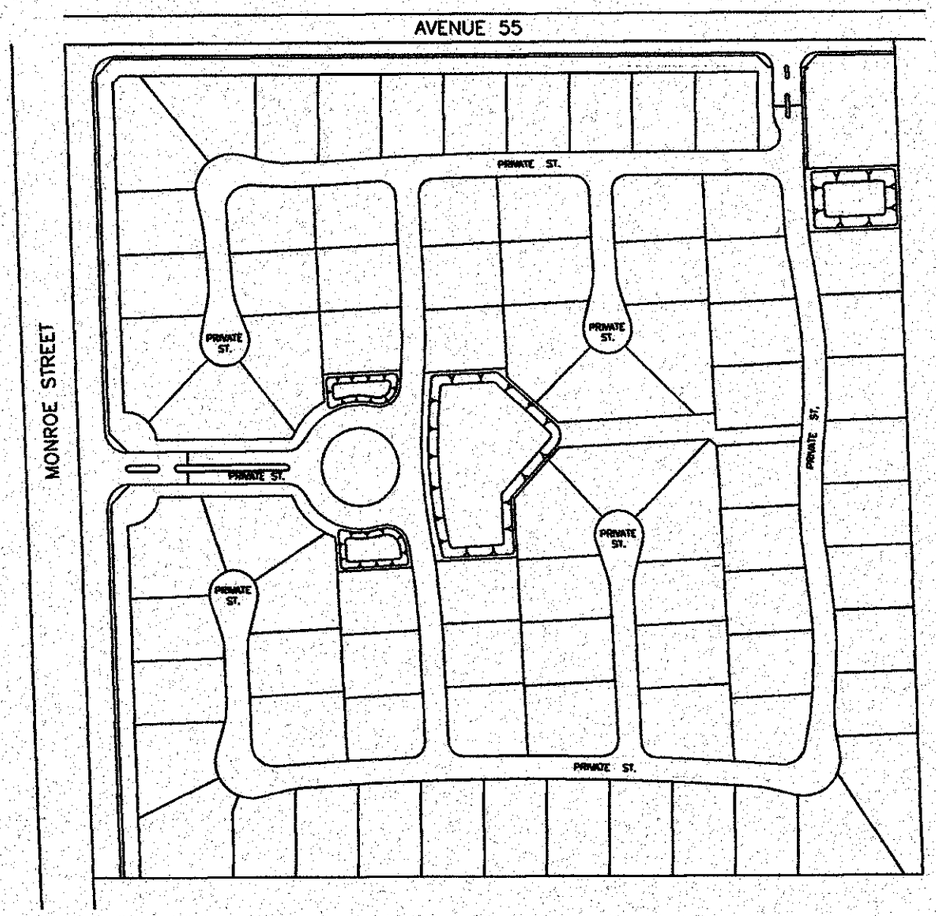
TENTATIVE TRACT MAP 30399
TRAFFIC IMPACT ANALYSIS
Riverside County, California



RK engineering group, inc.

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transportation planning ▪ traffic engineering
acoustical / air quality studies

LETTER OF TRANSMITTAL

TO:	COACHELLA VALLEY ENGINEERS	**DATE:**	July 16, 2002
	77-890 Wolf Road, Suite 102	**JOB NO.:**	1298-02-01
	Palm Desert, CA 92211	**SUBJECT:**	Tentative Tract 30399
			Traffic Impact Analysis
ATTN:	Ms. Dee McKown		

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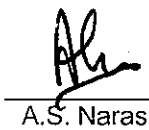
BY: 

A.S. Narasimha Murthy
Senior Associate

COPIES TO:

Mr. Hector Comman
CITY OF LA QUINTA
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July 16, 2002

Ms. Dee McKown
COACHELLA VALLEY ENGINEERS
77-890 Wolf Road, Suite 102
Palm Desert, CA 92211

Subject: Tentative Tract Map 30399 Traffic Impact Analysis

Dear Ms. McKown:

RK ENGINEERING GROUP, INC. is pleased to submit the Tentative Tract Map 30399 traffic impact analysis. This report provides a summary of the findings, analysis procedures and evaluation of the proposed project with respect to on-site and off-site traffic impacts pursuant to County of Riverside requirements.

Based upon this review, the project can be accommodated within the planned circulation system, if the recommended improvements are implemented. The study recommendations are included in the "Findings" section of this report.

If you have any questions regarding this study, please do not hesitate to call at (949) 474-0809.

Sincerely,

RK ENGINEERING GROUP, INC.

Frank Yeh
Transportation Planner

A.S. Narasimha Murthy

Dr. A. S. Narasimha Murthy, T. E.
Senior Associate

FY:RK:wg/1080

JN:1298-02-01

Attachments

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http://www.rkengineer.com

TENTATIVE TRACT MAP 30399
TRAFFIC IMPACT ANALYSIS
COUNTY OF RIVERSIDE

Prepared for:

COACHELLA VALLEY ENGINEERS
77-890 Wolf Road, Suite 102
Palm Desert, CA 92211

Prepared by:

RK ENGINEERING GROUP, INC.
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Newport Beach, CA 92660

Frank Yeh
Dr. A. S. Narasimha Murthy, T. E.

July 16, 2002

JN:1298-02-01
FY:RK:wg/1080

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TENTATIVE TRACT MAP 30399
TRAFFIC IMPACT ANALYSIS
COUNTY OF RIVERSIDE

I. INTRODUCTION AND SUMMARY

A. Purpose of Report and Study Objectives

The purpose of this traffic study is to evaluate the development of the Tentative Tract Map 30399 from a traffic circulation standpoint. The proposed development is located within the County of Riverside, adjacent to the City of La Quinta.

Study objectives include (1) documentation of existing traffic conditions in the vicinity of the site; (2) evaluation of traffic conditions for the Opening Year of the proposed project; and (3) determination of on-site and off-site improvements and system management actions needed to achieve County of Riverside level of service requirements.

B. Executive Summary

1. Site Location and Study Area

The project is located east of Monroe Street, and south of Avenue 55 in the County of Riverside. Exhibit 1-A illustrates the site location and traffic analysis study area.

The study area includes the following intersections:

Monroe Street (NS) at:

- Avenue 52 (EW)
- Avenue 54 (EW)
- Airport Boulevard (EW)

EXHIBIT 1-A

LOCATION MAP

Jefferson Street (NS) at:

- Avenue 54 (EW)

Jackson Street (NS) at:

- Airport Boulevard (EW)

2. Development Description

a. Riverside County Case Number: TTM 30399

b. Proposed Land Use: Single family detached residential

The proposed project will have access to Monroe Street and Avenue 55.

3. Principal Findings

a. Required Level of Service: "C"

b. For existing conditions, no traffic signals are warranted at the study intersections.

c. For Opening Year without project conditions, no traffic signals are warranted.

d. Level of Service With Proposed Development: For Opening Year with project traffic conditions, the study area intersections are projected to operate at Level of Service "C" or better during the peak hours.

4. Conclusions

The proposed development is projected to generate a net total of 785 trip-ends per day with 62 vehicles per hour during the AM peak hour and 83 vehicles per hour during the PM peak hour.

5. Recommendations

Participate in the phased construction of off-site traffic signals through payment of established fees.

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

Sight distance at each project access roadway should be reviewed with respect to standard Caltrans/County of Riverside sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

II. PROPOSED DEVELOPMENT

A. Location

The project is located east of Monroe Street, and south of Avenue 55 in the County of Riverside.

B. Land Use and Intensity

The project site is proposed to be developed with 82 dwelling units of single-family detached residential housing.

C. Site Plan

Exhibit 2-A illustrates the site plan.

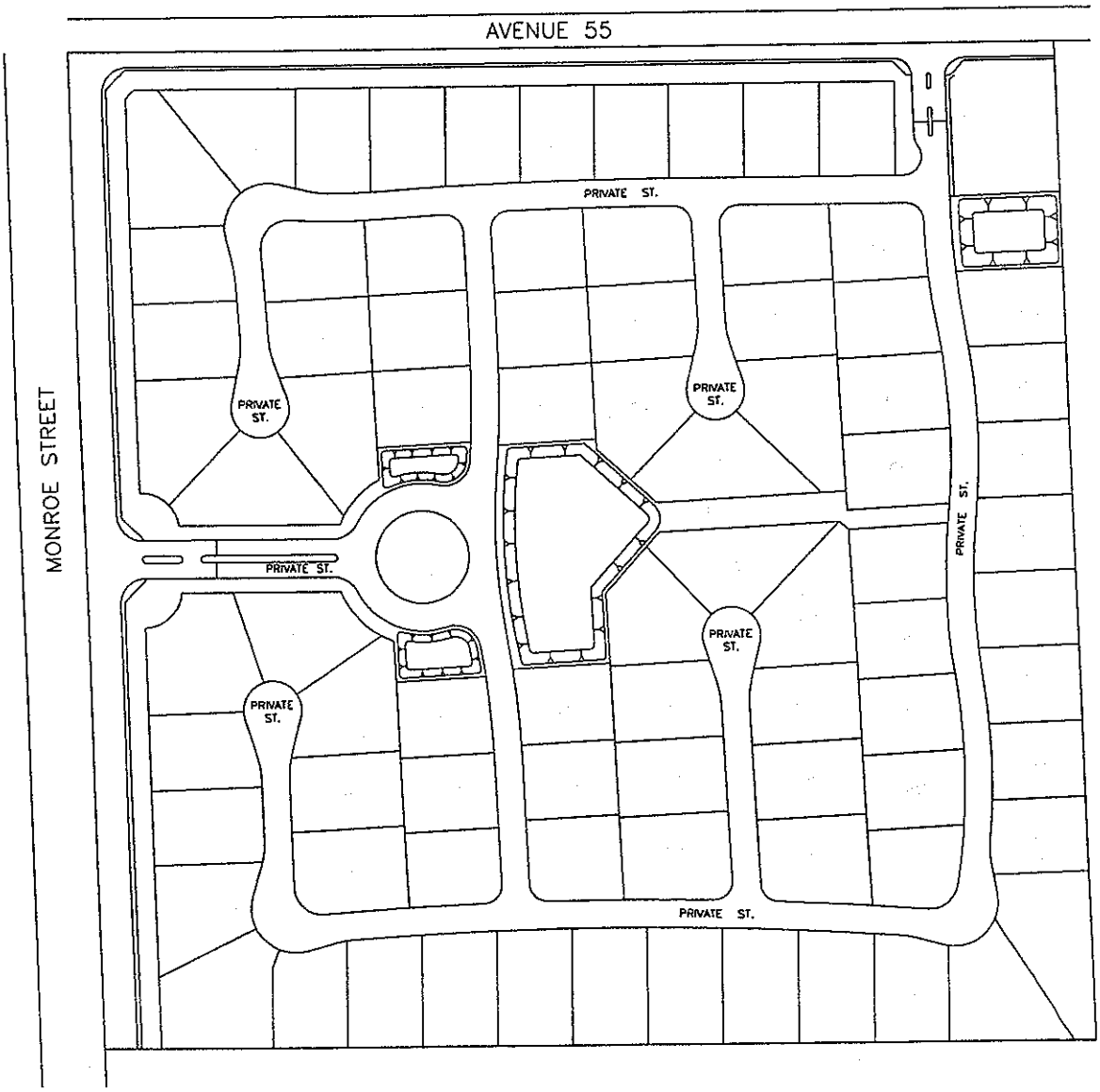
D. Zoning and Land Use Category

Existing Zoning: R-1 TTM 30399

E. Phasing and Timing

It is anticipated that the project would be built by end of 2003.

EXHIBIT 2-A
SITE PLAN



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III. AREA CONDITIONS

A. Study Area

1. Area of Significant Traffic Impact

The study area includes the following intersections:

Monroe Street (NS) at:

- Avenue 52 (EW)
- Avenue 54 (EW)
- Airport Boulevard (EW)

Jefferson Street (NS) at:

- Avenue 54 (EW)

Jackson Street (NS) at:

- Airport Boulevard (EW)

B. Study Area Land Use

1. Existing Land Uses

The site is currently vacant and does not generate any traffic. Adjacent uses include the following:

North – Residential
South – Commercial/Residential/School
East – Residential
West – Golf Course

2. Existing Zoning

Adjacent parcels are currently zoned for the following:

North – Residential
South – Commercial/Residential
East – Residential
West – Open Space

C. Site Accessibility

1. Area Roadway System

Exhibit 3-A identifies the existing roadway conditions for study area roadways. The number of traffic lanes on the roadways and the intersection controls are identified.

The Riverside County General Plan Circulation Element and the arterial street cross sections are included in Appendix "A".

2. Traffic Volumes and Conditions

Existing average daily traffic (ADT) on arterial highways throughout the study area are shown on Exhibit 3-B. Existing ADT's are factored up from peak hour counts collected for RK ENGINEERING GROUP, INC. using the following formula for each intersection leg:

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

The current technical guide to the evaluation of traffic operations is the 2000 Highway Capacity Manual (HCM 2000). The HCM defines level of

EXHIBIT 3-A

EXISTING NUMBER OF LANES AND INTERSECTION CONTROLS

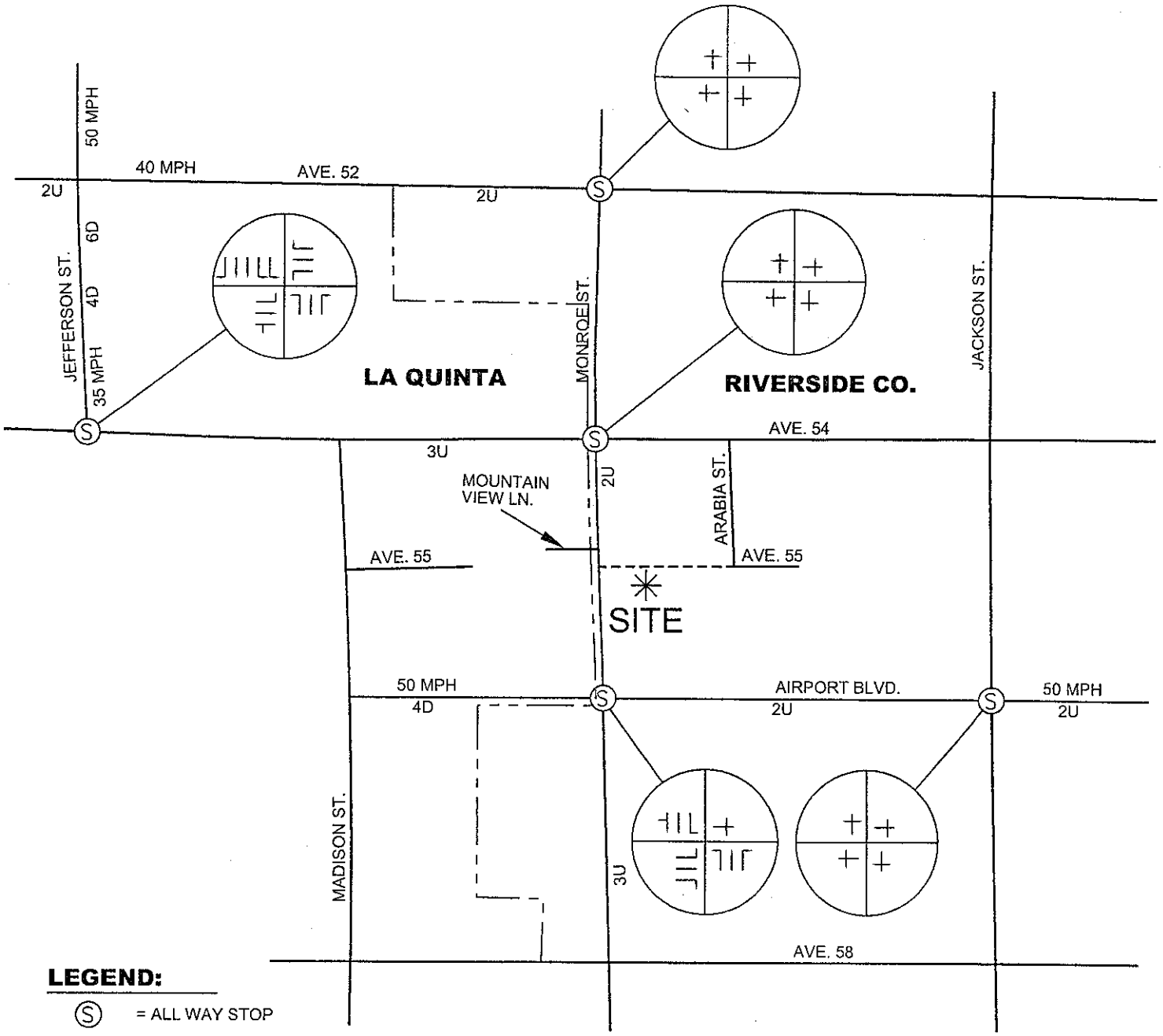
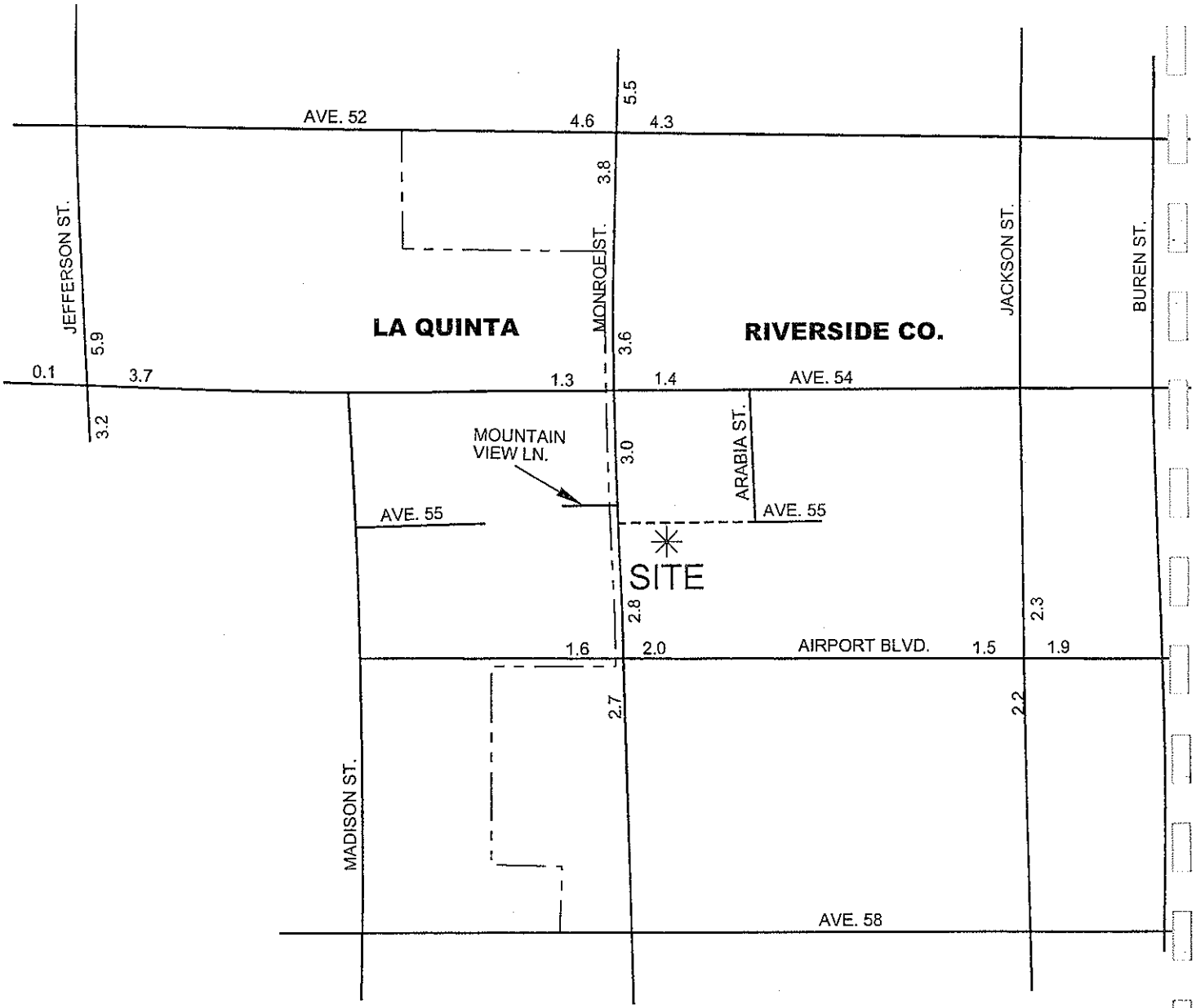


EXHIBIT 3-B

EXISTING AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

4.3 = ADT (1000'S)

N

service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

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

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

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

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

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

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

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

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

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

For signalized intersections, average control delay per vehicle is used to determine level of service. Levels of service at signalized study intersections have been evaluated using the HCM intersection analysis program.

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

Study area intersections, which are stop sign controlled with stop control on the minor street, have only been analyzed using the unsignalized

intersection methodology of the HCM. For these intersections, the calculation of level of service is dependent on the occurrence of gaps occurring in the traffic flow of the main street. Using data collected describing the intersection configuration and traffic volumes at these locations, the level of service has been calculated. The Level of Service is determined based on worst individual movement or movements sharing a single lane. The relationship between level of service and delay is different than for signalized intersections.

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

LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED	UNSIGNALIZED
A	0.0 to 10.00	0.0 to 10.00
B	10.01 to 20.00	10.01 to 15.00
C	20.01 to 35.00	15.01 to 25.00
D	35.01 to 55.00	25.01 to 35.00
E	55.01 to 80.00	35.01 to 50.00
F	80.01 and up	50.01 and up

The LOS analysis for signalized intersections has been performed using optimized signal timing. This analysis has included an assumed lost time of three seconds per phase in accordance with HCM recommended default values. Signal timing optimization has considered pedestrian safety and signal coordination requirements. Appropriate time for pedestrian crossings have also been considered in the signalized intersection analysis. Saturation flow rates of 1,900 vehicles per hour of green (vphg) have been assumed for all capacity analysis.

Existing intersection level of service calculations are shown in Table 3-1 and are based upon manual AM and PM peak hour turning movement counts collected for RK ENGINEERING GROUP, INC. and are illustrated on Exhibits 3-C and 3-D. Traffic count worksheets are included in Appendix "B".

For existing traffic conditions, the study area intersections are currently operating at Level of Service "C" or better during the peak hours. Existing HCM calculation worksheets are provided in Appendix "C".

3. Transit Service

Public transit service is provided by the SunLine Transit Agency, and is shown on Exhibit 3-E. As the exhibit shows, the study area is not currently served by public transit.

4. Existing Relevant Transportation System Management Programs

A trip reduction ordinance has been adopted by the County of Riverside.

TABLE 3-1

INTERSECTION ANALYSIS FOR EXISTING CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Monroe St (NS) at:																	
• Ave. 52 (EW)	AWS	0	1	1	0	1	1	0	1	0	0	1	0	10.3	10.2	B	B
• Ave. 54 (EW)	AWS	0	1	0	0	1	0	0	1	0	0	1	0	8.0	8.1	A	A
• Airport Blvd (EW)	AWS	1	1	1	1	2	0	1	1	1	0	1	0	8.4	8.3	A	A
Jefferson St (NS)																	
• Ave. 54 (NS)	AWS	1	1	1	2	2	1	1	2	0	1	1	1	9.3	8.8	A	A
Jackson St (NS)																	
• Airport Blvd (EW)	AWS	0	1	0	0	1	0	0	1	0	0	1	0	8.4	7.8	A	A

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

[2] Analysis Software: Traffix, Version 7.5.1115 (2001). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal
CSS = Cross Street Stop

EXHIBIT 3-C

EXISTING AM PEAK HOUR VOLUMES

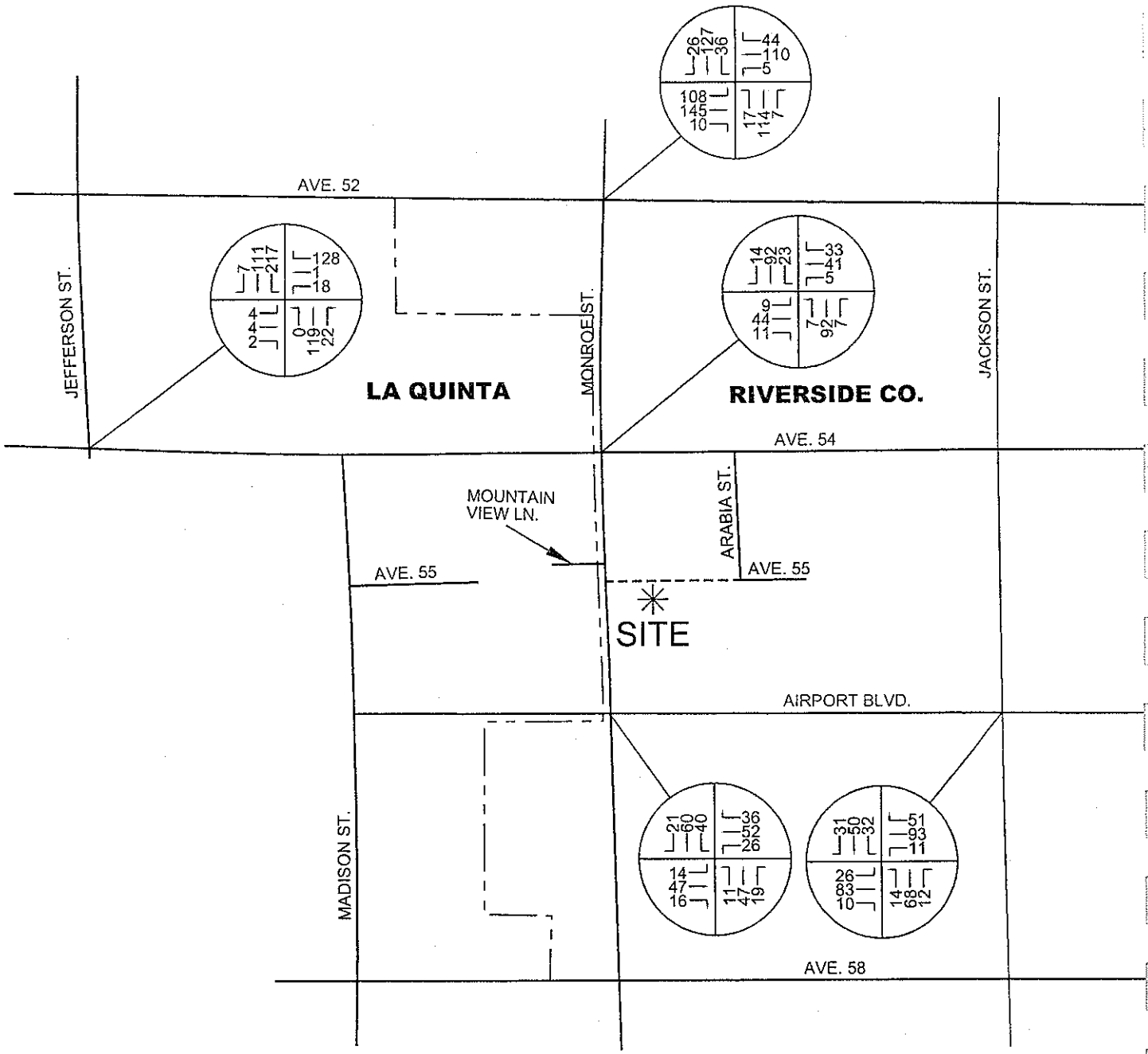
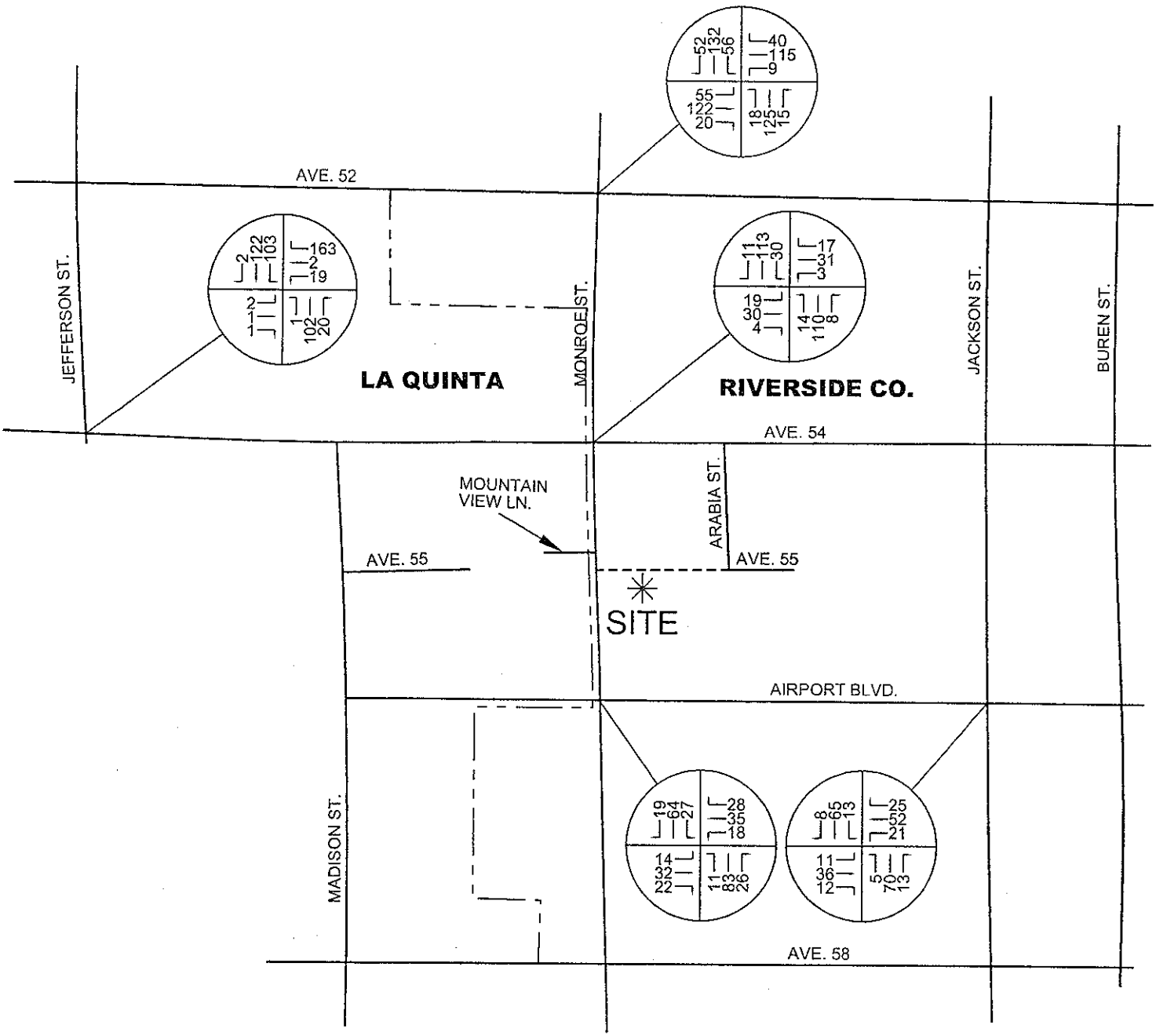


EXHIBIT 3-D

EXISTING PM PEAK HOUR VOLUMES



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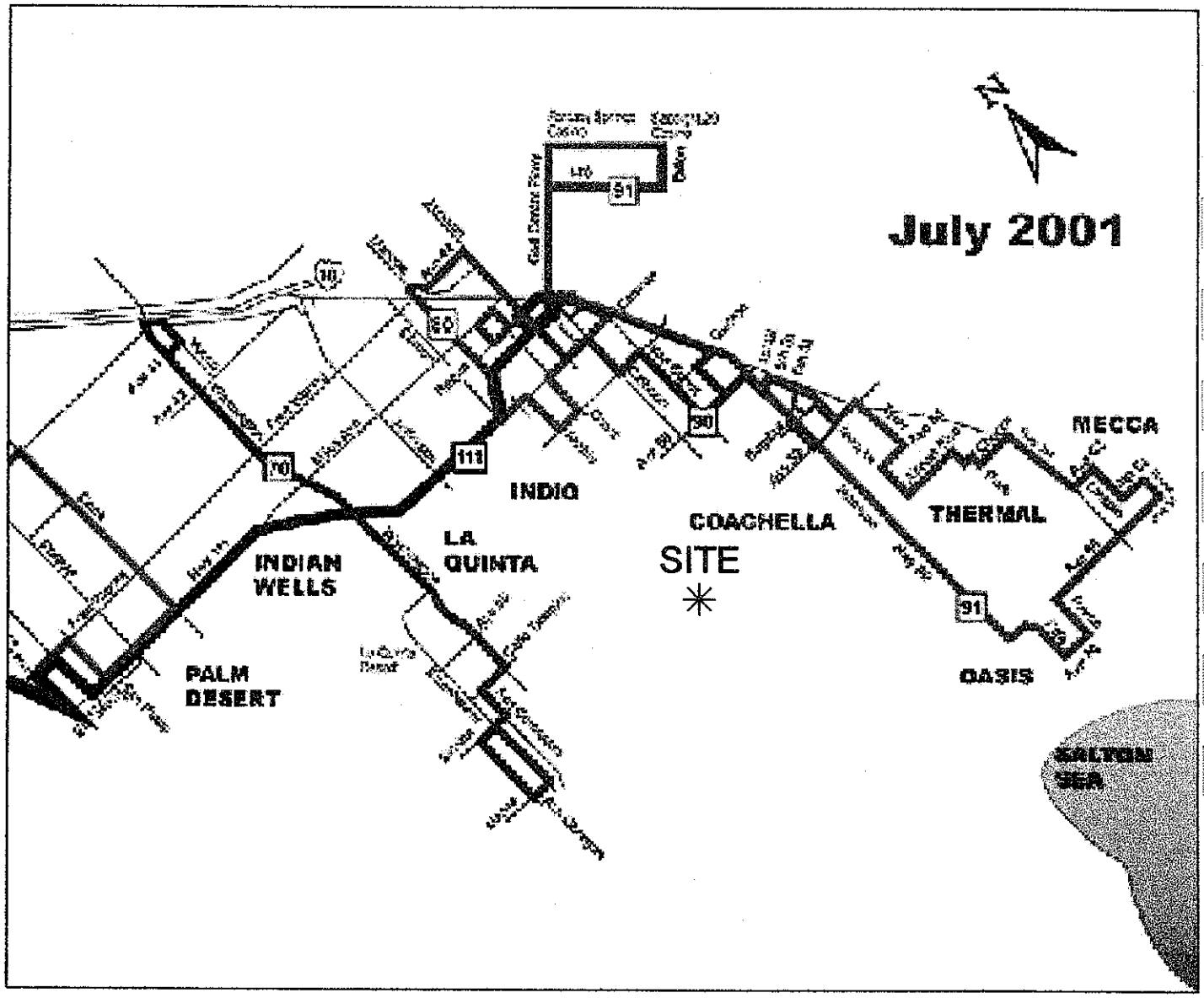
TENTATIVE TRACT MAP 30399, Riverside County, California

RK engineering group, inc.

EXHIBIT 3-E

PUBLIC TRANSIT SERVICE



SOURCE: SUNLINE TRANSIT

IV. PROJECTED TRAFFIC

A. Site Traffic

1. Trip Generation

Trip generation represents the amount of traffic, which is attracted and produced by a development. The traffic generation for the project is based upon the specific land use proposed for the development. The project site consists of 82 dwelling units of single-family detached housing.

Trip generation rates for the proposed development are shown in Table 4-1. The trip generation rates are based upon data collected by the Institute of Transportation Engineers (ITE).

Both daily and peak hour trip generation for the proposed development are shown in Table 4-2. The proposed development is projected to generate a net total of 785 trip-ends per day with 62 vehicles per hour during the AM peak hour and 83 vehicles per hour during the PM peak hour.

2. Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the location of employment, commercial and recreational opportunities and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses and highways within the community and existing traffic volumes.

TABLE 4-1

PROJECT TRIP GENERATION RATES[1]

ITE CODE	LAND USE	UNITS[2]	AM		PM		DAILY
			IN	OUT	IN	OUT	
210	Single-Family Residential	TSF	0.19	0.56	0.65	0.36	9.57

[1] Source: Institute of Transportation Engineers (ITE), Trip Generation, Sixth Edition, 1997.

[2] TSF = Thousand Square Feet

TABLE 4-2

PROJECT TRIP GENERATION

LAND USE	QUANTITY	UNITS[1]	AM		PM		DAILY
			IN	OUT	IN	OUT	
Single-Family Residential	82	DU	16	46	53	30	785

[1] DU = Dwelling Units

Trip distribution for this study has been based upon Opening Year conditions, based upon those highway facilities, which will be in place with the proposed development. The trip distribution pattern for the project is graphically depicted on Exhibits 4-A.

3. Modal Split

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

4. Trip Assignment

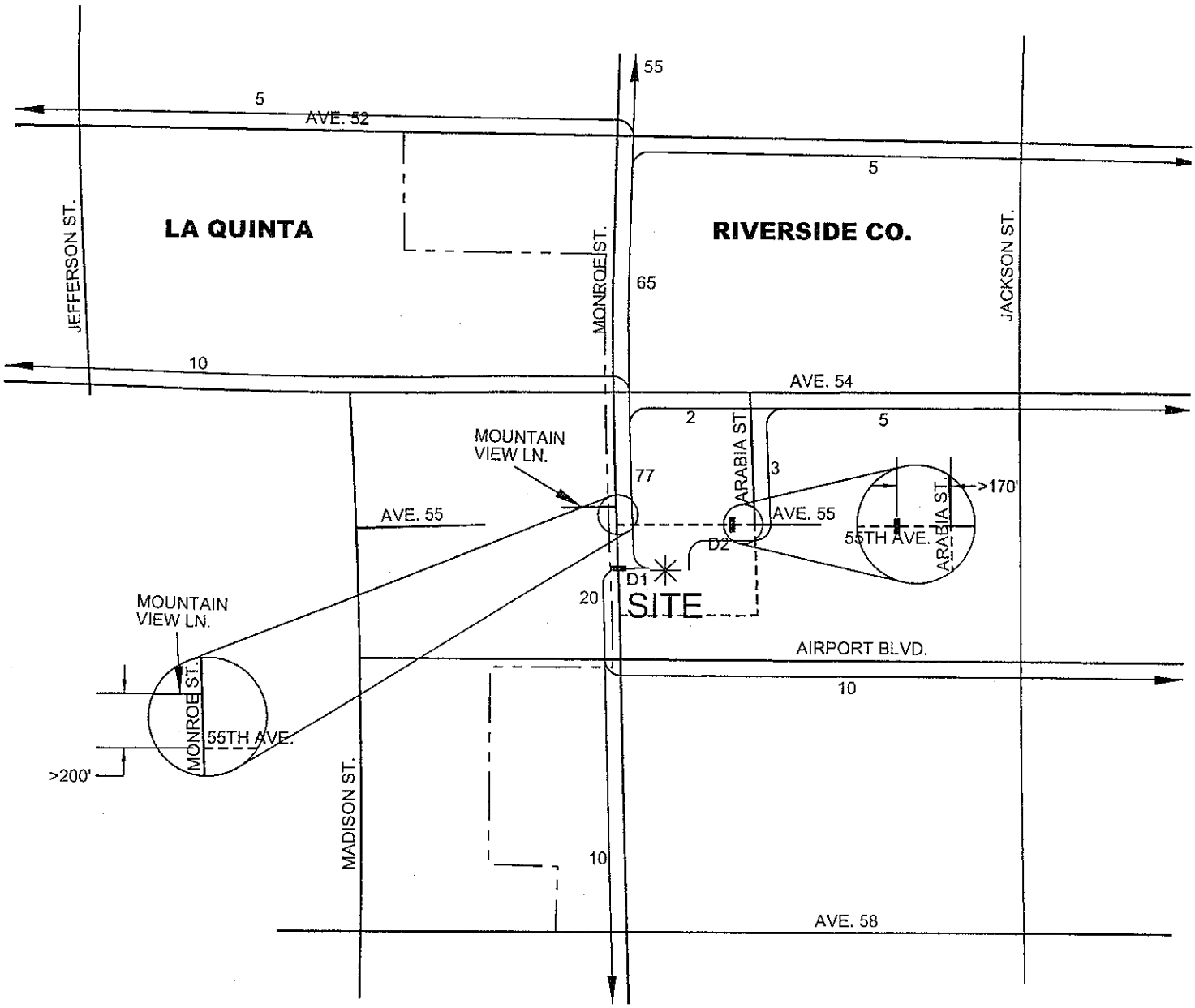
The assignment of traffic from the site to the adjoining roadway system has been based upon the site's trip generation, trip distribution, proposed arterial highway and local street systems, which would be in place by the opening year. Based on the identified project traffic generation and distribution, the proposed project related ADT volumes are shown on Exhibit 4-B. The proposed project AM and PM peak hour intersection turning movement volumes are shown on Exhibits 4-C and 4-D, respectively.

B. Approved Projects Traffic

Traffic from approved projects in the area is included with opening year analysis.

EXHIBIT 4-A

PROJECT TRIP DISTRIBUTION



LEGEND:

20 = PERCENT OF TRAFFIC TO/FROM PROJECT
D = DRIVEWAY ACCESS

N

EXHIBIT 4-B

PROJECT AVERAGE DAILY TRAFFIC (ADT)

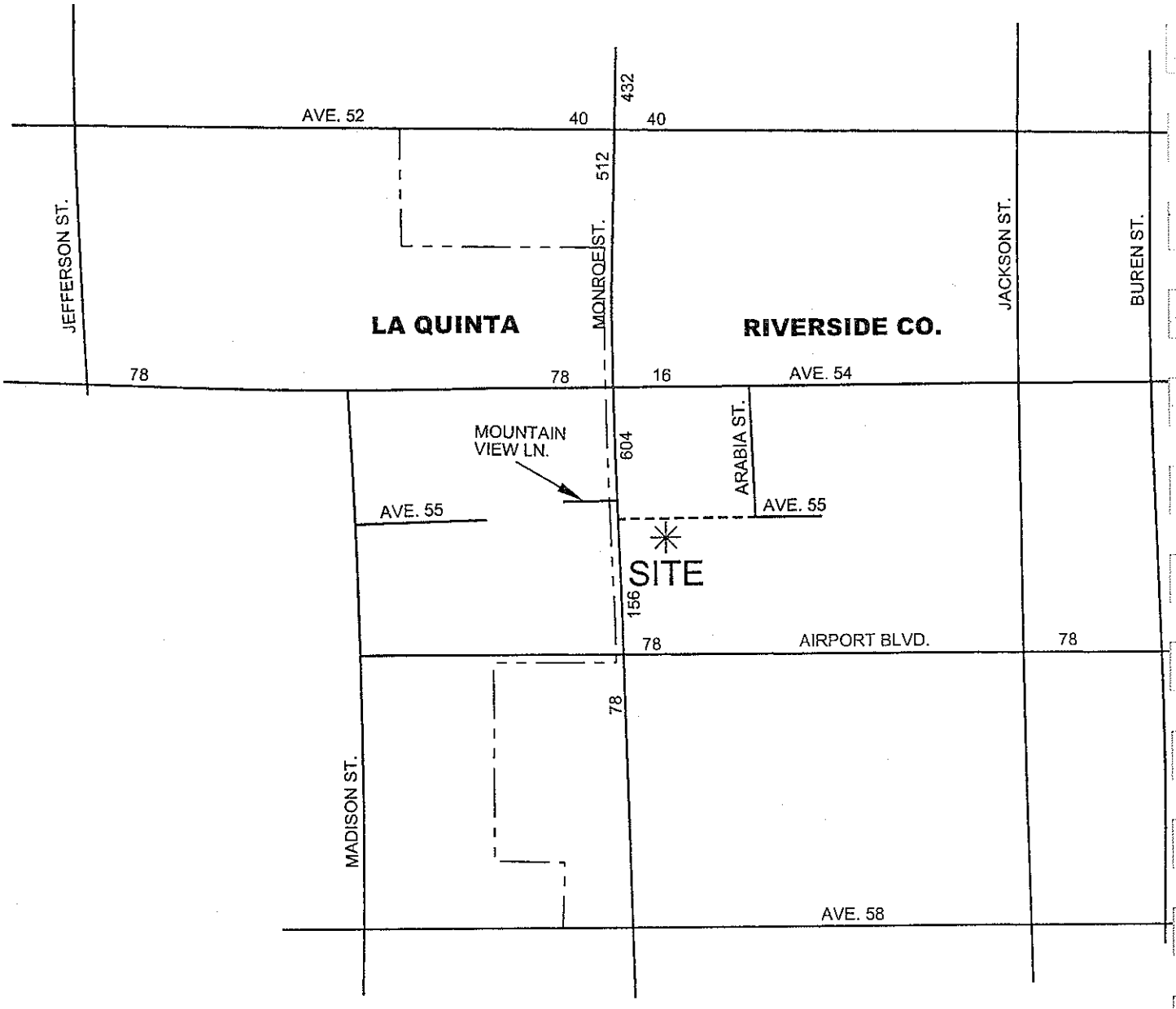


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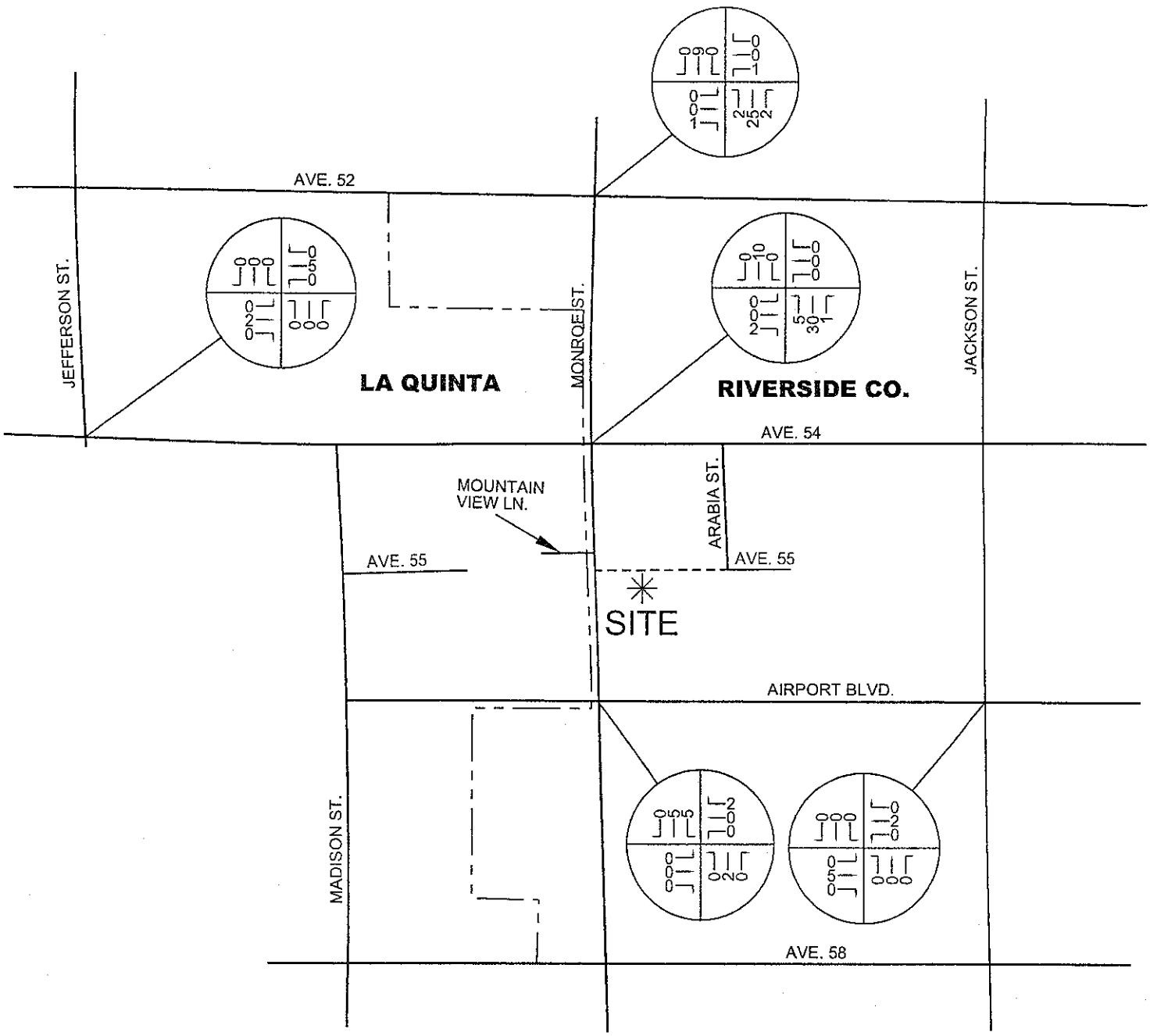
EXHIBIT 4-C

PROJECT AM PEAK HOUR VOLUMES



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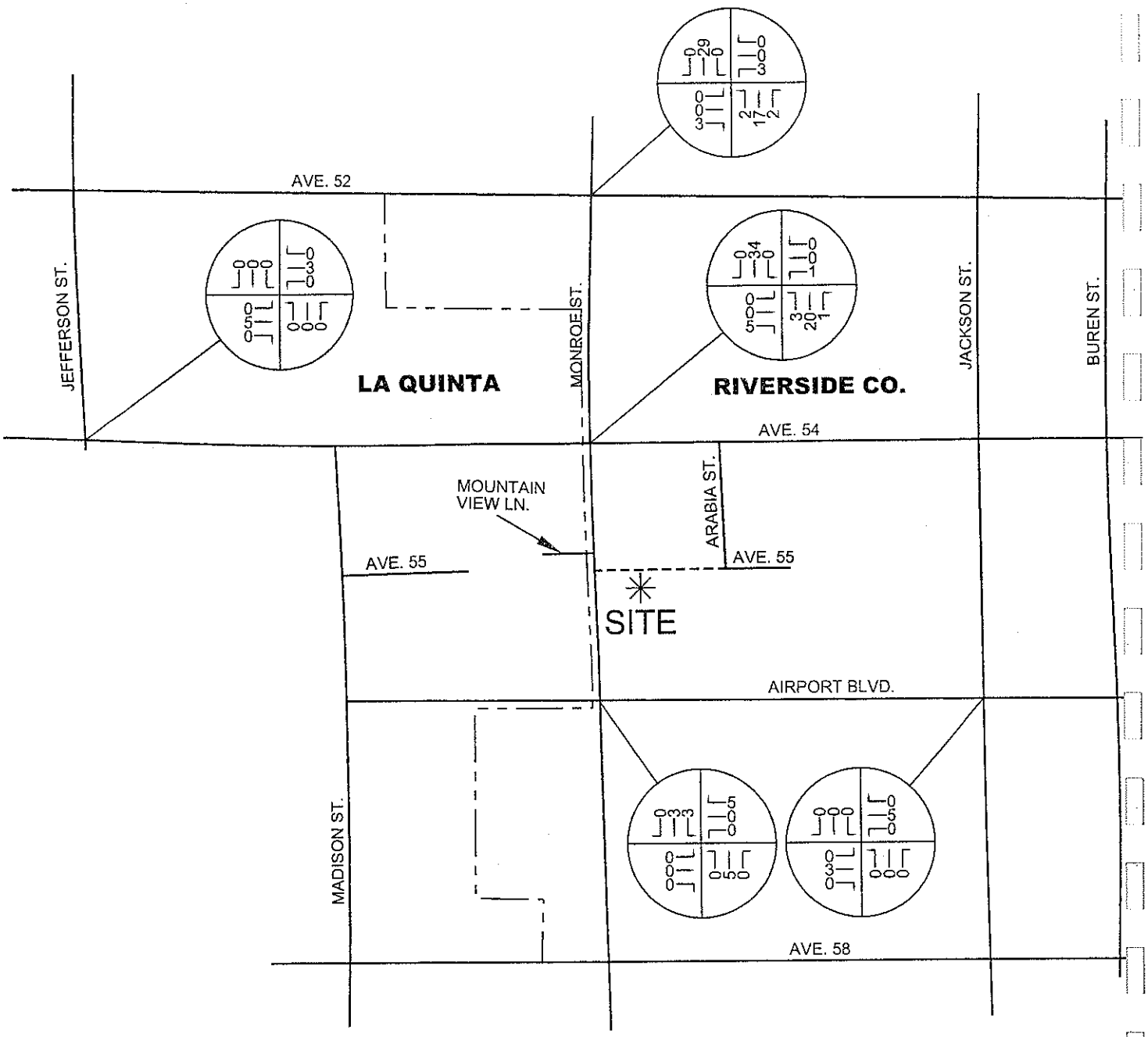
1298-02-01-EX_4-C

TENTATIVE TRACT MAP 30399, Riverside County, California

RK engineering group, inc.

EXHIBIT 4-D

PROJECT PM PEAK HOUR VOLUMES



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V. OPENING YEAR TRAFFIC ANALYSIS

A. Overall Analysis Methodology

Traffic volumes in the Opening Year (2003) are projected to grow by 5%, to account for general growth and approved projects in the area. This growth factor was provided by the County of Riverside Transportation Department.

B. Site Access

The proposed project will have access to Monroe Street and Avenue 55.

C. Level of Service Analysis

1. Level of Service at Opening Year Without Project

Opening Year intersection levels of service without the proposed project are shown in Table 5-1. HCM calculation worksheets are provided in Appendix "D". Opening Year without project AM and PM peak hour intersection turning movement volumes are shown on Exhibits 5-A and 5-B, respectively, and average daily traffic is shown on Exhibit 5-C.

For Opening Year without project traffic conditions, the study area intersections are projected to operate at Level of Service "C" or better during the peak hours (see Table 5-1).

2. Level of Service at Opening Year With Project

Opening Year intersection levels of service with the proposed project are shown in Table 5-2. HCM calculation worksheets are provided in Appendix "E". Opening Year with project AM and PM peak hour intersection turning

TABLE 5-1

INTERSECTION ANALYIS FOR OPENING YEAR (2003) WITHOUT PROJECT

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Monroe St (NS) at:																	
• Ave. 52 (EW)	AWS	0	1	1	0	1	1	0	1	0	0	1	0	10.7	10.6	B	B
• Ave. 54 (EW)	AWS	0	1	0	0	1	0	0	1	0	0	1	0	8.1	8.2	A	A
• Airport Blvd (EW)	AWS	1	1	1	1	2	0	1	1	1	0	1	0	8.5	8.4	A	A
Jefferson St (NS)																	
• Ave. 54 (NS)	AWS	1	1	1	2	2	1	1	2	0	1	1	1	9.5	8.9	A	A
Jackson St (NS)																	
• Airport Blvd (EW)	AWS	0	1	0	0	1	0	0	1	0	0	1	0	8.5	7.9	A	A

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

[2] Analysis Software: Traffix, Version 7.5.1115 (2001). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal
CSS = Cross Street Stop

[4] -- = Delay High, Intersection Unstable, Level of Service "F".

EXHIBIT 5-A

OPENING YEAR WITHOUT PROJECT AM PEAK HOUR VOLUMES

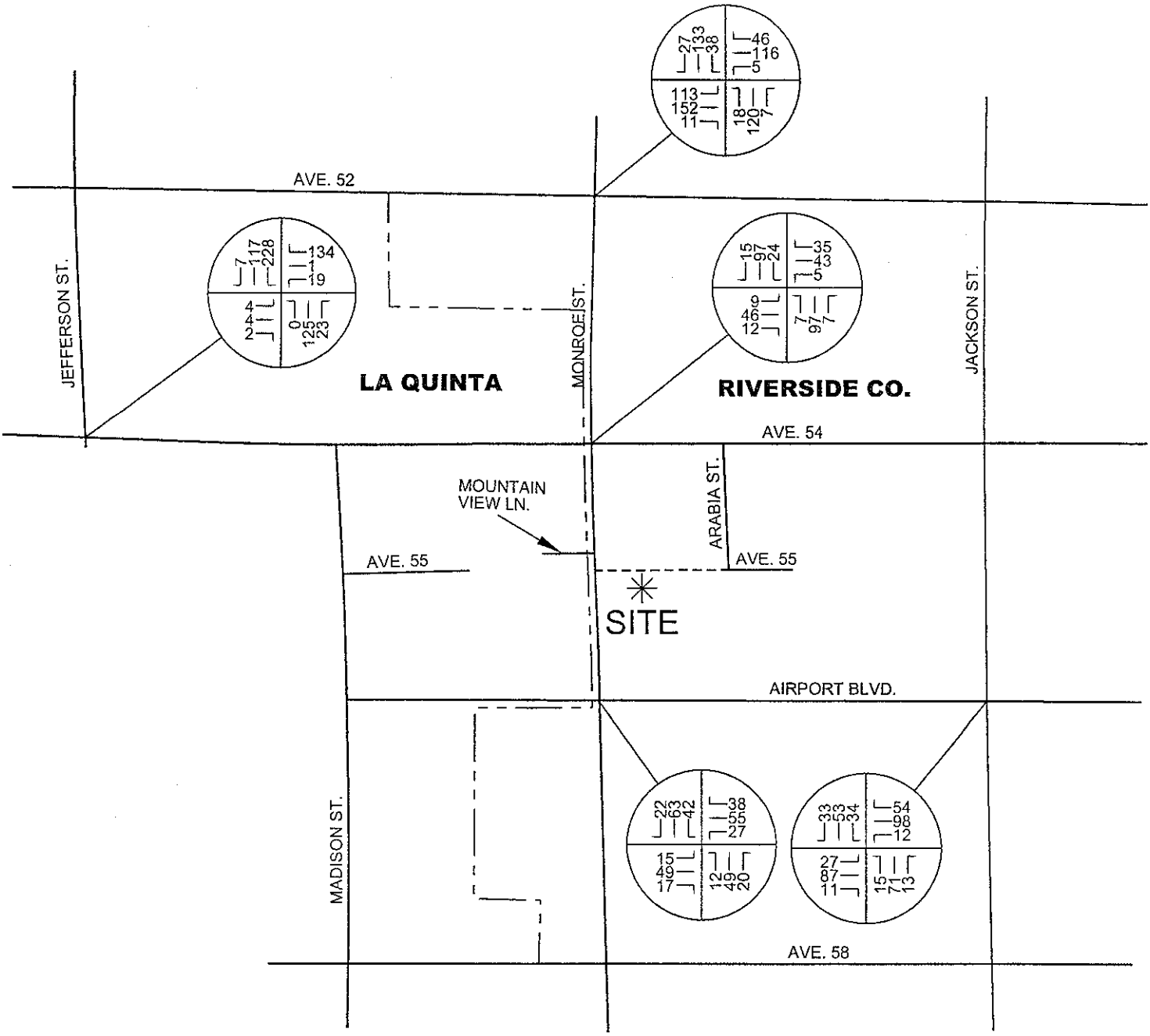
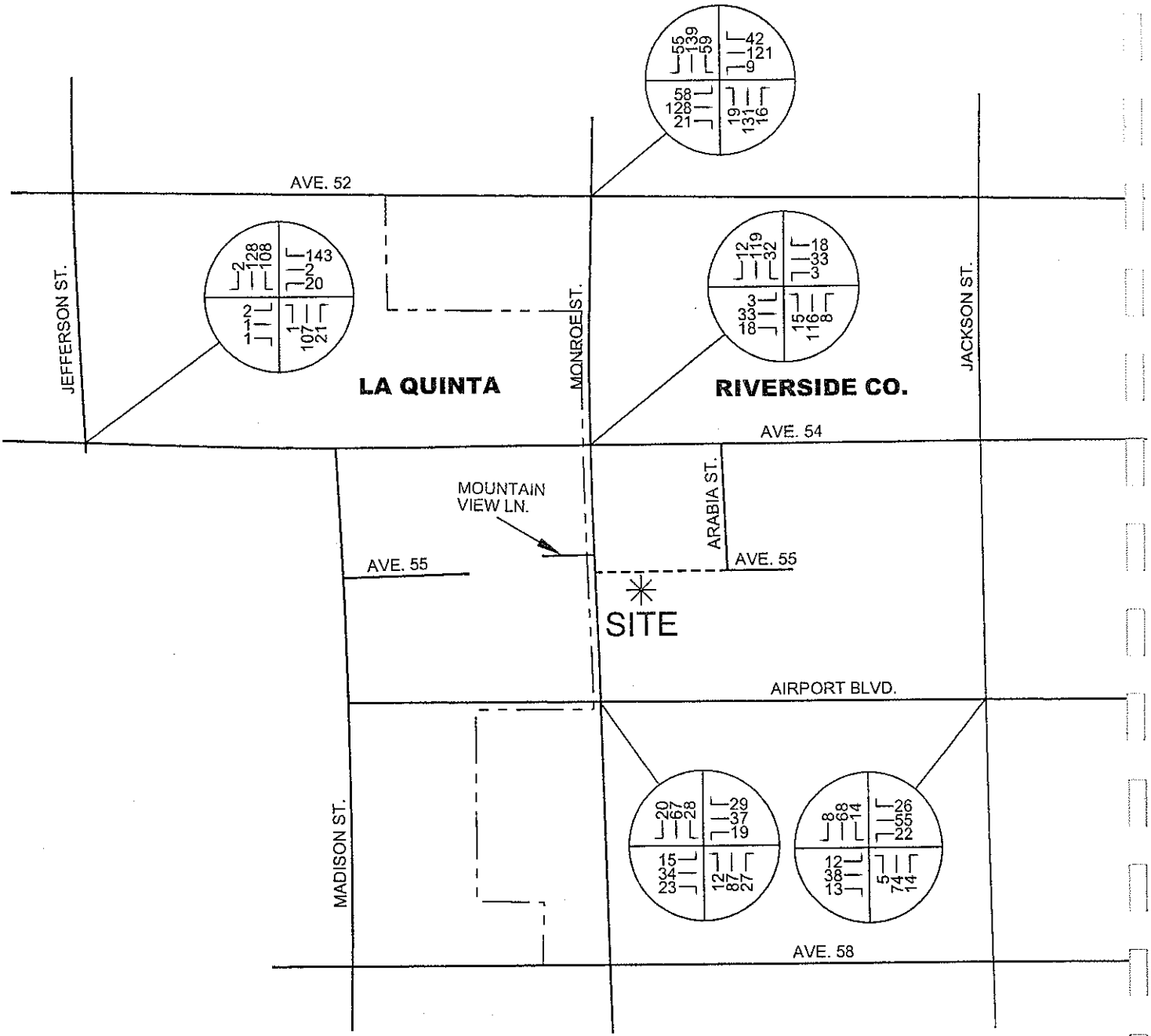


EXHIBIT 5-B

OPENING YEAR WITHOUT PROJECT PM PEAK HOUR VOLUMES



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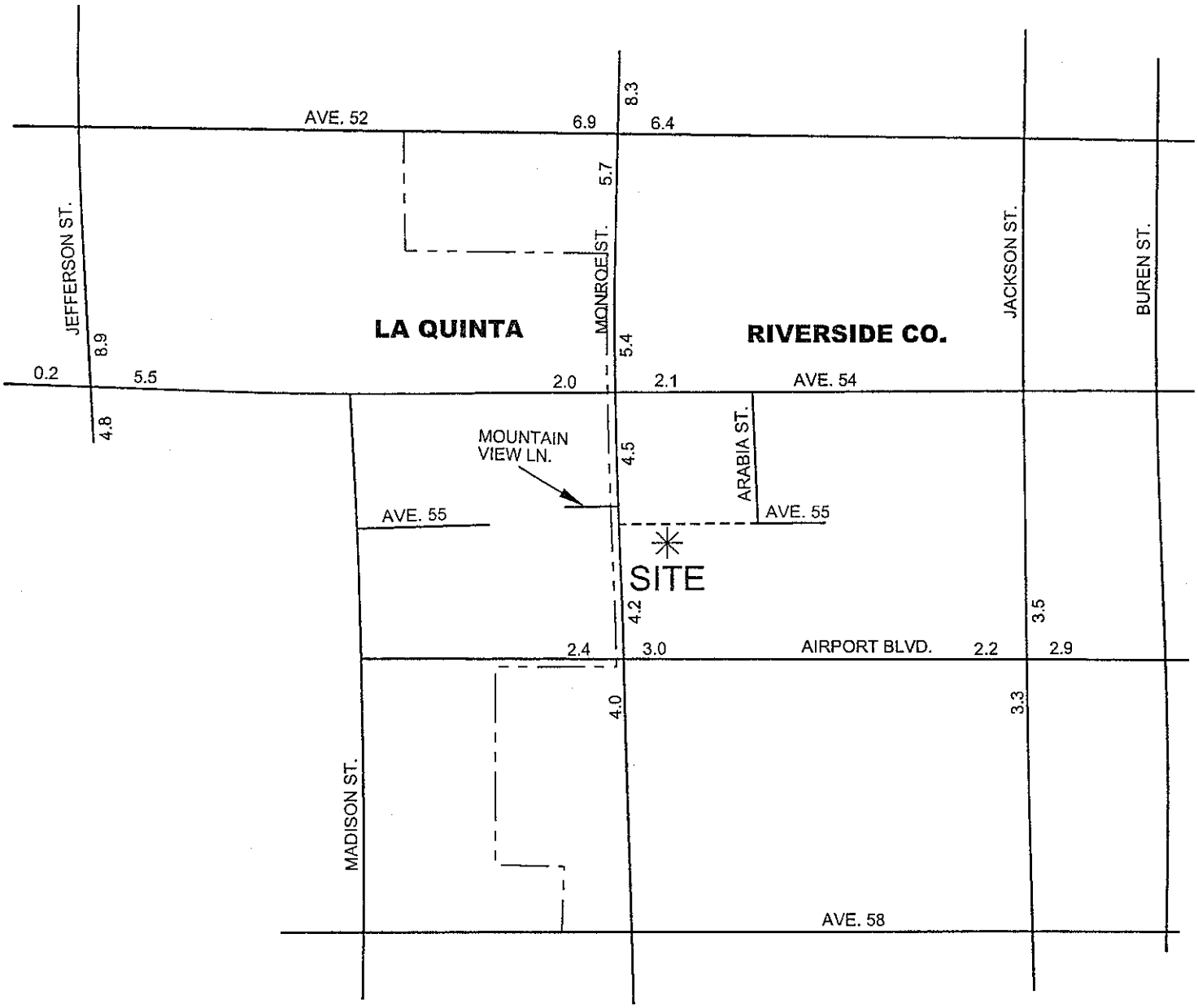
1298-02-01-EX_5-B

TENTATIVE TRACT MAP 30399, Riverside County, California

RK engineering group, inc.

EXHIBIT 5-C

OPENING YEAR WITHOUT PROJECT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

4.2 = ADT (1000'S)

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1298-02-01-EX_5-C

TENTATIVE TRACT MAP 30399, Riverside County, California

RK engineering group, inc.

TABLE 5-2

INTERSECTION ANALYSIS FOR OPENING YEAR (2003) WITH PROJECT

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Monroe St (NS) at:																	
• Ave. 52 (EW)	AWS	0	1	1	0	1	1	0	1	0	0	1	0	11.0	11.2	B	B
• Ave. 54 (EW)	AWS	0	1	0	0	1	0	0	1	0	0	1	0	8.3	8.5	A	A
• Airport Blvd (EW)	AWS	1	1	1	1	2	0	1	1	1	0	1	0	8.6	8.4	A	A
Jefferson St (NS)																	
• Ave. 54 (NS)	AWS	1	1	1	2	2	1	1	2	0	1	1	1	9.5	8.9	A	A
Jackson St (NS)																	
• Airport Blvd (EW)	AWS	0	1	0	0	1	0	0	1	0	0	1	0	8.5	7.9	A	A

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

[2] Analysis Software: Traffix, Version 7.5.1115 (2001). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal
CSS = Cross Street Stop

[4] -- = Delay High, Intersection Unstable, Level of Service "F".

movement volumes are shown on Exhibits 5-D and 5-E, respectively, and average daily traffic is shown on Exhibit 5-F.

For Opening Year with project traffic conditions, the study area intersections are projected to operate at Level of Service "C" or better during the peak hours, with improvements (see Table 5-2).

3. Opening Year Intersection Improvements

No opening year intersection improvements are necessary.

EXHIBIT 5-D

OPENING YEAR WITH PROJECT AM PEAK HOUR VOLUMES

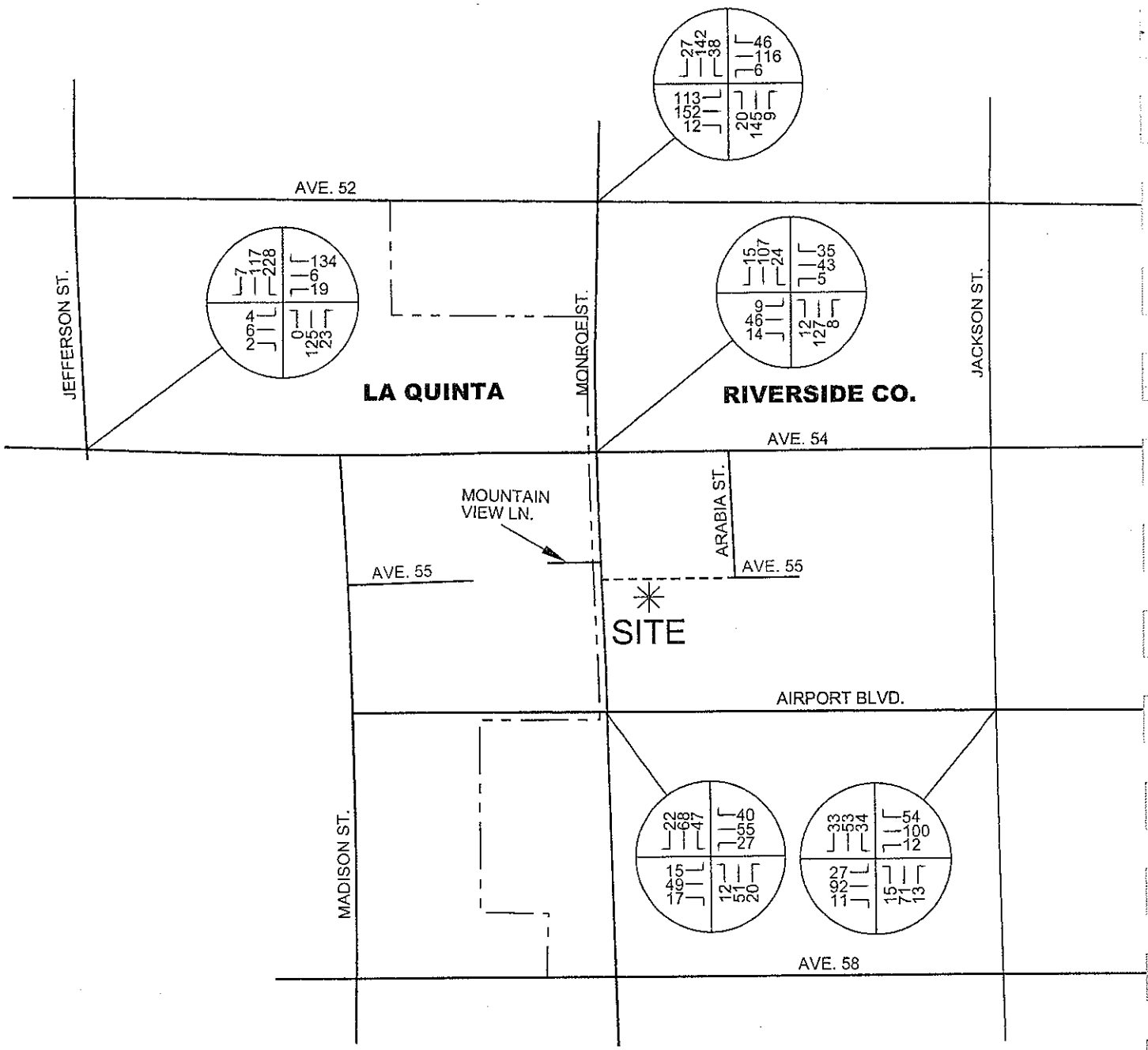
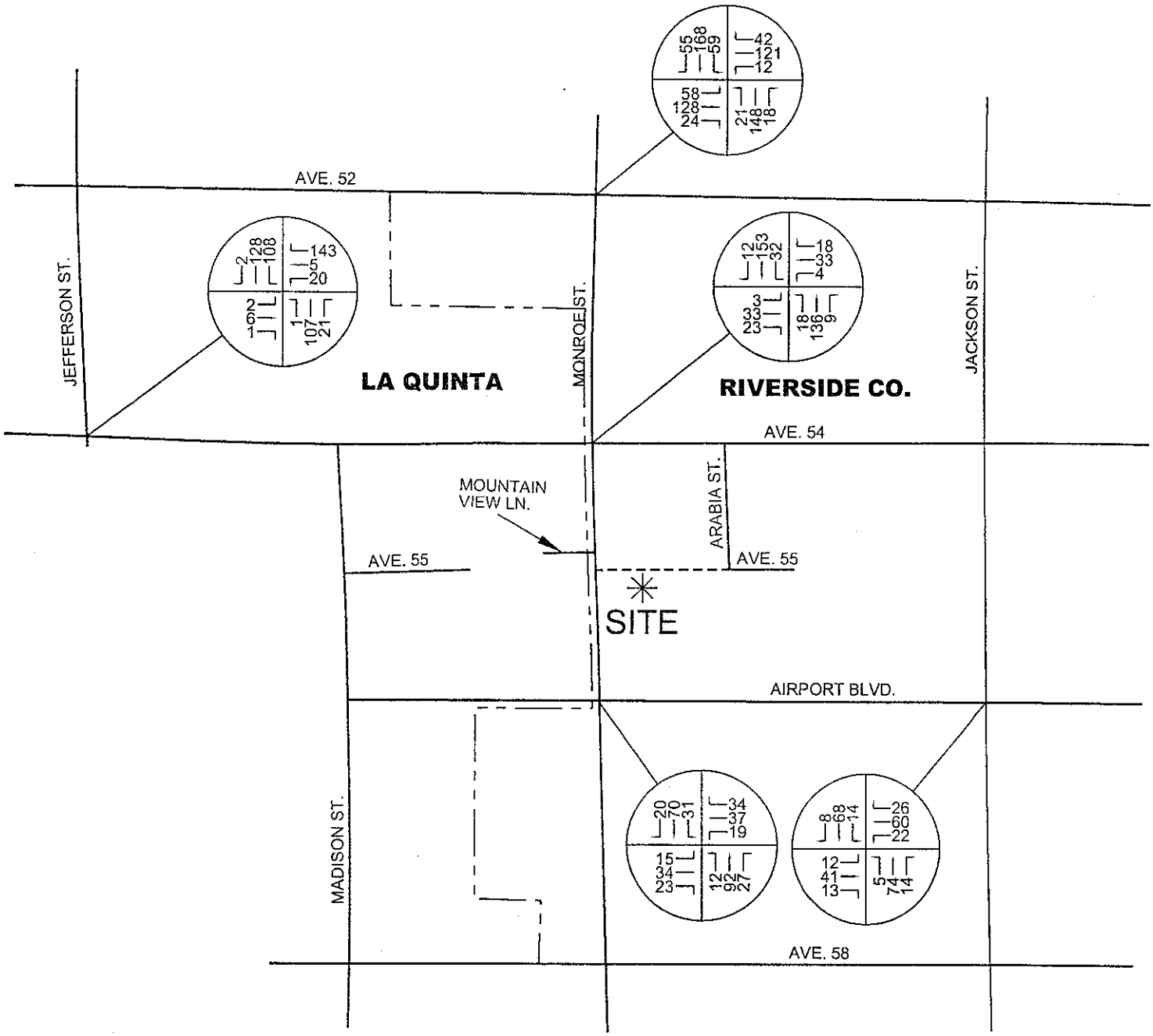


EXHIBIT 5-E

OPENING YEAR WITH PROJECT PM PEAK HOUR VOLUMES



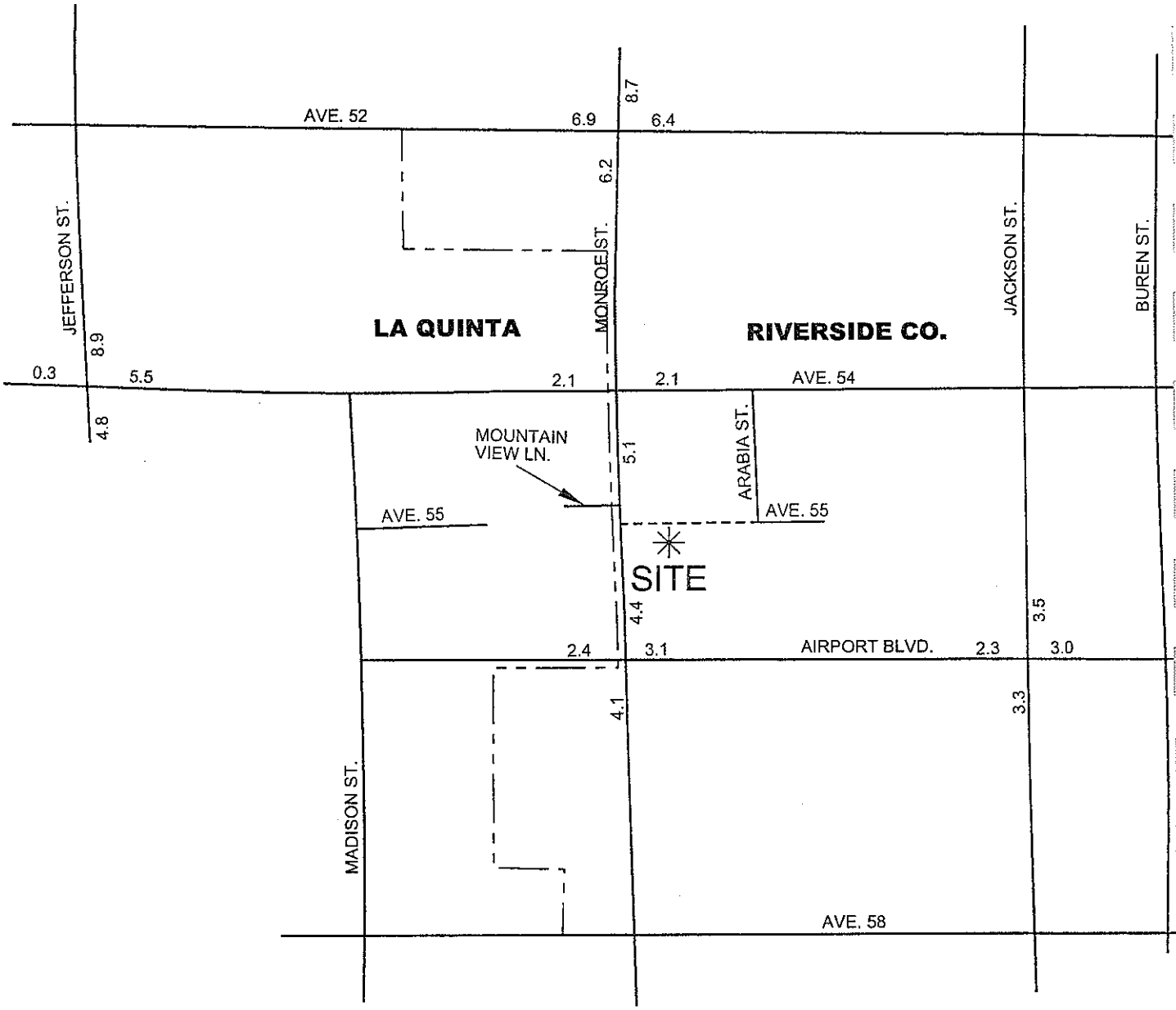
1298-02-01-EX_5-E

TENTATIVE TRACT MAP 30399, Riverside County, California

RK engineering group, inc.

EXHIBIT 5-F

OPENING YEAR WITH PROJECT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

4.4 = ADT (1000'S)

N

VI. FINDINGS AND CONCLUSIONS

A. Site Accessibility

The proposed project will have access to Monroe Street and Avenue 55.

B. Traffic Impacts

For existing traffic conditions, no traffic signals are warranted at the study area intersections.

The proposed development is projected to generate approximately 785 trip-ends per day with 62 vehicles per hour during the AM peak hour and 83 vehicles per hour during the PM peak hour.

For Opening Year without project traffic conditions, no traffic signals are warranted at the area intersections.

C. Need for Improvements Off-Site to Achieve Required Level of Service

For Opening Year traffic conditions, no improvements are needed at the study area intersections.

D. Compliance With General Plan Circulation Policies

POLICY:
New industrial, commercial and residential development should be designed and developed to promote alternative forms of travel through the use of bikeways, park-n-ride facilities, bus stops and other alternative travel facilities.

COMMENTS ON HOW THIS PROJECT MEETS THE GENERAL PLAN POLICY:
The project has not been designed to meet this policy. Its location is neither served by public transit nor Riverside County bikeway facilities. Thus it does not meet this policy.

POLICY:
Through traffic movements shall be limited to general plan roads and shall avoid streets through residential neighborhoods. Provisions shall be made for highways capable of carrying high volumes of through traffic between major trip generators.

COMMENTS ON HOW THIS PROJECT MEETS THE GENERAL PLAN POLICY:
Through traffic shall use adjacent highways (including Monroe Street and Avenue 55) for through traffic.

POLICY:
Curves and grades shall be designed to permit safe movement of vehicular traffic at the road's design speed.

COMMENTS ON HOW THIS PROJECT MEETS THE GENERAL PLAN POLICY:
Cross-sections and ultimate alignments will be designed to meet Riverside County Transportation Department requirements.

POLICY:
Whenever access must be taken directly off of a general planned highway for abutting parcels, common access shall be provided at the property line. Parcels on opposite sides of a highway shall have access points located directly opposite each other, whenever possible, to allow for future street intersections and increased safety.

COMMENTS ON HOW THIS PROJECT MEETS THE GENERAL PLAN POLICY:
Stop sign controls would be adequate to provide traffic movement and safe intersections to adjacent routes serving through traffic.

POLICY:

Sight distances shall be adequate to provide for safe vehicular movement at a road's design speed. Setbacks allowing for clear, unobstructed sight distance shall be provided at all intersections.

COMMENTS ON HOW THIS PROJECT MEETS THE GENERAL PLAN POLICY:

Sight distance should be reviewed in conjunction with the preparation of grading, landscaping and street improvement plans.

POLICY:

Roadways shall be located outside identified floodplains whenever possible.

COMMENTS ON HOW THIS PROJECT MEETS THE GENERAL PLAN POLICY:

This issue is not applicable to this project site.

POLICY:

All streets and highways located within identified blow sand areas shall be protected from blow sand hazards.

COMMENTS ON HOW THIS PROJECT MEETS THE GENERAL PLAN POLICY:

This issue is not applicable to this project site.

POLICY:

Developments which are identified as major trip attractors (i.e., commercial and employment centers) shall incorporate the potential for public transit service in their design.

COMMENTS ON HOW THIS PROJECT MEETS THE GENERAL PLAN POLICY:

This project site has not been identified as a major trip attraction.

POLICY:

Bikeways should link major activity centers such as residential areas, employment centers, commercial facilities, recreation areas and education facilities.

COMMENTS ON HOW THIS PROJECT MEETS THE GENERAL PLAN POLICY:

The project is not linked to Riverside County General Plan bikeway facilities, and does not meet this policy.

POLICY:

Bikeways shall be located in aesthetically pleasing surroundings such as through parks, adjacent to scenic highways, and near watercourses, whenever possible.

COMMENTS ON HOW THIS PROJECT MEETS THE GENERAL PLAN POLICY:

This policy does not apply to the project applicant.

POLICY:

Bikeways shall be developed in compliance with the land use standards established in the Riverside County Bicycle and Facilities Plan.

COMMENTS ON HOW THIS PROJECT MEETS THE GENERAL PLAN POLICY:

This policy does not apply to the project applicant.

VII. RECOMMENDATIONS

A. Site Access

The proposed project will have access to Monroe Street and Avenue 55.

B. Roadway Improvements

No roadway improvements are necessary. Traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

Sight distance at each project access roadway should be reviewed with respect to standard Caltrans/County of Riverside sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

C. Transportation System Management Actions

1. Off-Site

Request Riverside Transit Agency to provide service to the project area. Request County of Riverside to provide bike lanes adjacent to the project.

2. On-Site

Design the project following *Riverside County Transportation Demand Management Design Guidelines* to reduce automobile trips and make the community pedestrian and transit friendly.

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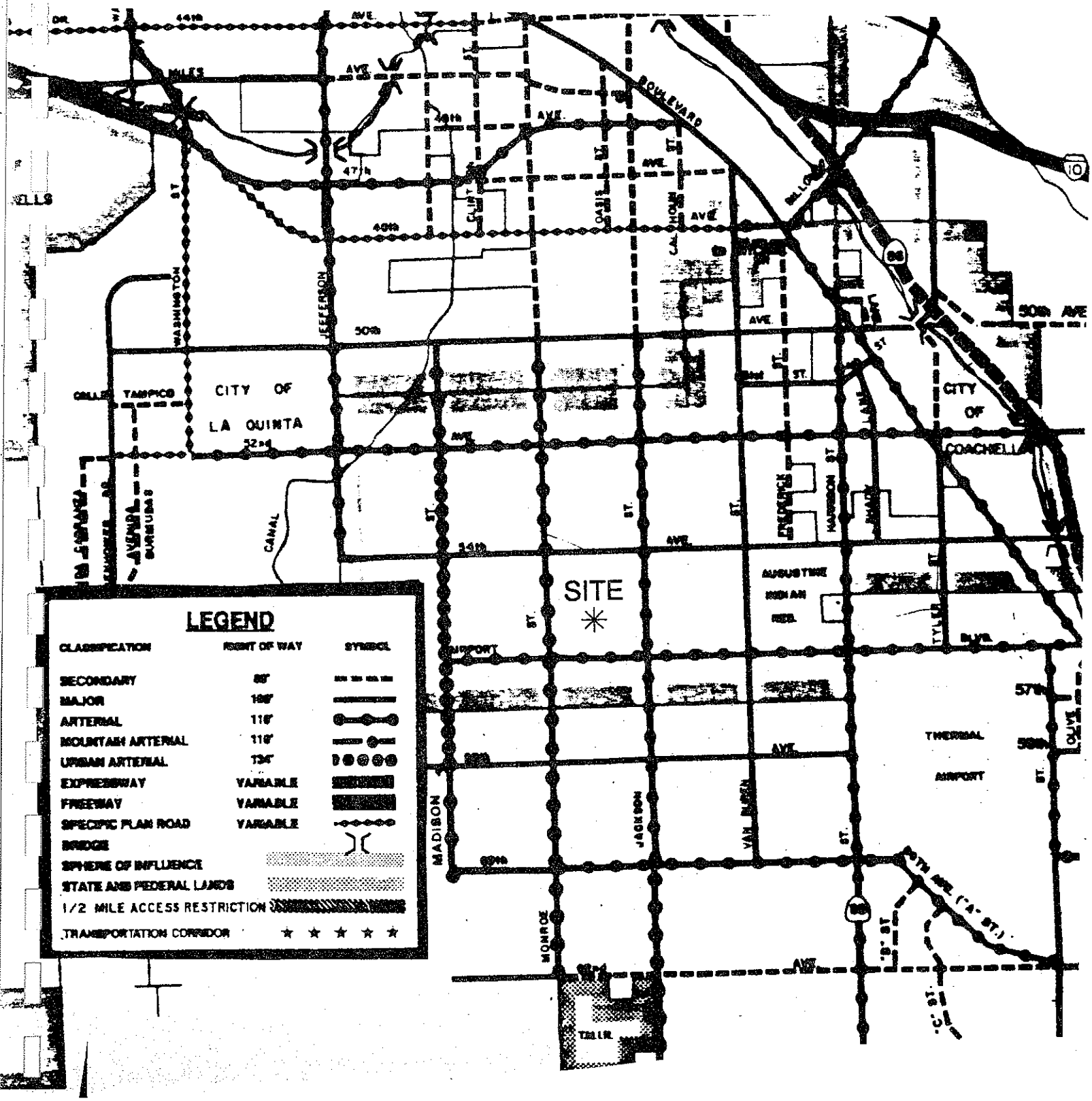
APPENDIX A

RIVERSIDE COUNTY GENERAL PLAN CIRCULATION ELEMENT

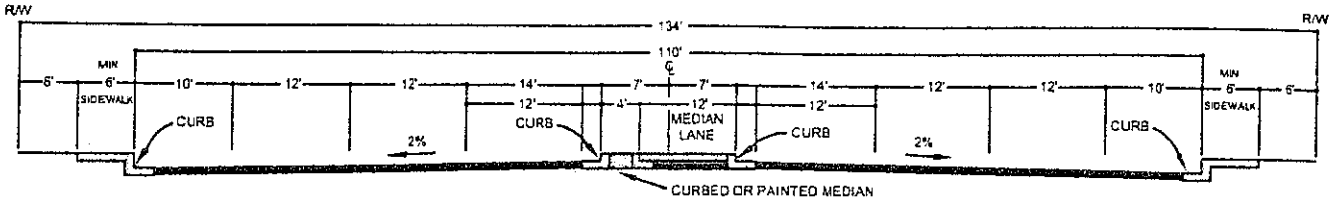
RIVERSIDE COUNTY
GENERAL PLAN CIRCULATION ELEMENT



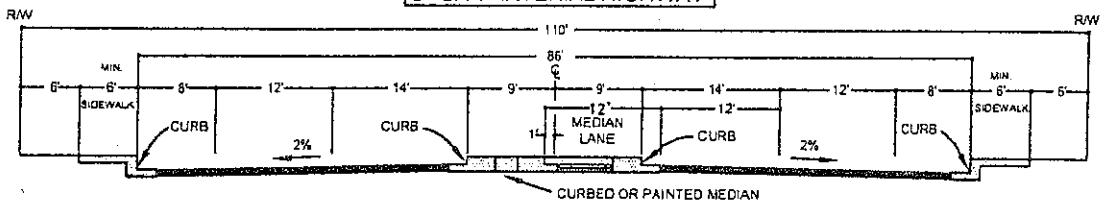
SOURCE: RIVERSIDE COUNTY GENERAL PLAN

RK engineering group, inc.

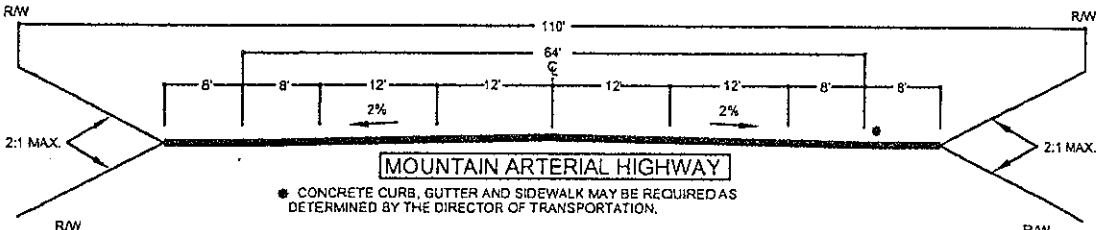
RIVERSIDE COUNTY
GENERAL PLAN ROADWAY CROSS SECTIONS



URBAN ARTERIAL HIGHWAY

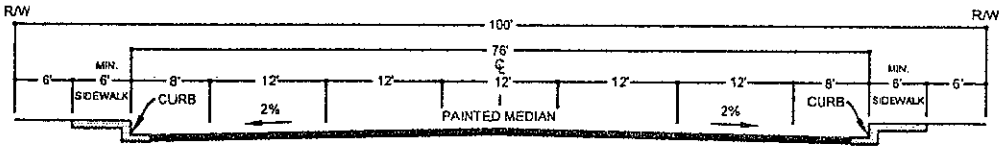


ARTERIAL HIGHWAY

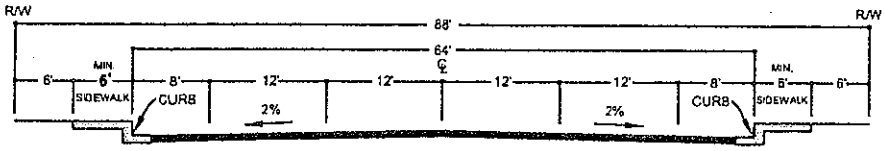


MOUNTAIN ARTERIAL HIGHWAY

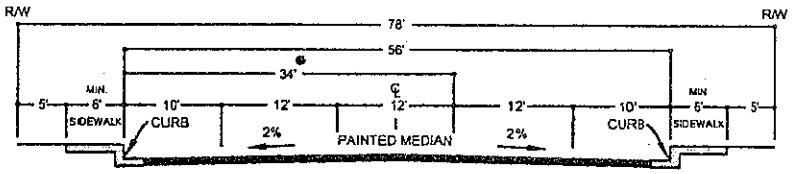
* CONCRETE CURB, GUTTER AND SIDEWALK MAY BE REQUIRED AS DETERMINED BY THE DIRECTOR OF TRANSPORTATION.



MAJOR HIGHWAY

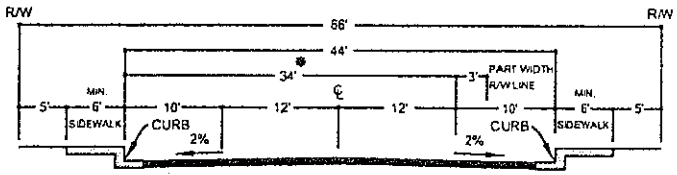


SECONDARY HIGHWAY



INDUSTRIAL COLLECTOR

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



COLLECTOR

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

N

SOURCE: RIVERSIDE COUNTY GENERAL PLAN

RK engineering group, inc.

APPENDIX B

TRAFFIC COUNT WORKSHEETS

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MONROE ST. DATE: 06/18/02 CITY: LA QUINTA

E-W STREET: 52nd ST. DAY: TUESDAY PROJECT# 0821003A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	19	0	8	29	2	19	21	1	0	21	9	130
7:15 AM	4	27	1	10	40	5	25	35	1	0	29	11	188
7:30 AM	6	33	2	13	36	8	33	49	3	1	33	14	231
7:45 AM	3	25	1	8	27	6	28	32	4	1	26	7	168
8:00 AM	4	29	3	5	24	7	22	29	2	3	22	12	162
8:15 AM	2	26	1	7	21	4	19	25	1	1	27	9	143
8:30 AM	3	24	2	4	23	4	17	22	1	2	19	13	134
8:45 AM	6	31	2	6	25	8	11	17	2	1	25	10	144
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	29	214	12	61	225	44	174	230	15	9	202	85	1300
AM Peak Hr Begins at				715	AM								
PEAK VOLUMES =	17	114	7	36	127	26	108	145	10	5	110	44	749

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MONROE ST. DATE: 06/18/02 CITY: LA QUINTA

E-W STREET: 52nd ST. DAY: TUESDAY PROJECT# 0821003P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6	29	4	15	35	14	13	29	4	2	26	11	188
4:15 PM	4	33	3	11	31	11	11	26	6	3	30	9	178
4:30 PM	3	27	3	13	29	12	12	32	7	3	32	8	181
4:45 PM	5	36	5	17	37	15	19	35	3	1	27	12	212
5:00 PM	4	30	4	9	33	13	15	30	6	2	29	10	185
5:15 PM	2	25	2	14	25	16	14	24	4	2	24	7	159
5:30 PM	2	23	3	1	28	18	9	29	7	0	17	9	146
5:45 PM	5	20	2	12	20	22	9	31	5	1	25	10	162
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	31	223	26	92	238	121	102	236	42	14	210	76	1411
PM Peak Hr Begins at				400	PM								
PEAK VOLUMES =	18	125	15	56	132	52	55	122	20	9	115	40	759

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MONROE ST. DATE: 06/18/02 CITY: LA QUINTA

E-W STREET: 54th AVE. DAY: TUESDAY PROJECT# 0821002A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	23	0	2	21	2	4	7	1	0	7	4	72
7:15 AM	0	21	1	6	39	5	3	11	2	0	9	6	103
7:30 AM	2	28	1	4	31	3	1	9	2	2	13	11	107
7:45 AM	3	19	2	7	12	2	2	14	4	1	11	9	86
8:00 AM	2	24	3	6	10	4	3	10	3	2	8	7	82
8:15 AM	2	20	2	4	18	3	4	7	1	0	10	5	76
8:30 AM	0	18	3	5	15	2	2	8	0	1	9	8	71
8:45 AM	1	16	1	3	13	2	3	7	2	0	6	3	57
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	11	169	13	37	159	23	22	73	15	6	73	53	654
AM Peak Hr Begins at				715	AM								
PEAK VOLUMES =	7	92	7	23	92	14	9	44	11	5	41	33	378

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MONROE ST. DATE: 06/18/02 CITY: LA QUINTA

E-W STREET: 54th AVE. DAY: TUESDAY PROJECT# 0821002P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	3	33	2	9	26	2	4	5	1	0	8	2	95
4:15 PM	2	25	1	7	24	5	3	8	2	1	6	4	88
4:30 PM	4	22	3	6	29	3	5	6	1	0	10	5	94
4:45 PM	5	30	2	8	34	1	7	11	0	2	7	6	113
5:00 PM	1	19	1	10	25	4	5	9	1	1	5	5	86
5:15 PM	0	15	1	6	17	2	6	7	1	1	6	7	69
5:30 PM	2	18	1	4	20	1	4	8	0	0	4	5	67
5:45 PM	1	17	0	5	22	1	3	5	1	1	4	4	64
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 18	NT 179	NR 11	SL 55	ST 197	SR 19	EL 37	ET 59	ER 7	WL 6	WT 50	WR 38	TOTAL 676
PM Peak Hr Begins at				400	PM								
PEAK VOLUMES =	14	110	8	30	113	11	19	30	4	3	31	17	390

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MONROE ST. DATE: 06/18/02 CITY: LA QUINTA

E-W STREET: AIRPORT BLVD. DAY: TUESDAY PROJECT# 0821001A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	0.5	0.5	1	1	1	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	14	3	9	14	5	1	9	2	6	9	8	82
7:15 AM	1	15	5	15	23	6	4	13	4	8	18	11	123
7:30 AM	3	11	4	10	17	4	3	11	3	5	11	9	91
7:45 AM	5	8	6	7	9	6	2	9	2	7	13	10	84
8:00 AM	2	13	4	8	11	5	5	14	7	6	10	6	91
8:15 AM	1	12	8	6	10	7	4	8	3	8	12	7	86
8:30 AM	1	11	5	5	13	3	5	6	4	9	9	6	77
8:45 AM	2	16	6	6	12	6	0	9	3	4	8	6	78
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	17	100	41	66	109	42	24	79	28	53	90	63	712
AM Peak Hr Begins at				715	AM								
PEAK VOLUMES =	11	47	19	40	60	21	14	47	16	26	52	36	389

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: MONROE ST. DATE: 06/18/02 CITY: LA QUINTA

E-W STREET: AIRPORT BLVD. DAY: TUESDAY PROJECT# 0821001P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	0.5	0.5	1	1	1	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	4	27	4	4	16	3	4	6	3	3	7	6	87
4:15 PM	2	15	6	5	13	5	2	9	5	5	11	5	83
4:30 PM	3	22	7	7	15	4	5	10	8	4	9	10	104
4:45 PM	2	19	9	11	20	7	3	7	6	6	8	7	105
5:00 PM	1	16	3	6	14	6	2	3	3	4	4	5	67
5:15 PM	2	20	1	4	11	4	1	4	4	3	5	4	63
5:30 PM	0	17	2	3	12	1	1	5	2	2	7	4	56
5:45 PM	1	14	0	5	8	2	2	4	3	3	4	5	51
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	15	150	32	45	109	32	20	48	34	30	55	46	616
PM Peak Hr Begins at				400	PM								
PEAK VOLUMES =	11	83	26	27	64	19	14	32	22	18	35	28	379

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: JACKSON ST. DATE: 06/18/02 CITY: LA QUINTA

E-W STREET: AIRPORT BLVD. DAY: TUESDAY PROJECT# 0821005A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	11	3	6	9	6	5	13	2	3	21	15	96
7:15 AM	1	16	7	9	12	8	4	22	3	3	37	17	139
7:30 AM	5	22	1	11	13	9	6	18	2	5	19	14	125
7:45 AM	5	18	2	3	10	9	5	17	3	1	18	11	102
8:00 AM	3	12	2	9	15	5	11	26	2	2	19	9	115
8:15 AM	1	11	2	4	12	3	7	19	2	1	15	6	83
8:30 AM	1	16	5	4	12	6	8	13	1	4	13	5	88
8:45 AM	1	17	3	7	9	3	2	11	1	2	10	1	67
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	19	123	25	53	92	49	48	139	16	21	152	78	815
AM Peak Hr Begins at				715	AM								
PEAK VOLUMES =	14	68	12	32	50	31	26	83	10	11	93	51	481

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: JACKSON ST. DATE: 06/18/02 CITY: LA QUINTA

E-W STREET: AIRPORT BLVD. DAY: TUESDAY PROJECT# 0821005P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	14	3	6	17	2	3	8	4	11	13	12	94
4:15 PM	1	20	3	4	19	3	1	9	2	3	12	3	80
4:30 PM	1	20	3	2	16	1	2	9	4	5	17	4	84
4:45 PM	2	16	4	1	13	2	5	10	2	2	10	6	73
5:00 PM	3	12	1	3	14	1	1	8	2	2	15	8	70
5:15 PM	1	12	1	1	17	2	3	14	2	2	12	5	72
5:30 PM	1	16	4	2	16	4	4	13	1	1	12	4	78
5:45 PM	1	10	3	2	10	3	4	11	2	3	10	5	64
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	11	120	22	21	122	18	23	82	19	29	101	47	615

PM Peak Hr Begins at 400 PM

PEAK VOLUMES =	5	70	13	13	65	8	11	36	12	21	52	25	331

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: JACKSON ST. DATE: 06/18/02 CITY: LA QUINTA

E-W STREET: 54th ST. DAY: TUESDAY PROJECT# 0821004A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	30	0	4	26	3	0	8	2	1	6	2	86
7:15 AM	6	42	2	1	20	1	2	14	3	2	11	3	107
7:30 AM	12	43	2	7	17	5	4	9	2	0	9	2	112
7:45 AM	5	34	4	2	13	4	1	15	6	2	10	2	98
8:00 AM	6	33	0	0	20	1	1	8	7	3	13	3	95
8:15 AM	4	27	0	0	14	2	0	6	5	4	8	3	73
8:30 AM	2	38	3	4	12	1	1	10	3	0	15	2	91
8:45 AM	3	29	1	4	11	0	3	4	2	1	7	4	69
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	42	276	12	22	133	17	12	74	30	13	79	21	731
AM Peak Hr Begins at				715	AM								
PEAK VOLUMES =	29	152	8	10	70	11	8	46	18	7	43	10	412

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: JACKSON ST. DATE: 06/18/02 CITY: LA QUINTA

E-W STREET: 54th ST. DAY: TUESDAY PROJECT# 0821004P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	38	1	5	24	2	0	10	4	1	9	2	97
4:15 PM	2	29	5	2	30	0	1	7	6	2	7	3	94
4:30 PM	0	34	2	3	25	1	4	7	5	2	13	1	97
4:45 PM	6	37	2	1	18	1	3	5	11	1	6	4	95
5:00 PM	1	25	4	1	34	1	0	9	11	3	8	2	99
5:15 PM	4	20	2	0	25	2	0	4	7	0	5	3	72
5:30 PM	4	18	2	0	21	1	0	7	10	1	7	2	73
5:45 PM	1	30	2	1	27	2	1	5	6	1	4	1	81
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	19	231	20	13	204	10	9	54	60	11	59	18	708
PM Peak Hr Begins at				415	PM								
PEAK VOLUMES =	9	125	13	7	107	3	8	28	33	8	34	10	385

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: JEFFERSON ST. DATE: 06/26/02 CITY: LA QUINTA

E-W STREET: AVE. 54 DAY: WEDNESDAY PROJECT# 0858001A

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	2	2	1	1	2	0	1	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	16	3	59	18	0	0	2	0	11	1	29	139
7:15 AM	0	23	9	63	24	3	2	0	0	3	0	31	158
7:30 AM	0	39	4	61	20	1	1	0	0	4	1	43	174
7:45 AM	0	26	7	55	32	1	0	0	1	5	0	28	155
8:00 AM	0	31	2	38	35	2	1	4	1	6	0	26	146
8:15 AM	0	35	6	35	26	2	0	0	1	5	1	24	135
8:30 AM	1	29	5	33	22	1	2	0	1	8	1	42	145
8:45 AM	0	25	5	29	20	2	1	1	1	6	0	39	129
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	1	224	41	373	197	12	7	7	5	48	4	262	1181
AM Peak Hr Begins at				715	AM								
PEAK VOLUMES =	0	119	22	217	111	7	4	4	2	18	1	128	633

ADDITIONS: 4-WAY STOP

SOUTHLAND CAR COUNTERS
VEHICLE AND MANUAL COUNTS

N-S STREET: JEFFERSON ST. DATE: 06/26/02 CITY: LA QUINTA

E-W STREET: AVE. 54 DAY: WEDNESDAY PROJECT# 0858001P

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	2	2	1	1	2	0	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	22	3	36	31	1	0	0	0	7	0	47	147
4:15 PM	1	26	6	17	38	1	0	1	0	3	0	41	134
4:30 PM	0	25	5	19	26	0	1	0	0	4	1	39	120
4:45 PM	0	29	6	31	27	0	1	0	1	5	1	36	137
5:00 PM	0	20	2	18	19	2	0	1	1	4	0	38	105
5:15 PM	0	32	4	40	22	0	0	0	0	3	1	33	135
5:30 PM	1	28	3	29	25	1	2	1	0	8	0	22	120
5:45 PM	0	21	3	22	23	0	0	0	0	9	0	24	102
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	2	203	32	212	211	5	4	3	2	43	3	280	1000
PM Peak Hr Begins at				400	PM								
PEAK VOLUMES =	1	102	20	103	122	2	2	1	1	19	2	163	538

ADDITIONS: 4-WAY STOP

APPENDIX C

EXISTING CONDITIONS INTERSECTION ANALYSIS

TTM 30399 Traffic Impact Study
Riverside County, California
Existing Traffic Condtions

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

****

Intersection #1 Monroe St & Ave. 52

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.409
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 18 Jun 2002 << AM												
Base Vol:	17	114	7	36	127	26	108	145	10	5	110	44
Growth Adj:	1.00	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	114	7	36	127	26	108	145	10	5	110	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	18	120	7	38	134	27	114	153	11	5	116	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	120	7	38	134	27	114	153	11	5	116	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	18	120	7	38	134	27	114	153	11	5	116	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.83	0.05	0.19	0.67	0.14	0.41	0.55	0.04	0.03	0.69	0.28
Final Sat.:	77	519	32	124	437	89	278	373	26	21	464	186
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.31	0.31	0.31	0.41	0.41	0.41	0.25	0.25	0.25
Crit Moves:			****	****					****		****	
Delay/Veh:	9.7	9.7	9.7	10.2	10.2	10.2	11.3	11.3	11.3	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	10.2	10.2	10.2	11.3	11.3	11.3	9.5	9.5	9.5
LOS by Move:	A	A	A	B	B	B	B	B	B	A	A	A
ApproachDel:		9.7			10.2			11.3			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			10.2			11.3			9.5	
LOS by Appr:		A			B			B			A	

****

TTM 30399 Traffic Impact Study
Riverside County, California
Existing Traffic Condtions

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

Intersection #1 Monroe St & Ave. 52

Cycle (sec): 100 Critical Vol./Cap. (X): 0.372
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jun 2002 << PM												
Base Vol:	18	125	15	56	132	52	55	122	20	9	115	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	125	15	56	132	52	55	122	20	9	115	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	19	132	16	59	139	55	58	128	21	9	121	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	132	16	59	139	55	58	128	21	9	121	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.:	19	132	16	59	139	55	58	128	21	9	121	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.80	0.09	0.23	0.55	0.22	0.28	0.62	0.10	0.05	0.71	0.24
Final Sat.:	74	512	61	158	373	147	182	403	66	36	458	159
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.37	0.37	0.37	0.32	0.32	0.32	0.26	0.26	0.26
Crit Moves:		****				****		****			****	
Delay/Veh:	9.8	9.8	9.8	10.7	10.7	10.7	10.4	10.4	10.4	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	9.8	9.8	10.7	10.7	10.7	10.4	10.4	10.4	9.8	9.8	9.8
LOS by Move:	A	A	A	B	B	B	B	B	B	A	A	A
ApproachDel:		9.8			10.7			10.4			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			10.7			10.4			9.8	
LOS by Appr:		A			B			B			A	

TTM 30399 Traffic Impact Study
Riverside County, California
Existing Traffic Condtions

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

Intersection #2 Jefferson & Ave. 54

Cycle (sec): 100 Critical Vol./Cap. (X): 0.208
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module: >> Count Date: 26 Jun 2002 << AM												
Base Vol:	0	119	22	217	111	7	4	4	2	18	1	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	119	22	217	111	7	4	4	2	18	1	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	125	23	228	117	7	4	4	2	19	1	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	125	23	228	117	7	4	4	2	19	1	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	125	23	228	117	7	4	4	2	19	1	135
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.33	0.67	1.00	1.00	1.00
Final Sat.:	0	601	679	1201	1307	747	500	729	385	532	575	650
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.21	0.03	0.19	0.09	0.01	0.01	0.01	0.01	0.04	0.00	0.21
Crit Moves:		****		****			****					****
Delay/Veh:	0.0	9.8	7.9	9.8	8.5	7.4	9.4	8.8	8.4	9.3	8.6	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.8	7.9	9.8	8.5	7.4	9.4	8.8	8.4	9.3	8.6	9.1
LOS by Move:	*	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.5			9.4			9.0			9.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.5			9.4			9.0			9.2	
LOS by Appr:		A			A			A			A	

TTM 30399 Traffic Impact Study
Riverside County, California
Existing Traffic Condtions

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

****

Intersection #2 Jefferson & Ave. 54

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.203
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		2	0	2	0	1		1	0	1	1	0		1	0	1	0	1	
Volume Module: >> Count Date: 26 Jun 2002 << PM																								
Base Vol:	1	102		20	103	122		2	2		1	1		19	2		136							
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00							
Initial Bse:	1	102		20	103	122		2	2		1	1		19	2		136							
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00							
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95		0.95	0.95		0.95							
PHF Volume:	1	107		21	108	128		2	2		1	1		20	2		143							
Reduct Vol:	0	0		0	0	0		0	0		0	0		0	0		0							
Reduced Vol:	1	107		21	108	128		2	2		1	1		20	2		143							
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00							
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00							
Final Vol.:	1	107		21	108	128		2	2		1	1		20	2		143							
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00							
Lanes:	1.00	1.00		1.00	2.00	2.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00							
Final Sat.:	578	630		716	1211	1322		757	531		574	645		569	619		706							
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.17		0.03	0.09	0.10		0.00	0.00		0.00	0.00		0.04	0.00		0.20							
Crit Moves:		****				****			****								****							
Delay/Veh:	8.7	9.2		7.6	9.0	8.5		7.3	9.1		8.5	7.8		8.9	8.2		8.7							
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00							
AdjDel/Veh:	8.7	9.2		7.6	9.0	8.5		7.3	9.1		8.5	7.8		8.9	8.2		8.7							
LOS by Move:	A	A		A	A	A		A	A		A	A		A	A		A							
ApproachDel:		8.9				8.7					8.6				8.7									
Delay Adj:		1.00				1.00					1.00				1.00									
ApprAdjDel:		8.9				8.7					8.6				8.7									
LOS by Appr:		A				A					A				A									

****

TTM 30399 Traffic Impact Study
Riverside County, California
Existing Traffic Condtions

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

****

Intersection #3 Monroe St & Ave. 54

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.168
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 18 Jun 2002 << AM												
Base Vol:	7	92	7	23	92	14	9	44	11	5	41	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	92	7	23	92	14	9	44	11	5	41	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	7	97	7	24	97	15	9	46	12	5	43	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	97	7	24	97	15	9	46	12	5	43	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	97	7	24	97	15	9	46	12	5	43	35
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.87	0.07	0.18	0.71	0.11	0.14	0.69	0.17	0.06	0.52	0.42
Final Sat.:	53	695	53	144	575	88	108	528	132	51	415	334
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.17	0.17	0.17	0.09	0.09	0.09	0.10	0.10	0.10
Crit Moves:		****			****			****			****	
Delay/Veh:	8.0	8.0	8.0	8.2	8.2	8.2	7.9	7.9	7.9	7.7	7.7	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	8.0	8.2	8.2	8.2	7.9	7.9	7.9	7.7	7.7	7.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.0			8.2			7.9			7.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.0			8.2			7.9			7.7	
LOS by Appr:		A			A			A			A	

****

TTM 30399 Traffic Impact Study
Riverside County, California
Existing Traffic Condtions

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

Intersection #3 Monroe St & Ave. 54

Cycle (sec):	100	Critical Vol./Cap. (X):	0.197
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jun 2002 << PM												
Base Vol:	14	110	8	30	113	11	3	31	17	3	31	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	110	8	30	113	11	3	31	17	3	31	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	15	116	8	32	119	12	3	33	18	3	33	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	116	8	32	119	12	3	33	18	3	33	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	116	8	32	119	12	3	33	18	3	33	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.83	0.06	0.19	0.74	0.07	0.06	0.61	0.33	0.06	0.61	0.33
Final Sat.:	87	682	50	160	602	59	45	466	256	45	466	256
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.20	0.20	0.20	0.07	0.07	0.07	0.07	0.07	0.07
Crit Moves:			****	****				****			****	
Delay/Veh:	8.1	8.1	8.1	8.3	8.3	8.3	7.7	7.7	7.7	7.7	7.7	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.1	8.1	8.3	8.3	8.3	7.7	7.7	7.7	7.7	7.7	7.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.1			8.3			7.7			7.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.1			8.3			7.7			7.7	
LOS by Appr:		A			A			A			A	

TTM 30399 Traffic Impact Study
Riverside County, California
Existing Traffic Condtions

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

Intersection #4 Monroe St & Airport Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.171
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jun 2002 << AM												
Base Vol:	11	47	19	40	60	21	14	47	16	26	52	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	47	19	40	60	21	14	47	16	26	52	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	49	20	42	63	22	15	49	17	27	55	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	49	20	42	63	22	15	49	17	27	55	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	49	20	42	63	22	15	49	17	27	55	38
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.48	0.52	1.00	1.00	1.00	0.23	0.46	0.31
Final Sat.:	593	646	740	606	1003	368	617	674	776	160	319	221
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.03	0.07	0.06	0.06	0.02	0.07	0.02	0.17	0.17	0.17
Crit Moves:		****		****				****		****		
Delay/Veh:	8.6	8.4	7.4	8.8	8.1	7.9	8.5	8.2	7.2	9.0	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.4	7.4	8.8	8.1	7.9	8.5	8.2	7.2	9.0	9.0	9.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.2			8.3			8.1			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			8.3			8.1			9.0	
LOS by Appr:		A			A			A			A	

TTM 30399 Traffic Impact Study
Riverside County, California
Existing Traffic Condtions

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

Intersection #4 Monroe St & Airport Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.130
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.3
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 1	1	0	1 0 1	0	1	0 0 1!	0	0
Volume Module: >> Count Date: 18 Jun 2002 << PM												
Base Vol:	11	83	26	27	64	19	14	32	22	18	35	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	83	26	27	64	19	14	32	22	18	35	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	87	27	28	67	20	15	34	23	19	37	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	87	27	28	67	20	15	34	23	19	37	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.:	12	87	27	28	67	20	15	34	23	19	37	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.54	0.46	1.00	1.00	1.00	0.22	0.43	0.35
Final Sat.:	614	671	772	610	1053	325	610	666	765	153	298	238
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.04	0.05	0.06	0.06	0.02	0.05	0.03	0.12	0.12	0.12
Crit Moves:		****			****			****				****
Delay/Veh:	8.5	8.6	7.3	8.7	8.1	7.9	8.5	8.1	7.3	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.6	7.3	8.7	8.1	7.9	8.5	8.1	7.3	8.7	8.7	8.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.3			8.2			7.9			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			8.2			7.9			8.7	
LOS by Appr:		A			A			A			A	

TTM 30399 Traffic Impact Study
Riverside County, California
Existing Traffic Condtions

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

Intersection #5 Jackson St & Airport Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.207
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 18 Jun 2002 << PM												
Base Vol:	14	68	12	32	50	31	26	83	10	11	93	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	68	12	32	50	31	26	83	10	11	93	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	15	72	13	34	53	33	27	87	11	12	98	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	72	13	34	53	33	27	87	11	12	98	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	72	13	34	53	33	27	87	11	12	98	54
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.72	0.13	0.28	0.45	0.27	0.22	0.70	0.08	0.07	0.60	0.33
Final Sat.:	109	531	94	212	331	205	164	524	63	56	474	260
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.16	0.16	0.16	0.17	0.17	0.17	0.21	0.21	0.21
Crit Moves:		****			****			****		****		
Delay/Veh:	8.3	8.3	8.3	8.3	8.3	8.3	8.4	8.4	8.4	8.4	8.4	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.3	8.3	8.3	8.3	8.3	8.4	8.4	8.4	8.4	8.4	8.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.3			8.3			8.4			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			8.3			8.4			8.4	
LOS by Appr:		A			A			A			A	

TTM 30399 Traffic Impact Study
Riverside County, California
Existing Traffic Condtions

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

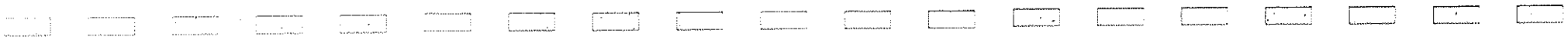
Intersection #5 Jackson St & Airport Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.127
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 18 Jun 2002 << PM												
Base Vol:	5	70	13	13	65	8	11	36	12	21	52	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	70	13	13	65	8	11	36	12	21	52	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	5	74	14	14	68	8	12	38	13	22	55	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	74	14	14	68	8	12	38	13	22	55	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	74	14	14	68	8	12	38	13	22	55	26
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.79	0.15	0.15	0.76	0.09	0.19	0.61	0.20	0.21	0.53	0.26
Final Sat.:	46	646	120	121	606	75	149	488	163	175	432	208
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.11	0.11	0.11	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	****				****			****			****	
Delay/Veh:	7.8	7.8	7.8	7.9	7.9	7.9	7.7	7.7	7.7	7.8	7.8	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	7.8	7.8	7.9	7.9	7.9	7.7	7.7	7.7	7.8	7.8	7.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.8			7.9			7.7			7.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			7.9			7.7			7.8	
LOS by Appr:		A			A			A			A	

APPENDIX D

OPENING YEAR WITHOUT PROJECT CONDITIONS
INTERSECTION ANALYSIS



TTM 30399 Traffic Impact Study
Riverside County, California
Opening Year Traffic Condtions

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

Intersection #1 Monroe St & Ave. 52

Cycle (sec):	100	Critical Vol./Cap. (X):	0.436
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 18 Jun 2002 << AM												
Base Vol:	17	114	7	36	127	26	108	145	10	5	110	44
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	18	120	7	38	133	27	113	152	11	5	116	46
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:	18	120	7	38	133	27	113	152	11	5	116	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	19	126	8	40	140	29	119	160	11	6	122	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	126	8	40	140	29	119	160	11	6	122	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	19	126	8	40	140	29	119	160	11	6	122	49
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.83	0.05	0.19	0.67	0.14	0.41	0.55	0.04	0.03	0.69	0.28
Final Sat.:	76	508	31	122	429	88	274	367	25	21	455	182
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.33	0.33	0.33	0.44	0.44	0.44	0.27	0.27	0.27
Crit Moves:		****			****		****				****	
Delay/Veh:	10.0	10.0	10.0	10.5	10.5	10.5	11.7	11.7	11.7	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	10.0	10.5	10.5	10.5	11.7	11.7	11.7	9.8	9.8	9.8
LOS by Move:	A	A	A	B	B	B	B	B	B	A	A	A
ApproachDel:		10.0			10.5			11.7			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			10.5			11.7			9.8	
LOS by Appr:		A			B			B			A	

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

Intersection #1 Monroe St & Ave. 52

Cycle (sec):	100	Critical Vol./Cap. (X):	0.398
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	10.6
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jun 2002 << PM												
Base Vol:	18	125	15	56	132	52	55	122	20	9	115	40
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	19	131	16	59	139	55	58	128	21	9	121	42
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:	19	131	16	59	139	55	58	128	21	9	121	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	20	138	17	62	146	57	61	135	22	10	127	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	138	17	62	146	57	61	135	22	10	127	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	20	138	17	62	146	57	61	135	22	10	127	44
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.80	0.09	0.23	0.55	0.22	0.28	0.62	0.10	0.05	0.71	0.24
Final Sat.:	72	502	60	156	367	145	178	395	65	35	449	156
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.40	0.40	0.40	0.34	0.34	0.34	0.28	0.28	0.28
Crit Moves:		****			****			****			****	
Delay/Veh:	10.1	10.1	10.1	11.1	11.1	11.1	10.7	10.7	10.7	10.0	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	10.1	11.1	11.1	11.1	10.7	10.7	10.7	10.0	10.0	10.0
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		10.1			11.1			10.7			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			11.1			10.7			10.0	
LOS by Appr:		B			B			B			B	

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

Intersection #2 Jefferson & Ave. 54

Cycle (sec):	100	Critical Vol./Cap. (X):	0.221
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	9.5
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module: >> Count Date: 26 Jun 2002 << AM												
Base Vol:	0	119	22	217	111	7	4	4	2	18	1	128
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	125	23	228	117	7	4	4	2	19	1	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:	0	125	23	228	117	7	4	4	2	19	1	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	132	24	240	123	8	4	4	2	20	1	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	132	24	240	123	8	4	4	2	20	1	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	132	24	240	123	8	4	4	2	20	1	141
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.33	0.67	1.00	1.00	1.00
Final Sat.:	0	595	668	1189	1295	739	492	717	378	526	567	641
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.22	0.04	0.20	0.09	0.01	0.01	0.01	0.01	0.04	0.00	0.22
Crit Moves:		****		****			****					****
Delay/Veh:	0.0	10.0	8.0	10.0	8.6	7.4	9.5	8.9	8.5	9.4	8.7	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.0	8.0	10.0	8.6	7.4	9.5	8.9	8.5	9.4	8.7	9.3
LOS by Move:	*	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.7			9.5			9.1			9.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			9.5			9.1			9.3	
LOS by Appr:		A			A			A			A	

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

Intersection #2 Jefferson & Ave. 54

Cycle (sec): 100 Critical Vol./Cap. (X): 0.215
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module: >> Count Date: 26 Jun 2002 << PM												
Base Vol:	1	102	20	103	122	2	2	1	1	19	2	136
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	1	107	21	108	128	2	2	1	1	20	2	143
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	107	21	108	128	2	2	1	1	20	2	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	113	22	114	135	2	2	1	1	21	2	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	113	22	114	135	2	2	1	1	21	2	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	113	22	114	135	2	2	1	1	21	2	150
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	572	625	707	1200	1311	749	524	566	635	564	611	698
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.03	0.09	0.10	0.00	0.00	0.00	0.00	0.04	0.00	0.22
Crit Moves:		****			****		****					****
Delay/Veh:	8.7	9.4	7.7	9.1	8.6	7.3	9.1	8.6	7.9	9.0	8.3	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	9.4	7.7	9.1	8.6	7.3	9.1	8.6	7.9	9.0	8.3	8.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.1			8.8			8.7			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.1			8.8			8.7			8.8	
LOS by Appr:		A			A			A			A	

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

Intersection #3 Monroe St & Ave. 54

Cycle (sec):	100	Critical Vol./Cap. (X):	0.178
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jun 2002 << AM												
Base Vol:	7	92	7	23	92	14	9	44	11	5	41	33
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	7	97	7	24	97	15	9	46	12	5	43	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	97	7	24	97	15	9	46	12	5	43	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	102	8	25	102	15	10	49	12	6	45	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	102	8	25	102	15	10	49	12	6	45	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	102	8	25	102	15	10	49	12	6	45	36
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.87	0.07	0.18	0.71	0.11	0.14	0.69	0.17	0.06	0.52	0.42
Final Sat.:	52	690	52	143	572	87	107	523	131	50	411	331
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.18	0.18	0.18	0.09	0.09	0.09	0.11	0.11	0.11
Crit Moves:		****			****		****				****	
Delay/Veh:	8.1	8.1	8.1	8.2	8.2	8.2	7.9	7.9	7.9	7.8	7.8	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.1	8.1	8.2	8.2	8.2	7.9	7.9	7.9	7.8	7.8	7.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.1			8.2			7.9			7.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.1			8.2			7.9			7.8	
LOS by Appr:		A			A			A			A	

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

Intersection #3 Monroe St & Ave. 54

Cycle (sec): 100 Critical Vol./Cap. (X): 0.208
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jun 2002 << PM												
Base Vol:	14	110	8	30	113	11	3	31	17	3	31	17
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	15	116	8	32	119	12	3	33	18	3	33	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:	15	116	8	32	119	12	3	33	18	3	33	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	15	122	9	33	125	12	3	34	19	3	34	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	122	9	33	125	12	3	34	19	3	34	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	122	9	33	125	12	3	34	19	3	34	19
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.83	0.06	0.19	0.74	0.07	0.06	0.61	0.33	0.06	0.61	0.33
Final Sat.:	86	677	49	159	599	58	45	461	253	45	461	253
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.21	0.21	0.21	0.07	0.07	0.07	0.07	0.07	0.07
Crit Moves:		****		****				****			****	
Delay/Veh:	8.2	8.2	8.2	8.4	8.4	8.4	7.8	7.8	7.8	7.8	7.8	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	8.2	8.4	8.4	8.4	7.8	7.8	7.8	7.8	7.8	7.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.2			8.4			7.8			7.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			8.4			7.8			7.8	
LOS by Appr:		A			A			A			A	

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Opening Year Traffic Condtions

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

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Intersection #4 Monroe St & Airport Blvd

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Cycle (sec):	100		Critical Vol./Cap. (X):	0.181
Loss Time (sec):	0 (Y+R = 4 sec)		Average Delay (sec/veh):	8.5
Optimal Cycle:	0		Level Of Service:	A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 1	1	0	1 0 1	0	1	0 0 1!	0	0
Volume Module: >> Count Date: 18 Jun 2002 << AM												
Base Vol:	11	47	19	40	60	21	14	47	16	26	52	36
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	12	49	20	42	63	22	15	49	17	27	55	38
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	49	20	42	63	22	15	49	17	27	55	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	52	21	44	66	23	15	52	18	29	57	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	52	21	44	66	23	15	52	18	29	57	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	52	21	44	66	23	15	52	18	29	57	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.48	0.52	1.00	1.00	1.00	0.23	0.46	0.31
Final Sat.:	587	640	731	601	995	364	612	669	768	158	317	219
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.03	0.07	0.07	0.06	0.03	0.08	0.02	0.18	0.18	0.18
Crit Moves:		****		****				****			****	
Delay/Veh:	8.7	8.5	7.5	8.9	8.2	7.9	8.5	8.3	7.3	9.1	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.5	7.5	8.9	8.2	7.9	8.5	8.3	7.3	9.1	9.1	9.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.3			8.4			8.1			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			8.4			8.1			9.1	
LOS by Appr:		A			A			A			A	

****

TTM 30399 Traffic Impact Study
Riverside County, California
Opening Year Traffic Condtions

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

Intersection #4 Monroe St & Airport Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.138
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jun 2002 << PM												
Base Vol:	11	83	26	27	64	19	14	32	22	18	35	28
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	12	87	27	28	67	20	15	34	23	19	37	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:	12	87	27	28	67	20	15	34	23	19	37	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	92	29	30	71	21	15	35	24	20	39	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	92	29	30	71	21	15	35	24	20	39	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	92	29	30	71	21	15	35	24	20	39	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.54	0.46	1.00	1.00	1.00	0.22	0.43	0.35
Final Sat.:	609	665	764	606	1044	322	605	660	757	152	295	236
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.04	0.05	0.07	0.07	0.03	0.05	0.03	0.13	0.13	0.13
Crit Moves:		****			****			****			****	
Delay/Veh:	8.5	8.7	7.4	8.7	8.2	7.9	8.6	8.2	7.4	8.8	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.7	7.4	8.7	8.2	7.9	8.6	8.2	7.4	8.8	8.8	8.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.4			8.3			8.0			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			8.3			8.0			8.8	
LOS by Appr:		A			A			A			A	

TTM 30399 Traffic Impact Study
Riverside County, California
Opening Year Traffic Condtions

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

Intersection #5 Jackson St & Airport Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.219
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.5
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jun 2002 << PM												
Base Vol:	14	68	12	32	50	31	26	83	10	11	93	51
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	15	71	13	34	53	33	27	87	11	12	98	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	71	13	34	53	33	27	87	11	12	98	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	15	75	13	35	55	34	29	92	11	12	103	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	75	13	35	55	34	29	92	11	12	103	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	75	13	35	55	34	29	92	11	12	103	56
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.72	0.13	0.28	0.45	0.27	0.22	0.70	0.08	0.07	0.60	0.33
Final Sat.:	108	524	93	209	327	203	163	519	63	56	469	257
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.17	0.17	0.17	0.18	0.18	0.18	0.22	0.22	0.22
Crit Moves:		****		****				****			****	
Delay/Veh:	8.4	8.4	8.4	8.5	8.5	8.5	8.5	8.5	8.5	8.6	8.6	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	8.5	8.5	8.5	8.5	8.5	8.5	8.6	8.6	8.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.4			8.5			8.5			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			8.5			8.5			8.6	
LOS by Appr:		A			A			A			A	

TTM 30399 Traffic Impact Study
Riverside County, California
Opening Year Traffic Condtions

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

Intersection #5 Jackson St & Airport Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.134
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 18 Jun 2002 << PM												
Base Vol:	5	70	13	13	65	8	11	36	12	21	52	25
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	5	74	14	14	68	8	12	38	13	22	55	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	74	14	14	68	8	12	38	13	22	55	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	77	14	14	72	9	12	40	13	23	57	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	77	14	14	72	9	12	40	13	23	57	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	77	14	14	72	9	12	40	13	23	57	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.79	0.15	0.15	0.76	0.09	0.19	0.61	0.20	0.21	0.53	0.26
Final Sat.:	46	641	119	120	602	74	148	484	161	173	429	206
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.12	0.12	0.12	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	****				****		****			****		
Delay/Veh:	7.9	7.9	7.9	7.9	7.9	7.9	7.7	7.7	7.7	7.9	7.9	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	7.9	7.9	7.9	7.9	7.9	7.7	7.7	7.7	7.9	7.9	7.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.9			7.9			7.7			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			7.9			7.7			7.9	
LOS by Appr:		A			A			A			A	

APPENDIX E

OPENING YEAR WITH PROJECT CONDITIONS
INTERSECTION ANALYSIS

TTM 30399 Traffic Impact Study
Riverside County, California
Opening Year Traffic Condtions

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

Intersection #1 Monroe St & Ave. 52

Cycle (sec):	100	Critical Vol./Cap. (X):	0.450
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	11.0
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 18 Jun 2002 << AM												
Base Vol:	17	114	7	36	127	26	108	145	10	5	110	44
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	18	120	7	38	133	27	113	152	11	5	116	46
Added Vol:	2	25	2	0	9	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	145	9	38	142	27	113	152	12	6	116	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	152	10	40	150	29	119	160	12	7	122	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	152	10	40	150	29	119	160	12	7	122	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	21	152	10	40	150	29	119	160	12	7	122	49
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.84	0.05	0.18	0.69	0.13	0.41	0.55	0.04	0.04	0.69	0.27
Final Sat.:	70	509	33	114	430	82	265	356	27	24	437	175
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.35	0.35	0.35	0.45	0.45	0.45	0.28	0.28	0.28
Crit Moves:		****			****			****			****	
Delay/Veh:	10.5	10.5	10.5	10.9	10.9	10.9	12.1	12.1	12.1	10.0	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.5	10.5	10.9	10.9	10.9	12.1	12.1	12.1	10.0	10.0	10.0
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		10.5			10.9			12.1			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.5			10.9			12.1			10.0	
LOS by Appr:		B			B			B			B	

TTM 30399 Traffic Impact Study
Riverside County, California
Opening Year Traffic Condtions

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

****

Intersection #1 Monroe St & Ave. 52

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.451
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 0 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 18 Jun 2002 << PM												
Base Vol:	18	125	15	56	132	52	55	122	20	9	115	40
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	19	131	16	59	139	55	58	128	21	9	121	42
Added Vol:	2	17	2	0	29	0	0	0	3	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	148	18	59	168	55	58	128	24	12	121	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	156	19	62	176	57	61	135	25	13	127	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	156	19	62	176	57	61	135	25	13	127	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	156	19	62	176	57	61	135	25	13	127	44
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.80	0.09	0.21	0.60	0.19	0.28	0.61	0.11	0.07	0.69	0.24
Final Sat.:	70	493	59	137	391	127	169	375	70	44	423	147
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.45	0.45	0.45	0.36	0.36	0.36	0.30	0.30	0.30
Crit Moves:		****			****			****			****	
Delay/Veh:	10.6	10.6	10.6	12.0	12.0	12.0	11.1	11.1	11.1	10.4	10.4	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	12.0	12.0	12.0	11.1	11.1	11.1	10.4	10.4	10.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		10.6			12.0			11.1			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			12.0			11.1			10.4	
LOS by Appr:		B			B			B			B	

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TTM 30399 Traffic Impact Study
Riverside County, California
Opening Year Traffic Condtions

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

Intersection #2 Jefferson & Ave. 54

Cycle (sec):	100	Critical Vol./Cap. (X):	0.222
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	9.5
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module: >> Count Date: 26 Jun 2002 << AM												
Base Vol:	0	119	22	217	111	7	4	4	2	18	1	128
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	125	23	228	117	7	4	4	2	19	1	134
Added Vol:	0	0	0	0	0	0	0	2	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	125	23	228	117	7	4	6	2	19	6	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	132	24	240	123	8	4	7	2	20	6	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	132	24	240	123	8	4	7	2	20	6	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	132	24	240	123	8	4	7	2	20	6	141
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.49	0.51	1.00	1.00	1.00
Final Sat.:	0	591	665	1184	1286	734	491	801	281	525	566	640
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.22	0.04	0.20	0.10	0.01	0.01	0.01	0.01	0.04	0.01	0.22
Crit Moves:		****		****			****					****
Delay/Veh:	0.0	10.1	8.0	10.0	8.6	7.4	9.6	8.9	8.7	9.4	8.7	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.1	8.0	10.0	8.6	7.4	9.6	8.9	8.7	9.4	8.7	9.4
LOS by Move:	*	B	A	B	A	A	A	A	A	A	A	A
ApproachDel:		9.7			9.5			9.1			9.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			9.5			9.1			9.3	
LOS by Appr:		A			A			A			A	

TTM 30399 Traffic Impact Study
Riverside County, California
Opening Year Traffic Condtions

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

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Intersection #2 Jefferson & Ave. 54

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.216
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 0 Level Of Service: A

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module: >> Count Date: 26 Jun 2002 << PM												
Base Vol:	1	102	20	103	122	2	2	1	1	19	2	136
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	1	107	21	108	128	2	2	1	1	20	2	143
Added Vol:	0	0	0	0	0	0	0	5	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	107	21	108	128	2	2	6	1	20	5	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	113	22	114	135	2	2	6	1	21	5	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	113	22	114	135	2	2	6	1	21	5	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	113	22	114	135	2	2	6	1	21	5	150
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.70	0.30	1.00	1.00	1.00
Final Sat.:	569	620	703	1194	1302	743	523	976	173	563	610	695
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.03	0.10	0.10	0.00	0.00	0.01	0.01	0.04	0.01	0.22
Crit Moves:		****			****			****				****
Delay/Veh:	8.8	9.4	7.7	9.1	8.6	7.3	9.1	8.6	8.4	9.0	8.3	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	9.4	7.7	9.1	8.6	7.3	9.1	8.6	8.4	9.0	8.3	8.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.1			8.8			8.7			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.1			8.8			8.7			8.9	
LOS by Appr:		A			A			A			A	

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TTM 30399 Traffic Impact Study
Riverside County, California
Opening Year Traffic Condtions

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

Intersection #3 Monroe St & Ave. 54

Cycle (sec):	100	Critical Vol./Cap. (X):	0.197
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.3
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 18 Jun 2002 << AM												
Base Vol:	7	92	7	23	92	14	9	44	11	5	41	33
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	7	97	7	24	97	15	9	46	12	5	43	35
Added Vol:	5	30	1	0	10	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	127	8	24	107	15	9	46	14	5	43	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	133	9	25	112	15	10	49	14	6	45	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	133	9	25	112	15	10	49	14	6	45	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	133	9	25	112	15	10	49	14	6	45	36
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.86	0.06	0.17	0.73	0.10	0.14	0.67	0.19	0.06	0.52	0.42
Final Sat.:	66	678	45	131	579	80	101	493	145	48	397	320
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.19	0.19	0.19	0.10	0.10	0.10	0.11	0.11	0.11
Crit Moves:		****			****			****			****	
Delay/Veh:	8.4	8.4	8.4	8.4	8.4	8.4	8.0	8.0	8.0	7.9	7.9	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	8.4	8.4	8.4	8.0	8.0	8.0	7.9	7.9	7.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.4			8.4			8.0			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			8.4			8.0			7.9	
LOS by Appr:		A			A			A			A	

TTM 30399 Traffic Impact Study
Riverside County, California
Opening Year Traffic Condtions

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

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Intersection #3 Monroe St & Ave. 54

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.256
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 0 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jun 2002 << PM												
Base Vol:	14	110	8	30	113	11	3	31	17	3	31	17
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	15	116	8	32	119	12	3	33	18	3	33	18
Added Vol:	3	20	1	0	34	0	0	0	5	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	136	9	32	153	12	3	33	23	4	33	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	19	143	10	33	161	12	3	34	24	4	34	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	143	10	33	161	12	3	34	24	4	34	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	19	143	10	33	161	12	3	34	24	4	34	19
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.83	0.06	0.16	0.78	0.06	0.05	0.56	0.39	0.07	0.60	0.33
Final Sat.:	87	667	46	130	629	48	39	408	286	55	433	238
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.26	0.26	0.26	0.08	0.08	0.08	0.08	0.08	0.08
Crit Moves:	****					****	****				****	
Delay/Veh:	8.5	8.5	8.5	8.8	8.8	8.8	7.9	7.9	7.9	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	8.8	8.8	8.8	7.9	7.9	7.9	8.0	8.0	8.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.5			8.8			7.9			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			8.8			7.9			8.0	
LOS by Appr:		A			A			A			A	

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TTM 30399 Traffic Impact Study
Riverside County, California
Opening Year Traffic Condtions

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

Intersection #4 Monroe St & Airport Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.186
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 1	1	0	1 0 1	0	1	0 0 1!	0	0
Volume Module: >> Count Date: 18 Jun 2002 << AM												
Base Vol:	11	47	19	40	60	21	14	47	16	26	52	36
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	12	49	20	42	63	22	15	49	17	27	55	38
Added Vol:	0	2	0	5	5	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	51	20	47	68	22	15	49	17	27	55	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	54	21	49	72	23	15	52	18	29	57	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	54	21	49	72	23	15	52	18	29	57	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.:	12	54	21	49	72	23	15	52	18	29	57	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.51	0.49	1.00	1.00	1.00	0.22	0.45	0.33
Final Sat.:	584	636	725	600	1011	342	607	663	760	155	309	226
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.03	0.08	0.07	0.07	0.03	0.08	0.02	0.19	0.19	0.19
Crit Moves:		****		****				****			****	
Delay/Veh:	8.7	8.6	7.5	9.0	8.2	8.0	8.6	8.3	7.3	9.1	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.6	7.5	9.0	8.2	8.0	8.6	8.3	7.3	9.1	9.1	9.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.3			8.4			8.2			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			8.4			8.2			9.1	
LOS by Appr:		A			A			A			A	

TTM 30399 Traffic Impact Study
Riverside County, California
Opening Year Traffic Condtions

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

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Intersection #4 Monroe St & Airport Blvd

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.147
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 0 Level Of Service: A

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jun 2002 << PM												
Base Vol:	11	83	26	27	64	19	14	32	22	18	35	28
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	12	87	27	28	67	20	15	34	23	19	37	29
Added Vol:	0	5	0	3	3	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	92	27	31	70	20	15	34	23	19	37	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	97	29	33	74	21	15	35	24	20	39	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	97	29	33	74	21	15	35	24	20	39	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	97	29	33	74	21	15	35	24	20	39	36
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.56	0.44	1.00	1.00	1.00	0.21	0.41	0.38
Final Sat.:	606	662	759	602	1046	309	600	655	749	143	278	260
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.04	0.05	0.07	0.07	0.03	0.05	0.03	0.14	0.14	0.14
Crit Moves:		****			****			****			****	
Delay/Veh:	8.6	8.8	7.4	8.8	8.2	8.0	8.6	8.2	7.4	8.8	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.8	7.4	8.8	8.2	8.0	8.6	8.2	7.4	8.8	8.8	8.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.5			8.3			8.0			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			8.3			8.0			8.8	
LOS by Appr:		A			A			A			A	

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TTM 30399 Traffic Impact Study
Riverside County, California
Opening Year Traffic Condtions

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

Intersection #5 Jackson St & Airport Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.222
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.5
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 18 Jun 2002 << PM												
Base Vol:	14	68	12	32	50	31	26	83	10	11	93	51
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	15	71	13	34	53	33	27	87	11	12	98	54
Added Vol:	0	0	0	0	0	0	0	5	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	71	13	34	53	33	27	92	11	12	100	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	15	75	13	35	55	34	29	97	11	12	105	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	75	13	35	55	34	29	97	11	12	105	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	75	13	35	55	34	29	97	11	12	105	56
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.72	0.13	0.28	0.45	0.27	0.21	0.71	0.08	0.07	0.60	0.33
Final Sat.:	107	521	92	209	326	202	156	527	60	55	472	254
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.17	0.17	0.17	0.18	0.18	0.18	0.22	0.22	0.22
Crit Moves:	****			****				****			****	
Delay/Veh:	8.4	8.4	8.4	8.5	8.5	8.5	8.6	8.6	8.6	8.6	8.6	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	8.5	8.5	8.5	8.6	8.6	8.6	8.6	8.6	8.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.4			8.5			8.6			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			8.5			8.6			8.6	
LOS by Appr:		A			A			A			A	

TTM 30399 Traffic Impact Study
Riverside County, California
Opening Year Traffic Condtions

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

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Intersection #5 Jackson St & Airport Blvd

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.141
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 0 Level Of Service: A

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 18 Jun 2002 << PM												
Base Vol:	5	70	13	13	65	8	11	36	12	21	52	25
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	5	74	14	14	68	8	12	38	13	22	55	26
Added Vol:	0	0	0	0	0	0	0	3	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	74	14	14	68	8	12	41	13	22	60	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	77	14	14	72	9	12	43	13	23	63	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	77	14	14	72	9	12	43	13	23	63	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	77	14	14	72	9	12	43	13	23	63	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.79	0.15	0.15	0.76	0.09	0.18	0.63	0.19	0.20	0.56	0.24
Final Sat.:	45	637	118	120	599	74	141	497	153	165	446	196
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.12	0.12	0.12	0.09	0.09	0.09	0.14	0.14	0.14
Crit Moves:	****				****			****		****		
Delay/Veh:	7.9	7.9	7.9	7.9	7.9	7.9	7.7	7.7	7.7	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	7.9	7.9	7.9	7.9	7.9	7.7	7.7	7.7	8.0	8.0	8.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.9			7.9			7.7			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			7.9			7.7			8.0	
LOS by Appr:		A			A			A			A	

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