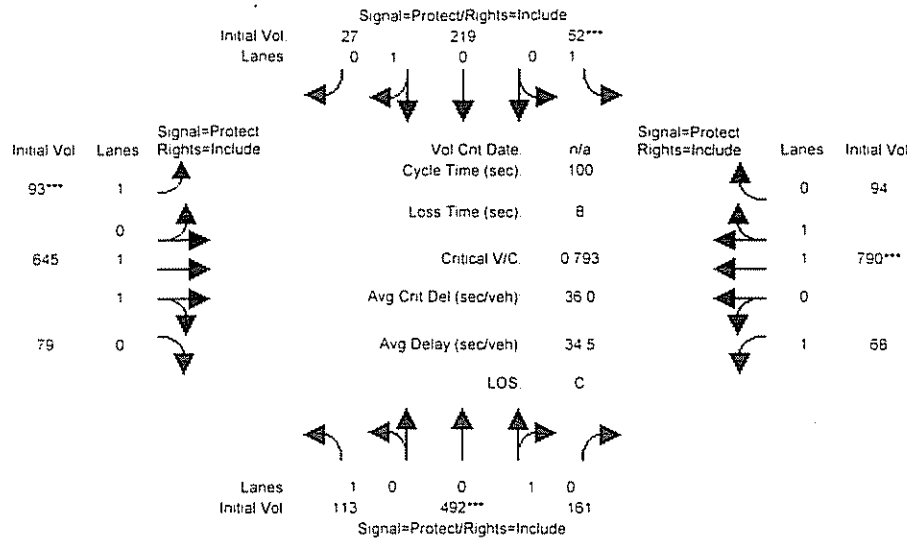
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.88	0.88	0.84	0.91	0.91	0.94	0.90	0.90	0.84	0.90	0.90
Lanes:	1.00	2.34	0.66	2.00	3.00	0.00	1.00	0.34	0.66	2.00	0.30	0.70
Final Sat.:	1615	3700	1052	3040	4914	0	1700	550	1071	3040	486	1125

Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.33	0.17	0.39	0.00	0.00	0.14	0.14	0.12	0.27	0.27
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.37	0.37	0.19	0.45	0.00	0.00	0.19	0.19	0.17	0.30	0.30
Volume/Cap:	0.86	0.90	0.90	0.90	0.86	0.00	0.00	0.70	0.70	0.70	0.90	0.90
Delay/Veh:	78.5	37.2	37.2	57.3	28.3	0.0	0.0	44.5	44.5	43.6	53.7	53.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.5	37.2	37.2	57.3	28.3	0.0	0.0	44.5	44.5	43.6	53.7	53.7
HCM2kAvg:	7	19	19	12	21	0	0	8	8	7	17	17

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Intersection #48: Sumner Ave - Haven Ave / Merrill Ave



Street Name:	Sumner Ave - Haven Avenue						Merrill Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

Volume Module:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	113	492	161	52	219	27	93	645	79	68	790	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	492	161	52	219	27	93	645	79	68	790	94
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:	113	492	161	52	219	27	93	645	79	68	790	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	492	161	52	219	27	93	645	79	68	790	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	492	161	52	219	27	93	645	79	68	790	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	492	161	52	219	27	93	645	79	68	790	94

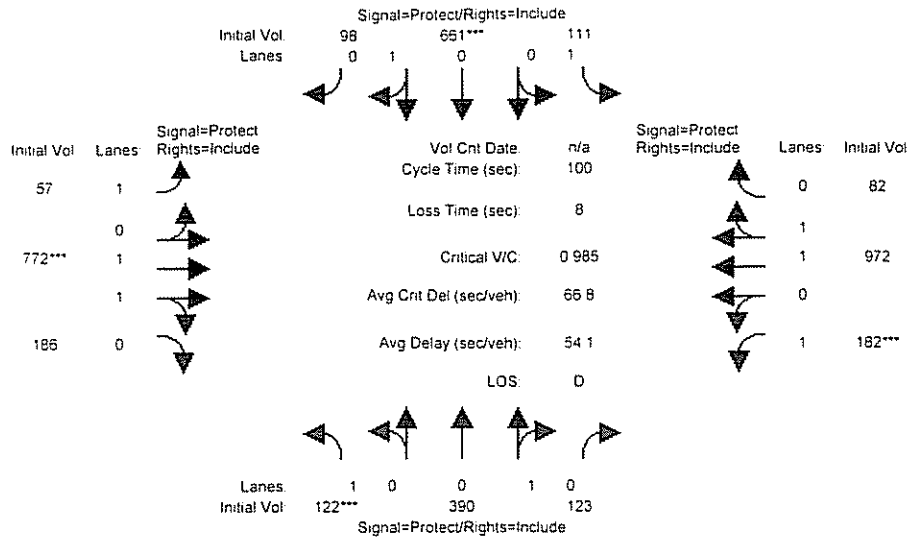
Saturation Flow Module:	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.96	0.96	0.90	0.98	0.98	0.90	0.93	0.93	0.90	0.93	0.93
Lanes:	1.00	0.75	0.25	1.00	0.89	0.11	1.00	1.78	0.22	1.00	1.79	0.21
Final Sat.:	1615	1306	427	1615	1577	194	1615	2998	367	1615	3007	358

Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.07	0.38	0.38	0.03	0.14	0.14	0.06	0.22	0.22	0.04	0.26	0.26
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.46	0.46	0.06	0.35	0.35	0.07	0.31	0.31	0.09	0.32	0.32
Volume/Cap:	0.40	0.81	0.81	0.54	0.40	0.40	0.81	0.70	0.70	0.49	0.81	0.81
Delay/Veh:	37.4	29.2	29.2	51.5	25.0	25.0	79.3	32.5	32.5	46.3	35.6	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	29.2	29.2	51.5	25.0	25.0	79.3	32.5	32.5	46.3	35.6	35.6
HCM2kAvg:	4	19	19	2	6	6	5	11	11	3	15	15

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Intersection #48: Sumner Ave - Haven Ave / Merrill Ave



Street Name:	Sumner Ave - Haven Avenue						Merrill Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

Volume Module:												
Base Vol:	122	390	123	111	661	98	57	772	186	182	972	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	390	123	111	661	98	57	772	186	182	972	82
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:	122	390	123	111	661	98	57	772	186	182	972	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	390	123	111	661	98	57	772	186	182	972	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	390	123	111	661	98	57	772	186	182	972	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	122	390	123	111	661	98	57	772	186	182	972	82

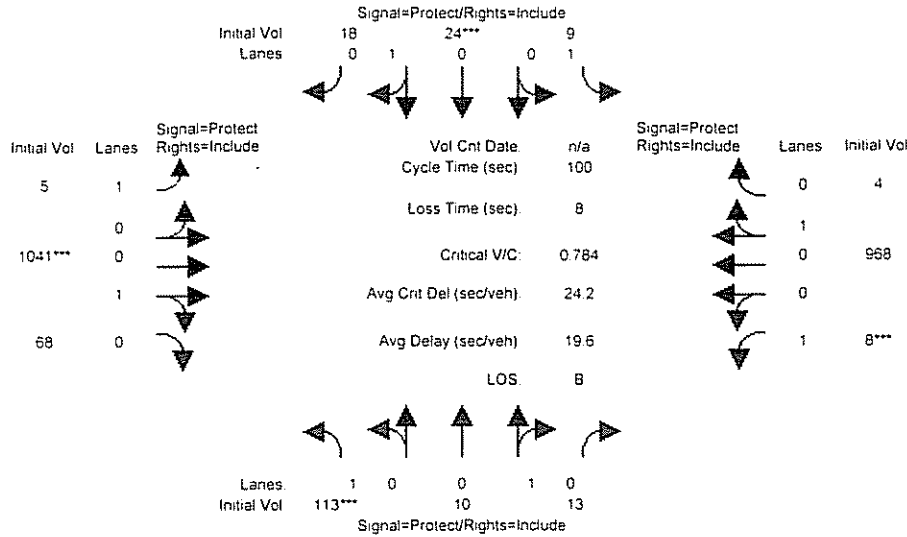
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.96	0.96	0.90	0.98	0.98	0.90	0.92	0.92	0.90	0.94	0.94
Lanes:	1.00	0.76	0.24	1.00	0.87	0.13	1.00	1.61	0.39	1.00	1.84	0.16
Final Sat.:	1615	1319	416	1615	1538	228	1615	2676	645	1615	3116	263

Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.07	0.43	0.43	0.04	0.29	0.29	0.11	0.31	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.42	0.42	0.10	0.44	0.44	0.07	0.29	0.29	0.11	0.34	0.34
Volume/Cap:	0.99	0.71	0.71	0.71	0.99	0.99	0.54	0.99	0.99	0.99	0.91	0.91
Delay/Veh:	122.2	27.5	27.5	57.9	56.6	56.6	50.6	60.4	60.4	106.0	42.6	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.2	27.5	27.5	57.9	56.6	56.6	50.6	60.4	60.4	106.0	42.6	42.6
HCM2kAvg:	7	14	14	5	30	30	3	21	21	10	20	20

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Intersection #199: Cleveland Ave / Merrill Ave



Street Name:	Cleveland Avenue						Merrill Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

Volume Module:												
Base Vol:	113	10	13	9	24	18	5	1041	68	8	968	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	10	13	9	24	18	5	1041	68	8	968	4
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:	113	10	13	9	24	18	5	1041	68	8	968	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	10	13	9	24	18	5	1041	68	8	968	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	10	13	9	24	18	5	1041	68	8	968	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	10	13	9	24	18	5	1041	68	8	968	4

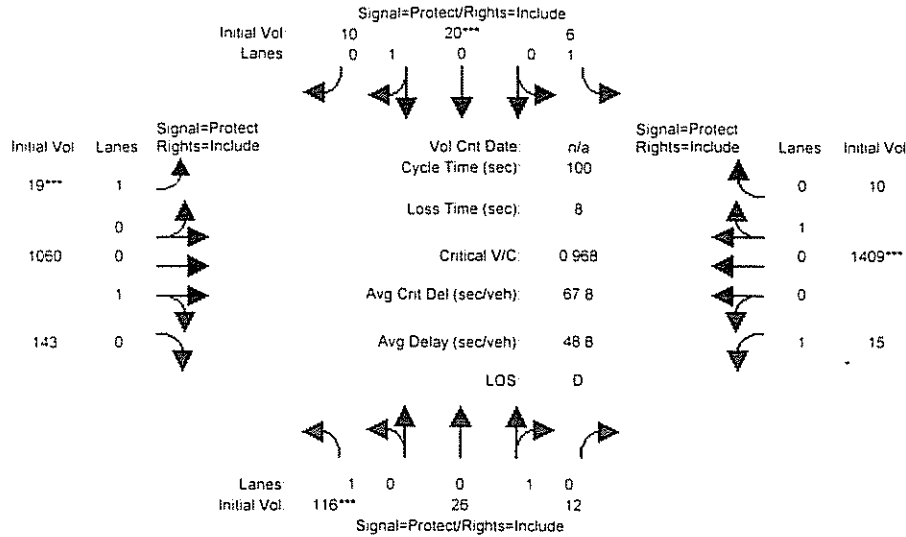
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.92	0.92	0.90	0.94	0.94	0.90	0.99	0.99	0.90	1.00	1.00
Lanes:	1.00	0.43	0.57	1.00	0.57	0.43	1.00	0.94	0.06	1.00	0.99	0.01
Final Sat.:	1615	716	931	1615	963	722	1615	1674	109	1615	1791	7

Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.01	0.01	0.02	0.02	0.00	0.62	0.62	0.00	0.54	0.54
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.07	0.07	0.07	0.06	0.06	0.08	0.72	0.72	0.06	0.70	0.70
Volume/Cap:	0.86	0.20	0.20	0.08	0.42	0.42	0.04	0.86	0.86	0.08	0.77	0.77
Delay/Veh:	86.5	44.7	44.7	43.7	48.1	48.1	42.8	16.8	16.8	44.8	12.7	12.7
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:	86.5	44.7	44.7	43.7	48.1	48.1	42.8	16.8	16.8	44.8	12.7	12.7
HCM2kAvg:	6	1	1	0	2	2	0	28	28	0	21	21

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Intersection #199: Cleveland Ave / Merrill Ave

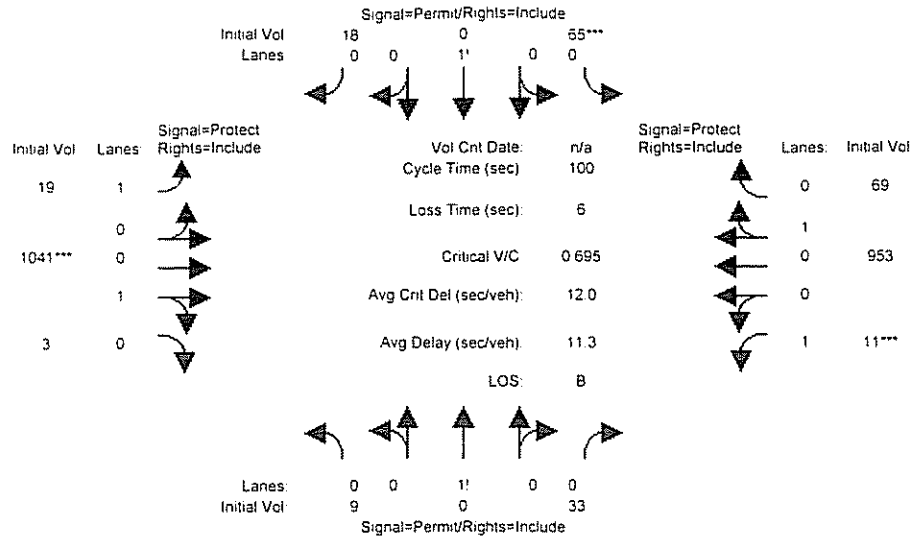


Street Name:	Cleveland Avenue						Merrill Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	116	26	12	6	20	10	19	1060	143	15	1409	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	26	12	6	20	10	19	1060	143	15	1409	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	26	12	6	20	10	19	1060	143	15	1409	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	26	12	6	20	10	19	1060	143	15	1409	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	26	12	6	20	10	19	1060	143	15	1409	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	116	26	12	6	20	10	19	1060	143	15	1409	10
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	0.95	0.90	0.95	0.95	0.90	0.98	0.98	0.90	1.00	1.00
Lanes:	1.00	0.68	0.32	1.00	0.67	0.33	1.00	0.88	0.12	1.00	0.99	0.01
Final Sat.:	1615	1174	542	1615	1140	570	1615	1557	210	1615	1786	13
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.02	0.00	0.02	0.02	0.01	0.68	0.68	0.01	0.79	0.79
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.06	0.06	0.06	0.06	0.06	0.06	0.73	0.73	0.06	0.73	0.73
Volume/Cap:	1.08	0.35	0.35	0.06	0.29	0.29	0.20	0.93	0.93	0.14	1.08	1.08
Delay/Veh:	155.4	46.8	46.8	44.3	46.6	46.6	45.7	23.9	23.9	44.8	61.4	61.4
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:	155.4	46.8	46.8	44.3	46.6	46.6	45.7	23.9	23.9	44.8	61.4	61.4
HCM2kAvg:	8	2	2	0	1	1	1	36	36	1	60	60

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Intersection #167: Project St (W) / Merrill Ave



Street Name:	Project Street (W)						Merrill Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

Volume Module:												
Base Vol:	9	0	33	65	0	18	19	1041	3	11	953	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	33	65	0	18	19	1041	3	11	953	69
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:	9	0	33	65	0	18	19	1041	3	11	953	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	33	65	0	18	19	1041	3	11	953	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	33	65	0	18	19	1041	3	11	953	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	0	33	65	0	18	19	1041	3	11	953	69

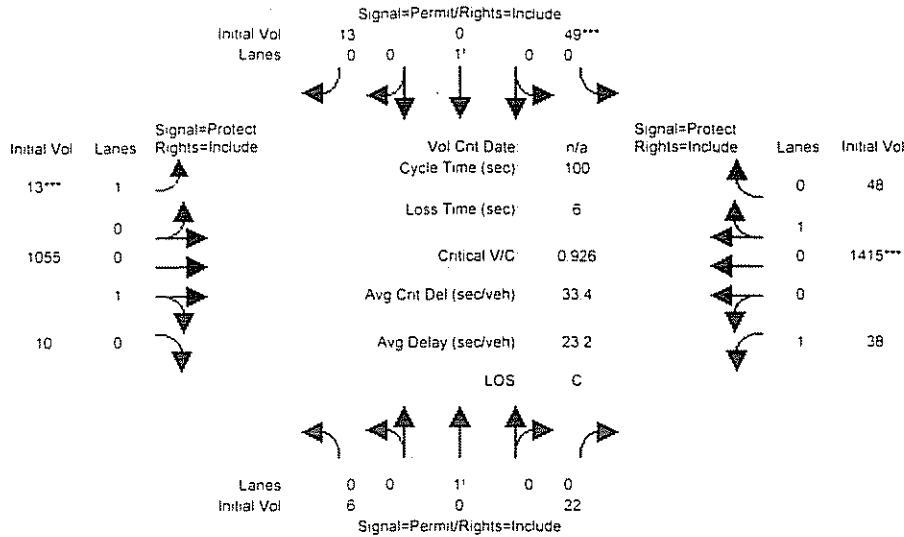
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.81	1.00	0.85	0.68	1.00	0.72	0.90	1.00	1.00	0.90	0.99	0.99
Lanes:	0.22	0.00	0.78	0.79	0.00	0.21	1.00	0.99	0.01	1.00	0.93	0.07
Final Sat.:	326	0	1194	972	0	269	1615	1795	5	1615	1662	120

Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.07	0.00	0.07	0.01	0.58	0.58	0.01	0.57	0.57
Crit Moves:				****			****			****		
Green/Cycle:	0.09	0.00	0.09	0.09	0.00	0.09	0.08	0.79	0.79	0.06	0.77	0.77
Volume/Cap:	0.30	0.00	0.30	0.74	0.00	0.74	0.15	0.74	0.74	0.11	0.75	0.75
Delay/Veh:	43.7	0.0	43.7	66.3	0.0	66.3	43.3	7.3	7.3	45.0	8.6	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	0.0	43.7	66.3	0.0	66.3	43.3	7.3	7.3	45.0	8.6	8.6
HCM2kAvg:	2	0	2	5	0	5	1	17	17	0	18	18

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Intersection #167: Project St (W) / Merrill Ave

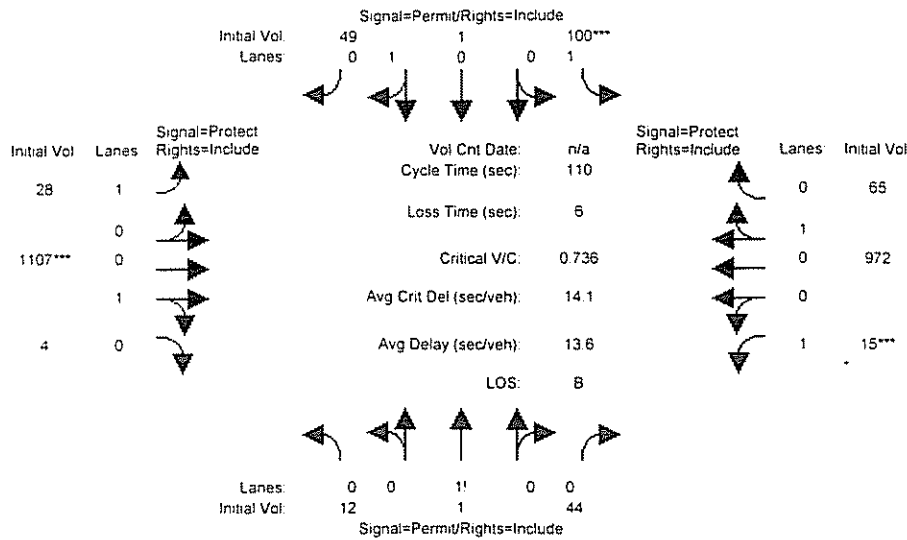


Street Name:	Project Street (W)						Merrill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	6	0	22	49	0	13	13	1055	10	38	1415	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	22	49	0	13	13	1055	10	38	1415	48
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:	6	0	22	49	0	13	13	1055	10	38	1415	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	22	49	0	13	13	1055	10	38	1415	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	22	49	0	13	13	1055	10	38	1415	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	0	22	49	0	13	13	1055	10	38	1415	48
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.81	1.00	0.85	0.75	1.00	0.80	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	0.22	0.00	0.78	0.80	0.00	0.20	1.00	0.99	0.01	1.00	0.97	0.03
Final Sat.:	326	0	1194	1083	0	287	1615	1781	17	1615	1732	59
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.05	0.00	0.05	0.01	0.59	0.59	0.02	0.82	0.82
Crit Moves:				****				****				****
Green/Cycle:	0.06	0.00	0.06	0.06	0.00	0.06	0.06	0.80	0.80	0.08	0.82	0.82
Volume/Cap:	0.31	0.00	0.31	0.75	0.00	0.75	0.13	0.74	0.74	0.29	1.00	1.00
Delay/Veh:	46.9	0.0	46.9	78.3	0.0	78.3	45.2	7.1	7.1	44.5	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	0.0	46.9	78.3	0.0	78.3	45.2	7.1	7.1	44.5	31.4	31.4
HCM2kAvg:	1	0	1	4	0	4	1	17	17	1	53	53

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Intersection #206: Project St (E) / Merrill Ave



Street Name:	Project Street (E)						Merrill Avenue					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

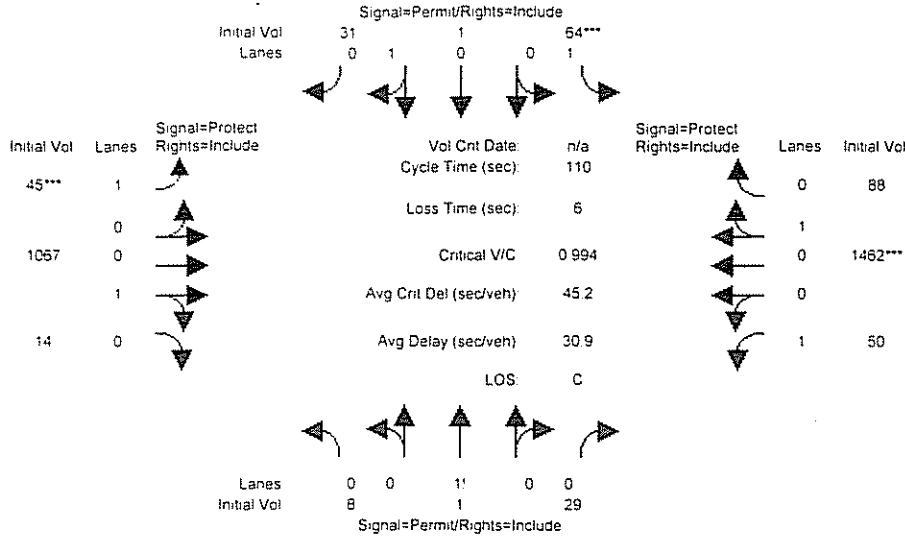
Volume Module:												
Base Vol:	12	1	44	100	1	49	28	1107	4	15	972	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1	44	100	1	49	28	1107	4	15	972	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	1	44	100	1	49	28	1107	4	15	972	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1	44	100	1	49	28	1107	4	15	972	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1	44	100	1	49	28	1107	4	15	972	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	1	44	100	1	49	28	1107	4	15	972	65

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.79	0.84	0.84	0.81	0.85	0.85	0.90	1.00	1.00	0.90	0.99	0.99
Lanes:	0.22	0.02	0.76	1.00	0.02	0.98	1.00	0.99	0.01	1.00	0.94	0.06
Final Sat.:	314	26	1152	1461	31	1505	1615	1792	6	1615	1672	112

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.03	0.03	0.02	0.62	0.62	0.01	0.58	0.58
Crit Moves:				****				****		****		
Green/Cycle:	0.09	0.09	0.09	0.09	0.09	0.09	0.07	0.80	0.80	0.05	0.78	0.78
Volume/Cap:	0.43	0.43	0.43	0.77	0.37	0.37	0.24	0.77	0.77	0.17	0.74	0.74
Delay/Veh:	49.7	49.7	49.7	73.1	48.9	48.9	49.1	8.2	8.2	50.5	8.4	8.4
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:	49.7	49.7	49.7	73.1	48.9	48.9	49.1	8.2	8.2	50.5	8.4	8.4
HCM2kAvg:	2	2	2	6	2	2	1	21	21	1	19	19

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Intersection #206: Project St (E) / Merrill Ave

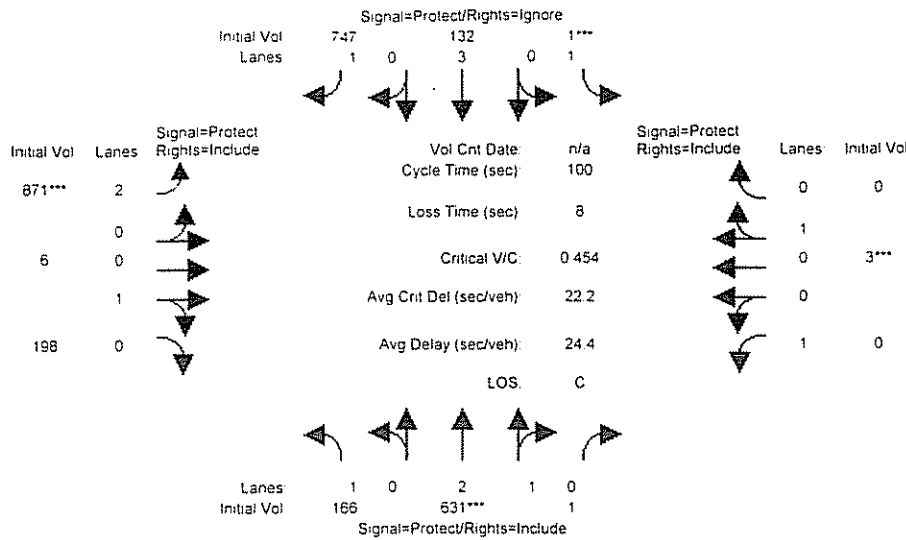


Street Name:	Project Street (E)						Merrill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	8	1	29	64	1	31	45	1067	14	50	1462	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1	29	64	1	31	45	1067	14	50	1462	98
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	1	29	64	1	31	45	1067	14	50	1462	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1	29	64	1	31	45	1067	14	50	1462	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1	29	64	1	31	45	1067	14	50	1462	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	1	29	64	1	31	45	1067	14	50	1462	98
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.78	0.83	0.83	0.83	0.86	0.86	0.90	1.00	1.00	0.90	0.99	0.99
Lanes:	0.22	0.03	0.75	1.00	0.03	0.97	1.00	0.99	0.01	1.00	0.94	0.06
Final Sat.:	311	39	1127	1493	48	1491	1615	1773	23	1615	1683	101
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.04	0.02	0.02	0.03	0.60	0.60	0.03	0.87	0.87
Crit Moves:				****				****				****
Green/Cycle:	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.82	0.82	0.07	0.84	0.84
Volume/Cap:	0.47	0.47	0.47	0.79	0.38	0.38	0.51	0.74	0.74	0.42	1.04	1.04
Delay/Veh:	54.8	54.8	54.8	89.7	53.1	53.1	55.5	6.6	6.6	51.0	43.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	54.8	54.8	89.7	53.1	53.1	55.5	6.6	6.6	51.0	43.1	43.1
HCM2kAvg:	2	2	2	4	2	2	2	19	18	2	65	65

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Intersection #61: Hamner Ave / Merrill Ave



Street Name:	Hamner Avenue						Merrill Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	166	631	1	1	132	747	871	6	198	0	3	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	631	1	1	132	747	871	6	198	0	3	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:	166	631	1	1	132	747	871	6	198	0	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	631	1	1	132	0	871	6	198	0	3	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	631	1	1	132	0	871	6	198	0	3	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	166	631	1	1	132	0	871	6	198	0	3	0

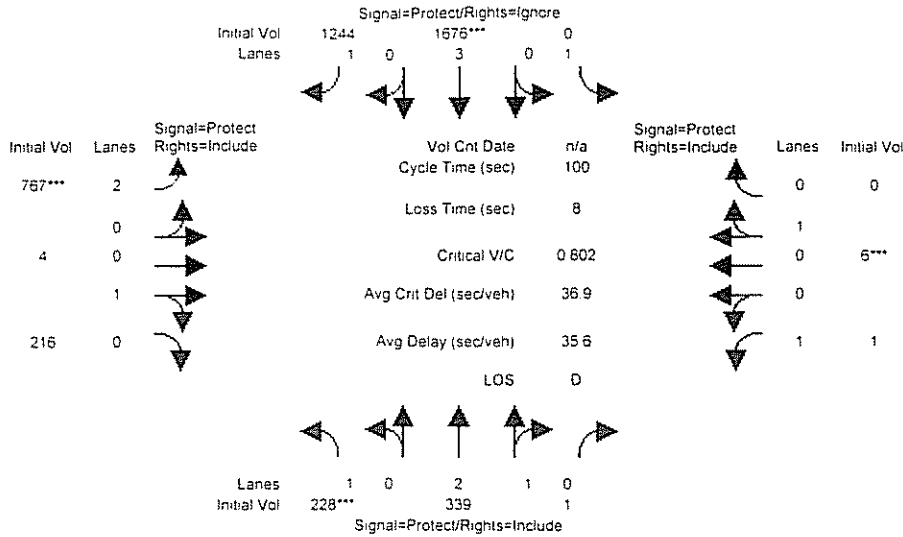
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.91	0.91	0.90	0.91	1.00	0.84	0.85	0.85	0.94	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	2.00	0.03	0.97	1.00	1.00	0.00
Final Sat.:	1615	4906	8	1615	4914	1800	3040	45	1492	1700	1800	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.10	0.13	0.13	0.00	0.03	0.00	0.29	0.13	0.13	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.19	0.25	0.25	0.06	0.11	0.00	0.55	0.42	0.42	0.00	0.06	0.00
Volume/Cap:	0.53	0.52	0.52	0.01	0.24	0.00	0.52	0.31	0.31	0.00	0.03	0.00
Delay/Veh:	37.9	32.9	32.9	44.2	40.6	0.0	14.3	19.6	19.6	0.0	44.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	32.9	32.9	44.2	40.6	0.0	14.3	19.6	19.6	0.0	44.4	0.0
HCM2kAvg:	5	6	6	0	1	0	9	4	4	0	0	0

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Intersection #61: Hamner Ave / Merrill Ave

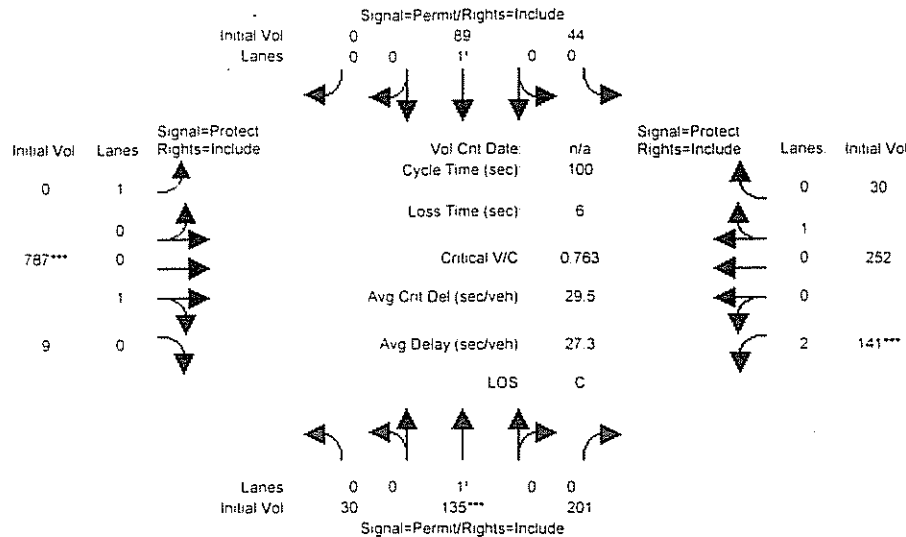


Street Name:	Hamner Avenue						Merrill Ave						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6	
Volume Module:													
Base Vol:	228	339	1	0	1676	1244	767	4	216	1	6	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	228	339	1	0	1676	1244	767	4	216	1	6	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:	228	339	1	0	1676	1244	767	4	216	1	6	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	228	339	1	0	1676	0	767	4	216	1	6	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	228	339	1	0	1676	0	767	4	216	1	6	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:	228	339	1	0	1676	0	767	4	216	1	6	0	
Saturation Flow Module:													
Sat/Lane:	1800	1800	1900	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Adjustment:	0.90	0.91	0.91	0.94	0.91	1.00	0.84	0.85	0.85	0.90	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	2.00	0.02	0.98	1.00	1.00	0.00	
Final Sat.:	1615	4900	14	1700	4914	1800	3040	28	1507	1615	1800	0	
Capacity Analysis Module:													
Vol/Sat:	0.14	0.07	0.07	0.00	0.34	0.00	0.25	0.14	0.14	0.00	0.00	0.00	
Crit Moves:	****	****						****	****				
Green/Cycle:	0.17	0.30	0.30	0.00	0.40	0.00	0.30	0.25	0.25	0.10	0.06	0.00	
Volume/Cap:	0.85	0.23	0.23	0.00	0.85	0.00	0.85	0.57	0.57	0.01	0.06	0.00	
Delay/Veh:	63.1	26.2	26.2	0.0	31.3	0.0	41.2	34.9	34.9	40.1	44.5	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	63.1	26.2	26.2	0.0	31.3	0.0	41.2	34.9	34.9	40.1	44.5	0.0	
HCM2kAvg:	10	3	3	0	18	0	15	7	7	0	0	0	

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Intersection #145: Cleveland Ave / Bellegrave Ave

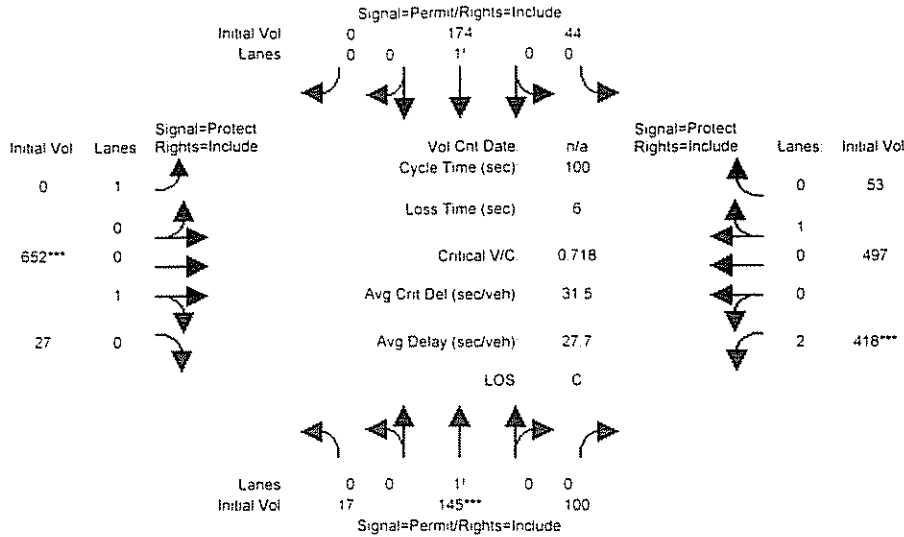


Street Name:	Cleveland Avenue						Bellegrave Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	30	135	201	44	89	0	0	787	9	141	252	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	135	201	44	89	0	0	787	9	141	252	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	135	201	44	89	0	0	787	9	141	252	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	135	201	44	89	0	0	787	9	141	252	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	135	201	44	89	0	0	787	9	141	252	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
NLF Adj:	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.:	30	135	201	44	89	0	0	787	9	141	252	30
Saturation Flow Module:												
Sat/Lane:	1800	1900	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.85	0.90	0.90	0.70	0.74	1.00	0.94	1.00	1.00	0.84	0.98	0.98
Lanes:	0.08	0.37	0.55	0.34	0.66	0.00	1.00	0.99	0.01	2.00	0.89	0.11
Final Sat.:	132	593	984	432	874	0	1700	1776	20	3040	1583	188
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.10	0.10	0.00	0.00	0.44	0.44	0.05	0.16	0.16
Crit Moves:	----						----			----		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.00	0.00	0.58	0.58	0.06	0.47	0.47
Volume/Cap:	0.76	0.76	0.76	0.34	0.34	0.00	0.00	0.76	0.76	0.76	0.34	0.34
Delay/Veh:	39.0	39.0	39.0	27.9	27.9	0.0	0.0	19.1	19.1	63.2	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	39.0	39.0	27.9	27.9	0.0	0.0	19.1	19.1	63.2	17.2	17.2
HCM2kAvg:	12	12	12	4	4	0	0	20	20	4	5	5

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Intersection #145: Cleveland Ave / Bellegrave Ave

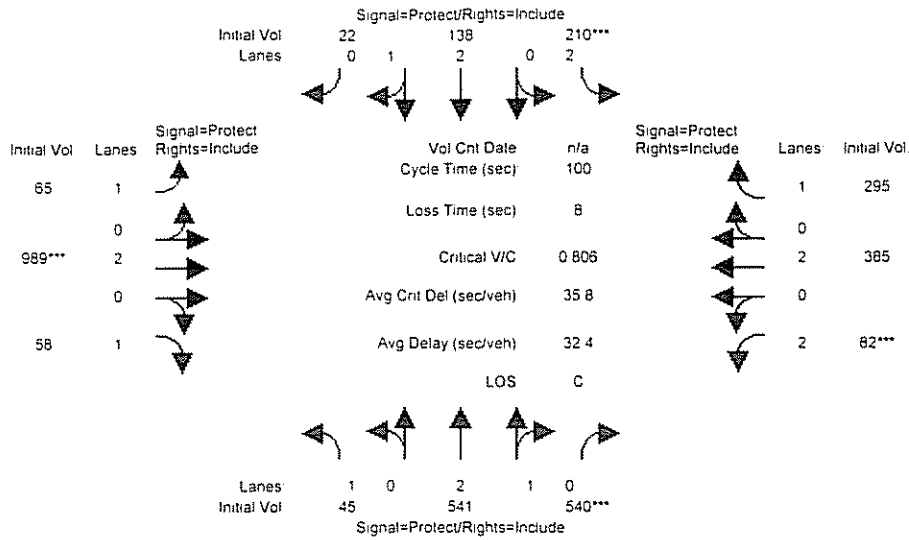


Street Name:	Cleveland Avenue						Bellegrave Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	17	145	100	44	174	0	0	652	27	418	497	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	145	100	44	174	0	0	652	27	418	497	53
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:	17	145	100	44	174	0	0	652	27	418	497	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	145	100	44	174	0	0	652	27	418	497	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	145	100	44	174	0	0	652	27	418	497	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	145	100	44	174	0	0	652	27	418	497	53
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.87	0.93	0.93	0.74	0.78	1.00	0.94	0.99	0.99	0.84	0.99	0.99
Lanes:	0.07	0.55	0.38	0.21	0.79	0.00	1.00	0.96	0.04	2.00	0.90	0.10
Final Sat.:	108	918	633	280	1107	0	1700	1718	71	3040	1604	171
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.16	0.16	0.00	0.00	0.38	0.38	0.14	0.31	0.31
Crit Moves:	****						****			****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.00	0.00	0.53	0.53	0.19	0.60	0.60
Volume/Cap:	0.72	0.72	0.72	0.71	0.71	0.00	0.00	0.72	0.72	0.72	0.51	0.51
Delay/Veh:	42.9	42.9	42.9	43.9	43.9	0.0	0.0	20.6	20.6	42.2	11.8	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	42.9	42.9	43.9	43.9	0.0	0.0	20.6	20.6	42.2	11.8	11.8
HCM2kAvg:	9	9	9	9	9	0	0	17	17	8	10	10

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Intersection #102: Hamner Ave / Bellegrave Ave



Street Name:	Hamner Avenue						Bellegrave Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

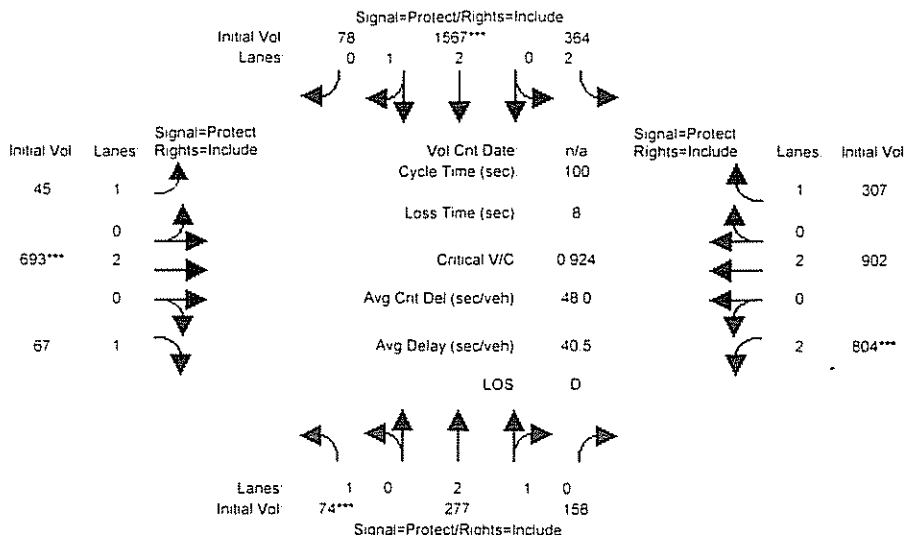
Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	45	541	540	210	138	22	65	989	58	82	385	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	541	540	210	138	22	65	989	58	82	385	295
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	541	540	210	138	22	65	989	58	82	385	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	541	540	210	138	22	65	989	58	82	385	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	541	540	210	138	22	65	989	58	82	385	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	541	540	210	138	22	65	989	58	82	385	295

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.84	0.84	0.84	0.89	0.89	0.90	0.95	0.85	0.84	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	2.59	0.41	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1615	3030	1515	3040	4149	661	1615	3420	1530	3040	3420	1530

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.18	0.36	0.07	0.03	0.03	0.04	0.29	0.04	0.03	0.11	0.19
Crit Moves:			****	****			****			****		
Green/Cycle:	0.26	0.43	0.43	0.08	0.26	0.26	0.10	0.35	0.35	0.06	0.31	0.31
Volume/Cap:	0.11	0.42	0.83	0.83	0.13	0.13	0.42	0.83	0.11	0.45	0.36	0.62
Delay/Veh:	28.6	20.0	30.0	65.3	28.7	28.7	44.3	35.0	22.2	47.2	26.9	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	20.0	30.0	65.3	28.7	28.7	44.3	35.0	22.2	47.2	26.9	31.9
HCM2kAvg:	1	6	17	6	1	1	2	16	1	2	5	9

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Intersection #102: Hamner Ave / Bellegrave Ave



Street Name:	Hamner Avenue						Bellegrave Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	5

Volume Module:												
Base Vol:	74	277	158	364	1567	78	45	693	67	804	902	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	277	158	364	1567	78	45	693	67	804	902	307
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:	74	277	158	364	1567	78	45	693	67	804	902	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	277	158	364	1567	78	45	693	67	804	902	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	277	158	364	1567	78	45	693	67	804	902	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	277	158	364	1567	78	45	693	67	804	902	307

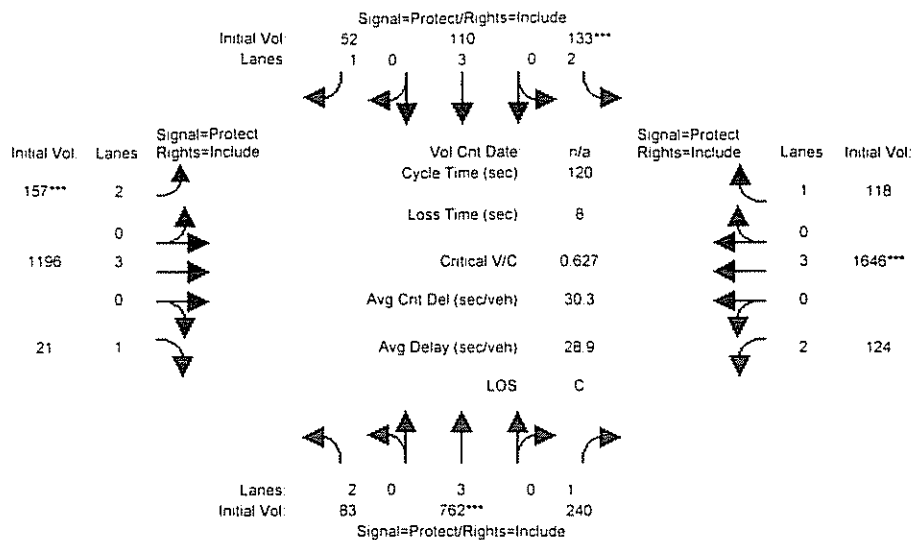
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.86	0.86	0.84	0.90	0.90	0.90	0.95	0.85	0.84	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1615	3099	1550	3040	4648	231	1615	3420	1530	3040	3420	1530

Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.10	0.12	0.34	0.34	0.03	0.20	0.04	0.26	0.26	0.20
Crit Moves:	****				****		****			****		
Green/Cycle:	0.06	0.19	0.19	0.23	0.36	0.36	0.09	0.22	0.22	0.28	0.41	0.41
Volume/Cap:	0.76	0.46	0.53	0.53	0.94	0.94	0.30	0.94	0.20	0.94	0.65	0.49
Delay/Veh:	75.9	36.1	36.9	34.7	40.7	40.7	43.5	57.5	32.4	52.0	25.0	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.9	36.1	36.9	34.7	40.7	40.7	43.5	57.5	32.4	52.0	25.0	22.6
HCM2kAvg:	4	4	5	6	21	21	2	15	2	17	12	7

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Intersection #64: Hamner Ave / Limonite Ave



Street Name:	Hamner Avenue						Limonite Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

Volume Module:	83	762	240	133	110	52	157	1196	21	124	1646	118
Base Vol:	83	762	240	133	110	52	157	1196	21	124	1646	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	762	240	133	110	52	157	1196	21	124	1646	118
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:	83	762	240	133	110	52	157	1196	21	124	1646	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	762	240	133	110	52	157	1196	21	124	1646	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	762	240	133	110	52	157	1196	21	124	1646	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	83	762	240	133	110	52	157	1196	21	124	1646	118

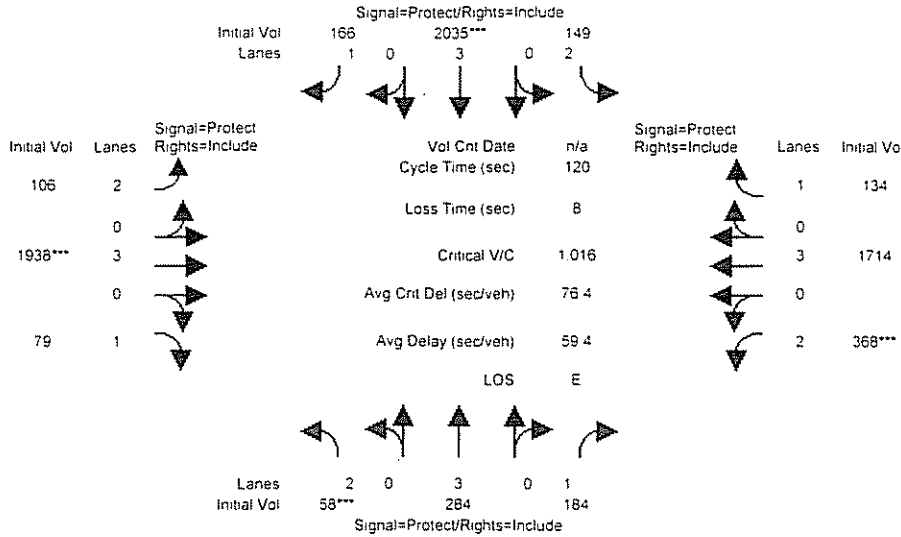
Saturation Flow Module:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.91	0.85	0.84	0.91	0.85	0.84	0.91	0.85	0.84	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3040	4914	1530	3040	4914	1530	3040	4914	1530	3040	4914	1530

Capacity Analysis Module:	0.03	0.16	0.16	0.04	0.02	0.03	0.05	0.24	0.01	0.04	0.33	0.08
Vol/Sat:	0.03	0.16	0.16	0.04	0.02	0.03	0.05	0.24	0.01	0.04	0.33	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.25	0.25	0.07	0.16	0.16	0.08	0.51	0.51	0.11	0.53	0.53
Volume/Cap:	0.17	0.63	0.63	0.63	0.14	0.21	0.63	0.48	0.03	0.39	0.63	0.14
Delay/Veh:	43.9	41.3	43.8	60.1	43.5	44.4	58.3	19.1	14.5	50.9	20.1	14.2
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:	43.9	41.3	43.8	60.1	43.5	44.4	58.3	19.1	14.5	50.9	20.1	14.2
HCM2kAvg:	1	9	9	4	1	2	4	9	0	3	14	2

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Opening Year with Proj with Mitigations PM

Intersection #64: Hamner Ave / Limonite Ave

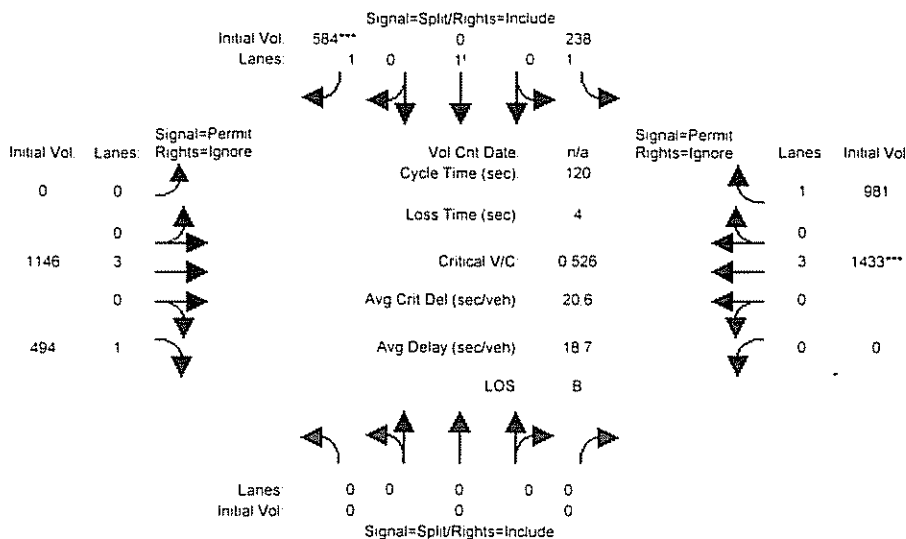


Street Name:	Hamner Avenue						Limonite Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	58	284	184	149	2035	166	106	1938	79	368	1714	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	284	184	149	2035	166	106	1938	79	368	1714	134
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:	58	284	184	149	2035	166	106	1938	79	368	1714	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	284	184	149	2035	166	106	1938	79	368	1714	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	284	184	149	2035	166	106	1938	79	368	1714	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	284	184	149	2035	166	106	1938	79	368	1714	134
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.91	0.85	0.84	0.91	0.85	0.84	0.91	0.85	0.84	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3040	4914	1530	3040	4914	1530	3040	4914	1530	3040	4914	1530
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.12	0.05	0.41	0.11	0.03	0.39	0.05	0.12	0.35	0.09
Crit Moves:	****				****		****			****		
Green/Cycle:	0.05	0.31	0.31	0.13	0.39	0.39	0.06	0.37	0.37	0.12	0.43	0.43
Volume/Cap:	0.38	0.19	0.38	0.38	1.05	0.28	0.57	1.05	0.14	1.05	0.81	0.20
Delay/Veh:	56.8	30.1	32.7	48.3	72.2	25.0	58.8	73.8	24.8	115.6	32.7	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	30.1	32.7	48.3	72.2	25.0	58.8	73.9	24.8	115.6	32.7	21.6
HCM2kAvg:	2	3	5	3	34	4	3	33	2	12	20	3

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Intersection #89: I-15 SB Ramps / Limonite Ave



Street Name:	I-15 Southbound Ramps						Limonite Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

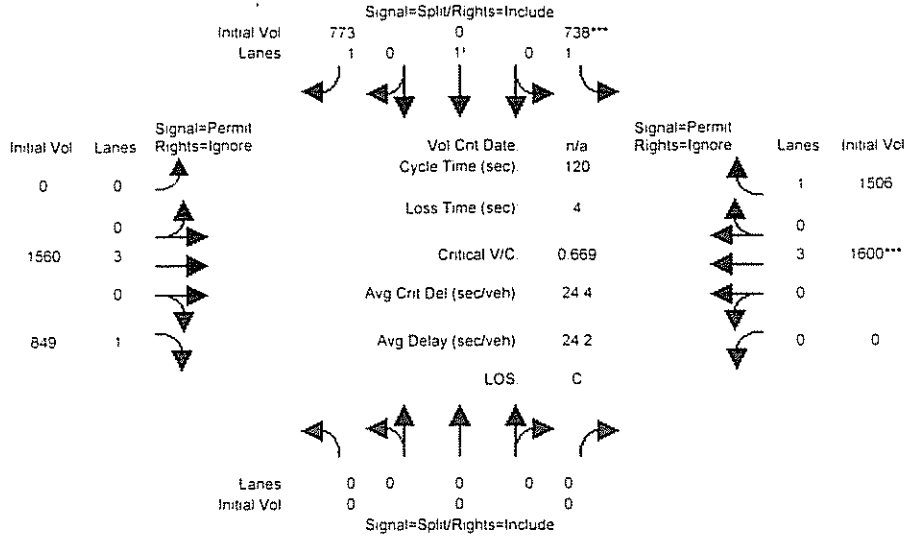
Volume Module:												
Base Vol:	0	0	0	238	0	584	0	1146	494	0	1433	981
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	238	0	584	0	1146	494	0	1433	981
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	238	0	584	0	1146	494	0	1433	981
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	238	0	584	0	1146	0	0	1433	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	238	0	584	0	1146	0	0	1433	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	238	0	584	0	1146	0	0	1433	0

Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.83	1.00	0.88	0.94	0.91	1.00	0.94	0.91	1.00
Lanes:	0.00	0.00	0.00	1.30	0.00	1.70	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1950	0	2695	0	4914	1800	0	4914	1800

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.22	0.00	0.23	0.00	0.00	0.29	0.00
Crit Moves:						****						****
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.55	0.00	0.00	0.55	0.00
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.53	0.00	0.42	0.00	0.00	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	23.7	0.0	26.8	0.0	15.6	0.0	0.0	17.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.7	0.0	26.8	0.0	15.6	0.0	0.0	17.0	0.0
HCM2kAvg:	0	0	0	5	0	10	0	8	0	0	11	0

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Intersection #89: I-15 SB Ramps / Limonite Ave



Street Name:	I-15 Southbound Ramps						Limonite Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
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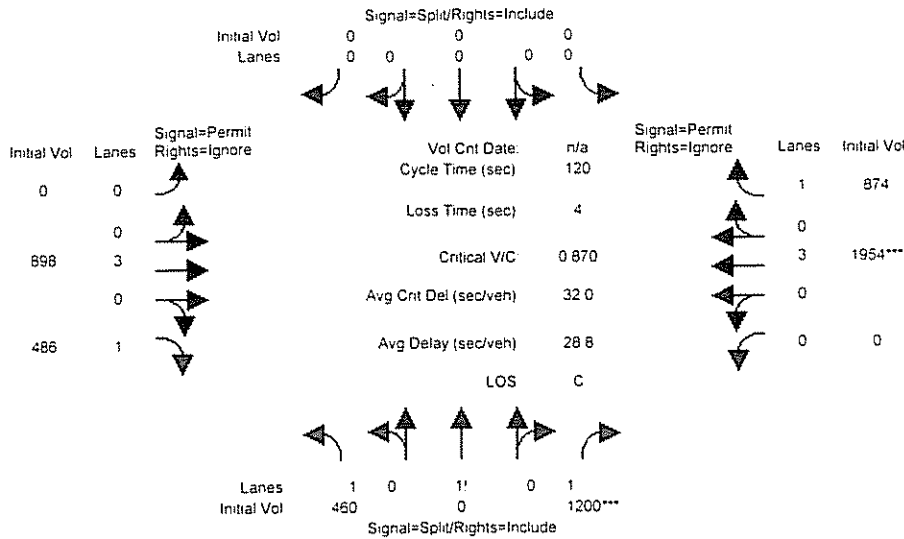
Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	738	0	773	0	1560	849	0	1600	1506
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	738	0	773	0	1560	849	0	1600	1506
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	738	0	773	0	1560	849	0	1600	1506
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	738	0	773	0	1560	0	0	1600	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	738	0	773	0	1560	0	0	1600	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	0	0	738	0	773	0	1560	0	0	1600	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.85	1.00	0.90	0.94	0.91	1.00	0.94	0.91	1.00
Lanes:	0.00	0.00	0.00	1.50	0.00	1.50	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2301	0	2428	0	4914	1800	0	4914	1800

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.32	0.00	0.32	0.00	0.00	0.33	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.48	0.00	0.48	0.00	0.49	0.00	0.00	0.49	0.00
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.66	0.00	0.65	0.00	0.00	0.67	0.00
Delay/Veh:	0.0	0.0	0.0	24.7	0.0	24.6	0.0	23.8	0.0	0.0	24.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.7	0.0	24.6	0.0	23.8	0.0	0.0	24.2	0.0
HCM2kAvg:	0	0	0	15	0	15	0	15	0	0	15	0

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Intersection #90: I-15 NB Ramps / Limonite Ave



Street Name:	I-15 Northbound Ramps						Limonite Avenue					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6

Volume Module:												
	460	0	1200	0	0	0	0	898	486	0	1954	874
Base Vol:	460	0	1200	0	0	0	0	898	486	0	1954	874
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	0	1200	0	0	0	0	898	486	0	1954	874
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:	460	0	1200	0	0	0	0	898	486	0	1954	874
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	460	0	1200	0	0	0	0	898	0	0	1954	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	0	1200	0	0	0	0	898	0	0	1954	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	460	0	1200	0	0	0	0	898	0	0	1954	0

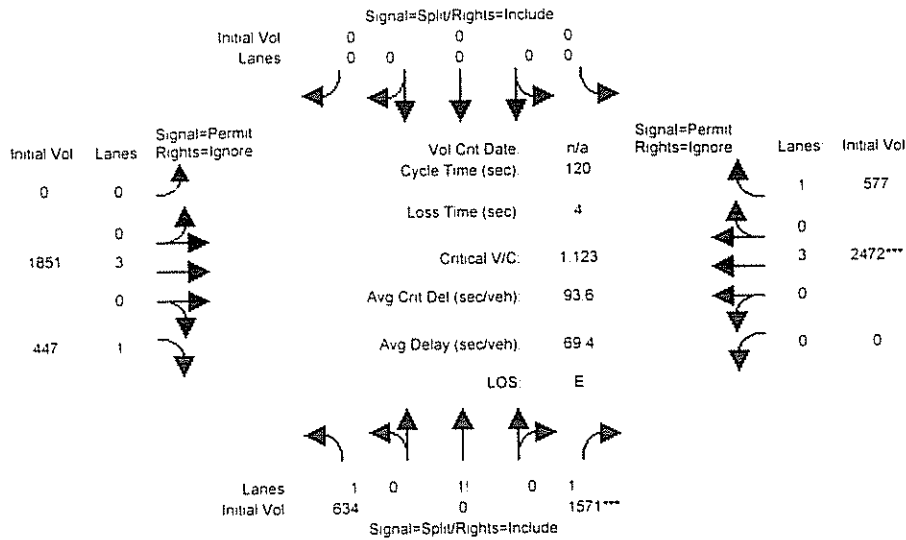
Saturation Flow Module:												
	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	1.00	0.88	0.94	1.00	1.00	0.94	0.91	1.00	0.94	0.91	1.00
Lanes:	1.29	0.00	1.71	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1927	0	2709	0	0	0	0	4914	1800	0	4914	1800

Capacity Analysis Module:												
	0.24	0.00	0.44	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.40	0.00
Vol/Sat:	0.24	0.00	0.44	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.40	0.00
Crit Moves:			****								****	
Green/Cycle:	0.51	0.00	0.51	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.46	0.00
Volume/Cap:	0.47	0.00	0.97	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.87	0.00
Delay/Veh:	19.1	0.0	30.5	0.0	0.0	0.0	0.0	21.7	0.0	0.0	33.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	0.0	30.5	0.0	0.0	0.0	0.0	21.7	0.0	0.0	33.3	0.0
HCM2kAvg:	9	0	26	0	0	0	0	7	0	0	24	0

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Parkside Specific Plan
Opening Year with Project Conditions with Mitigations

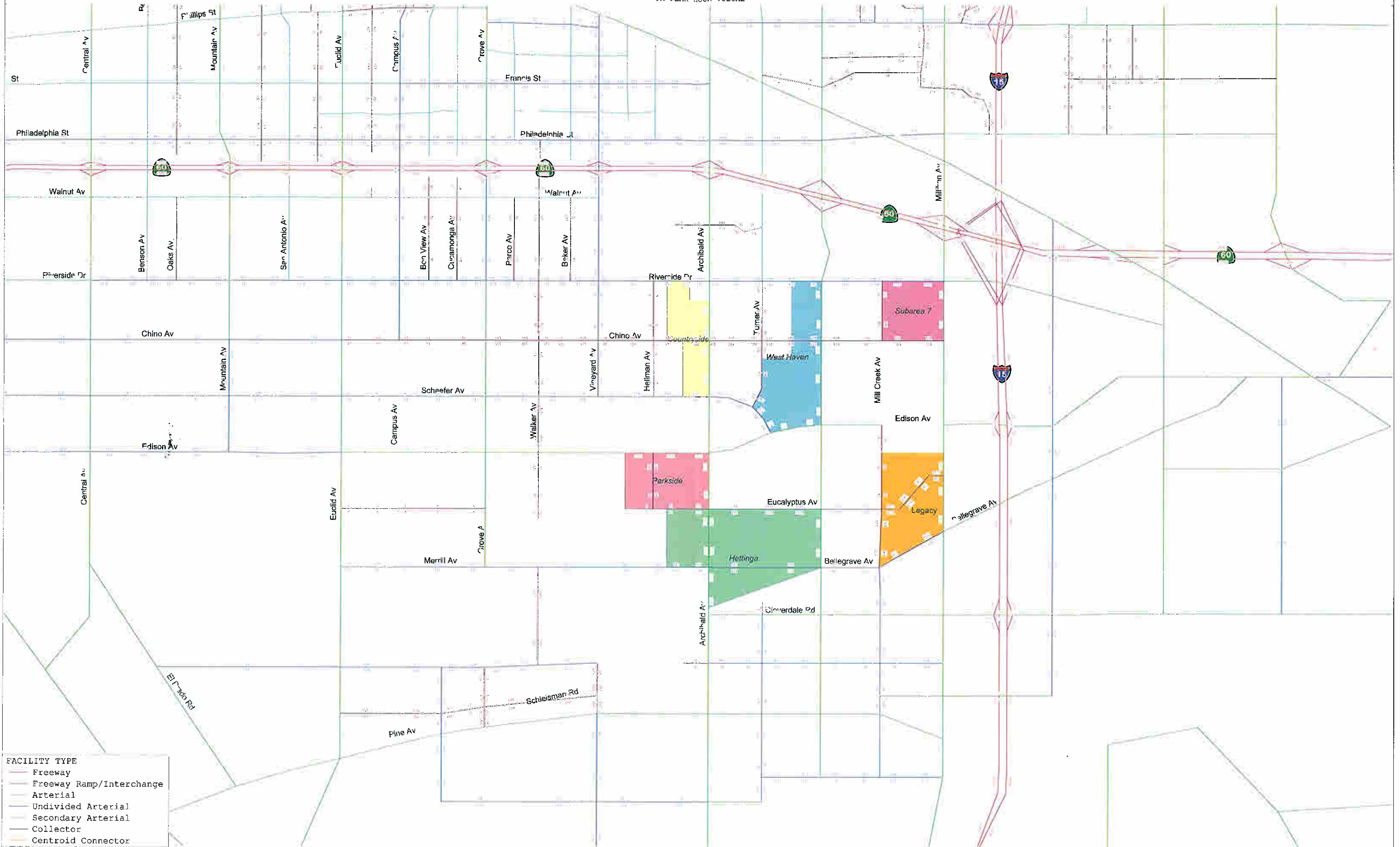
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Opening Year with Proj with Mitigations PM

Intersection #90: I-15 NB Ramps / Limonite Ave



Street Name:	I-15 Northbound Ramps						Limonite Avenue					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Volume Module:												
Base Vol:	634	0	1571	0	0	0	0	1851	447	0	2472	577
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	634	0	1571	0	0	0	0	1851	447	0	2472	577
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	634	0	1571	0	0	0	0	1851	447	0	2472	577
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	634	0	1571	0	0	0	0	1851	0	0	2472	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	634	0	1571	0	0	0	0	1851	0	0	2472	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	634	0	1571	0	0	0	0	1851	0	0	2472	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	1.00	0.88	0.94	1.00	1.00	0.94	0.91	1.00	0.94	0.91	1.00
Lanes:	1.30	0.00	1.70	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1945	0	2695	0	0	0	0	4914	1800	0	4914	1800
Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.58	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.50	0.00
Crit Moves:			****								****	
Green/Cycle:	0.52	0.00	0.52	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.45	0.00
Volume/Cap:	0.63	0.00	1.12	0.00	0.00	0.00	0.00	0.84	0.00	0.00	1.12	0.00
Delay/Veh:	21.0	0.0	91.8	0.0	0.0	0.0	0.0	32.4	0.0	0.0	95.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	0.0	91.8	0.0	0.0	0.0	0.0	32.4	0.0	0.0	95.3	0.0
HCM2kAvg:	13	0	50	0	0	0	0	22	0	0	45	0

CITY OF ONTARIO MODEL
 INTERIM NMC SCENARIO
 PM PEAK HOUR VOLUME

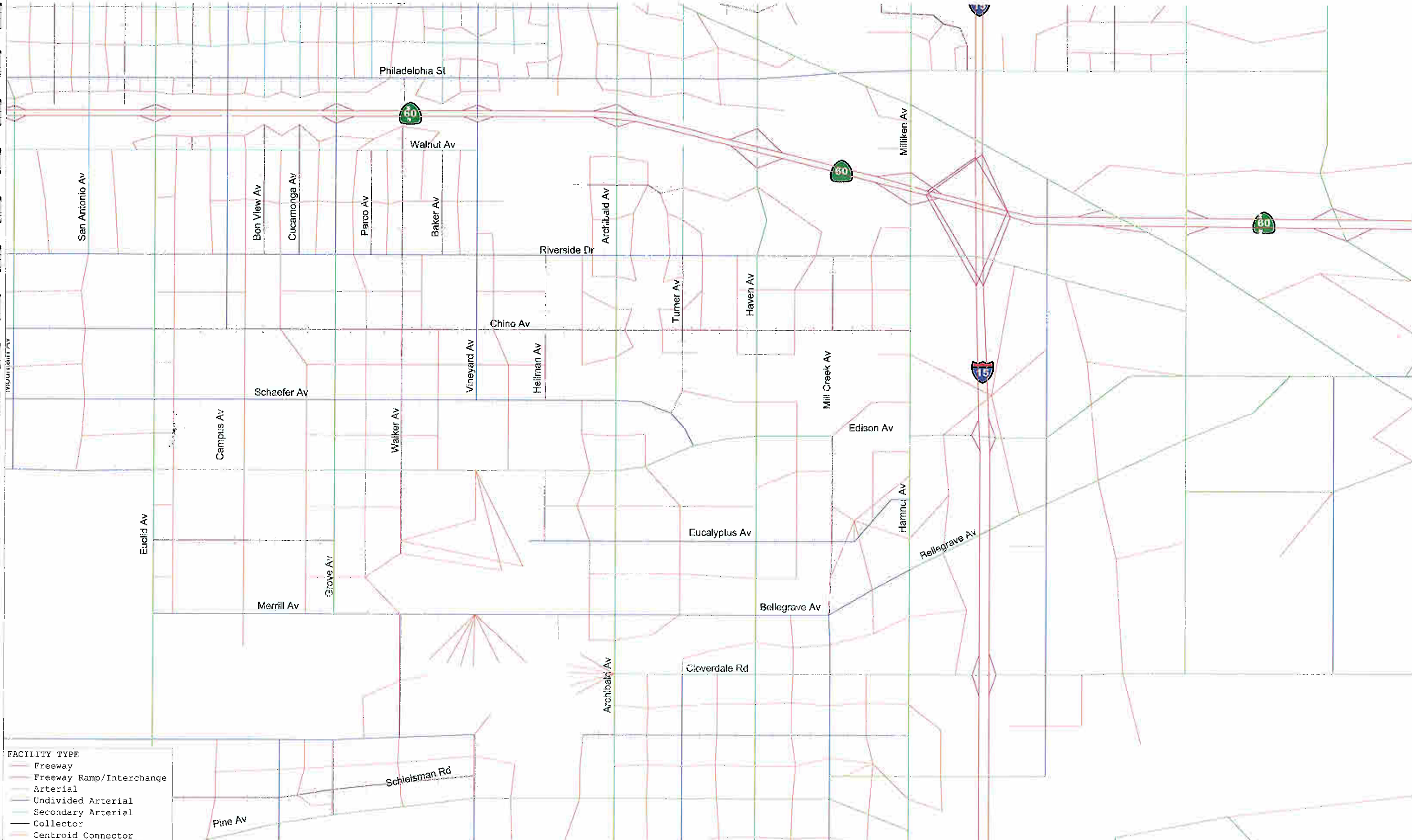


- FACILITY TYPE**
- Freeway
 - Freeway Ramp/Interchange
 - Arterial
 - Undivided Arterial
 - Secondary Arterial
 - Collector
 - Centroid Connector

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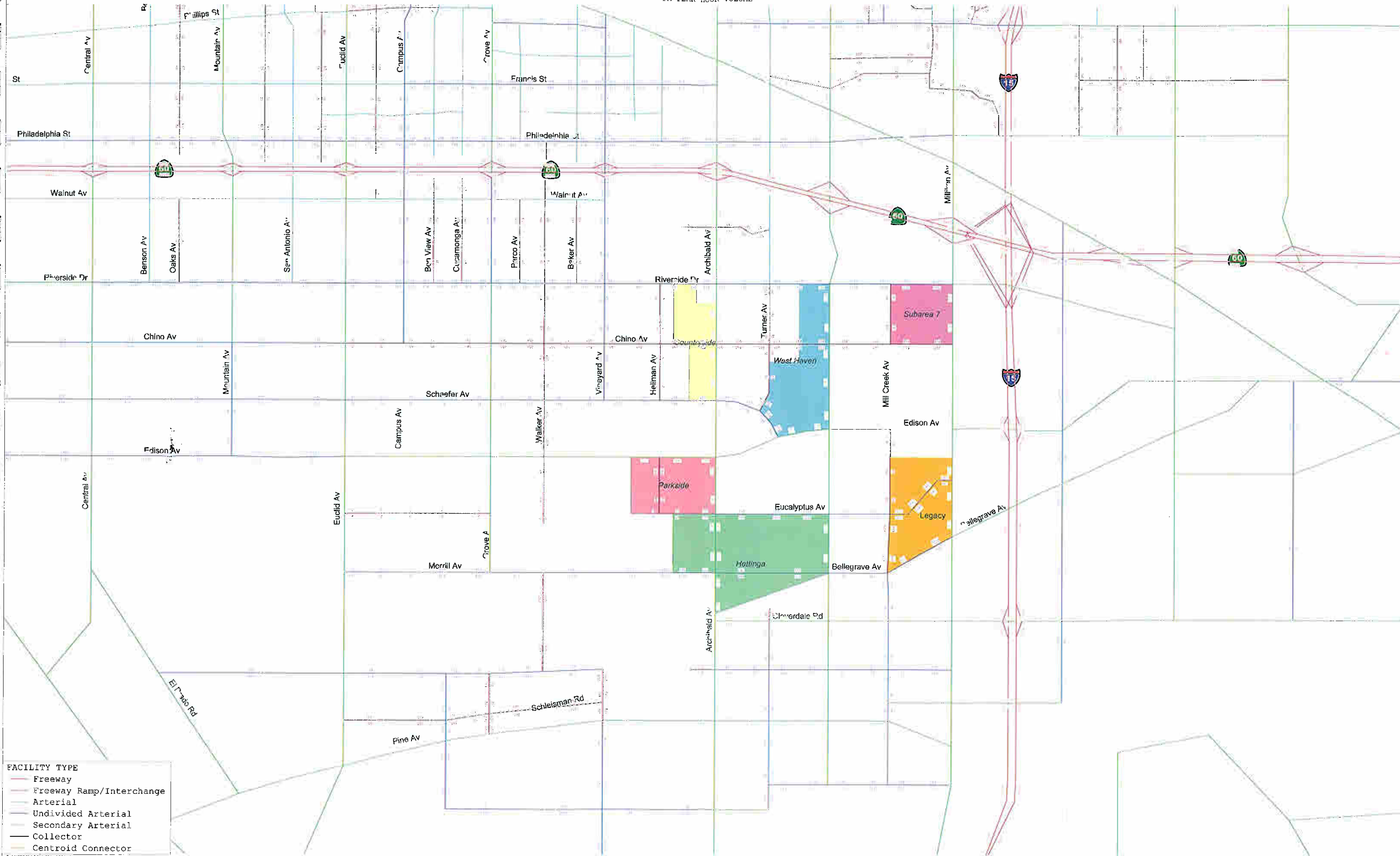
CITY OF ONTARIO MODEL
 INTERIM NMC SCENARIO - SELECT ZONE ANALYSIS
 ESPERANZA (TAZ 805)
 AM PEAK PERIOD



- FACILITY TYPE**
- Freeway
 - Freeway Ramp/Interchange
 - Arterial
 - Undivided Arterial
 - Secondary Arterial
 - Collector
 - Centroid Connector

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CITY OF ONTARIO MODEL
 INTERIM NMC SCENARIO
 PM PEAK HOUR VOLUME

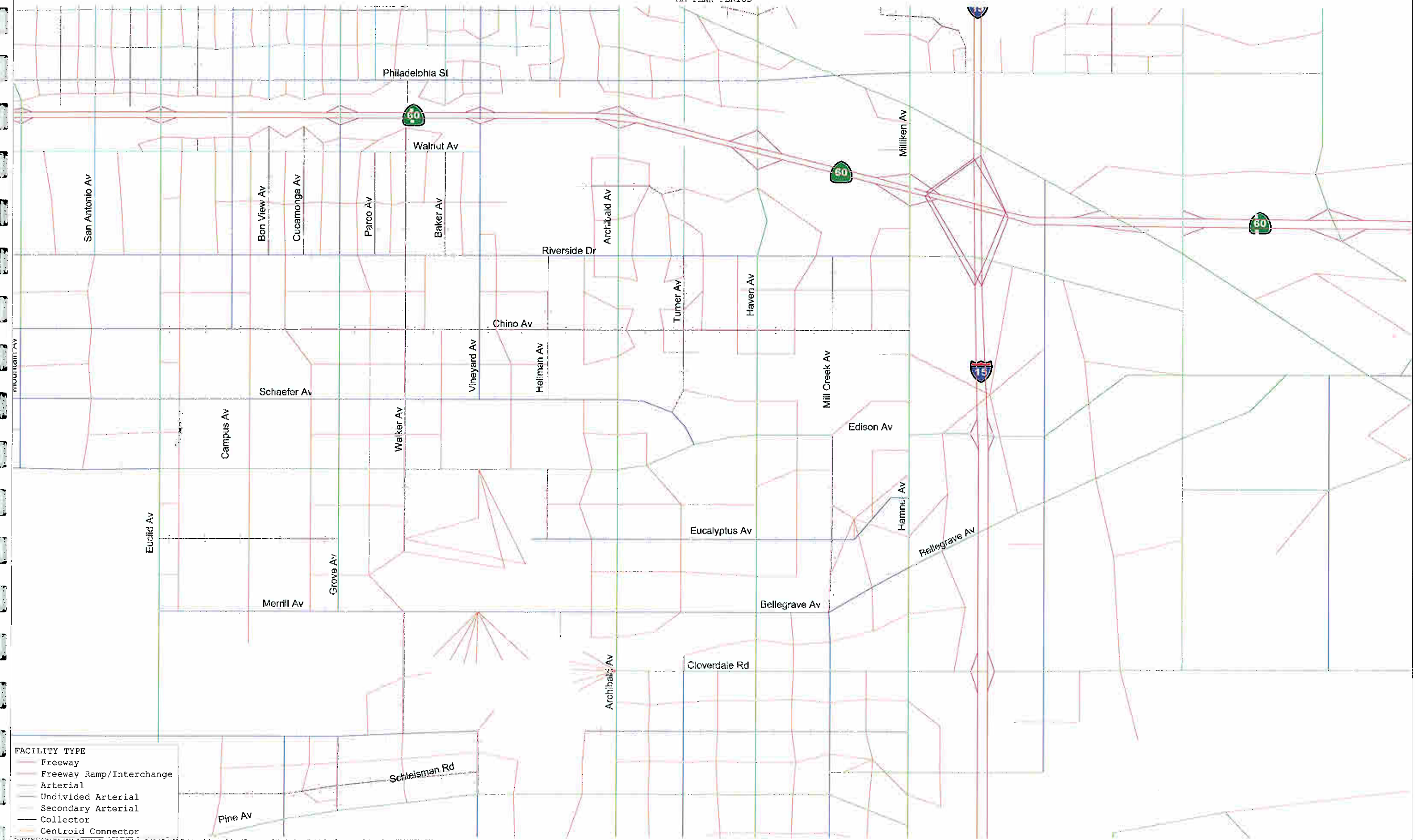


- FACILITY TYPE**
- Freeway
 - Freeway Ramp/Interchange
 - Arterial
 - Undivided Arterial
 - Secondary Arterial
 - Collector
 - Centroid Connector

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CITY OF ONTARIO MODEL
 INTERIM NMC SCENARIO - SELECT ZONE ANALYSIS
 ESPERANZA (TAZ 805)
 AM PEAK PERIOD



- FACILITY TYPE**
- Freeway
 - Freeway Ramp/Interchange
 - Arterial
 - Undivided Arterial
 - Secondary Arterial
 - Collector
 - Centroid Connector

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