LINSCOTT LAW & GREENSPAN engineers

TRAFFIC IMPACT ANALYSIS REPORT
SKYLINE HEIGHTS

Corona, California

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Prepared for:

Richland Communities, Inc.
4100 Newport Place, Suite 800
Newport Beach, CA 92660

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REGISTERED PROFESSIONAL ENGINEER
ZAWWAR SAIYED, PE
TR. 2525
Exp. 6.30.15
TRAFFIC
STATE OF CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
KEIL D. MABERRY, P.E.
No. 1802
Exp. 6.30.15
TRAFFIC
STATE OF CALIFORNIA

Prepared by:
Zawwar Saiyed, P.E.
Senior Transportation Engineer

Under the Supervision of:
Keil D. Maberry, P.E.
Principal

Linscott, Law & Greenspan, Engineers
2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

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EXECUTIVE SUMMARY

Project Description

- The proposed Skyline Heights project consists of developing 292 single-family residences in three phases. Phase I, Phase II and Phase III will consist of 157 DU, 90 DU and 45 DU, respectively. The site is within the City of Corona's Sphere of Influence and is proposed to be annexed to the City during the entitlement process. The Project is comprised of 253.7-acres vacant land situated in the hills to the southwest of the City of Corona in Western Riverside County, California adjacent to Foothill Parkway. The Project is generally bounded to the north and east by single-family residences and on the south and west by the Cleveland National Forest and large privately owned parcels. Within the general boundaries of the Project is an undeveloped 10.0-acre parcel which is considered "Not a Part" and is owned by the U.S. Forest Service. The Project area excludes the area set aside for the construction of the future Foothill Parkway westerly extension. The site is located approximately three miles south of the SR-7 l and SR-91 Freeways and approximately four miles west of Interstate 15 (I-15). The City of Corona is currently processing the Capital Improvement Project for the Foothill Parkway Westerly Extension between Green River Road and Trudy Way. Construction is planned to be completed in the next few years. Foothill Parkway will border the northeastern portion of the Project and will provide primary access to the site via three access points; "P" Street, "B" Street (aligned with Border Avenue) and Trudy Way. The access points along Trudy Way and "B" Street will be gated. The Project is anticipated to be completed and fully occupied by Year 2020.

- The proposed Project is expected to generate 2,770 daily trips (one half arriving, one half departing), with 218 trips (54 inbound, 164 outbound) produced in the AM peak hour and 292 trips (183 inbound, 108 outbound) produced in the PM peak hour on a "typical" weekday.

- Eleven (11) key study intersections and three (3) future key study intersections were designated for evaluation based on City of Corona Traffic Impact Analysis (TIA) criteria and discussions with City staff. The key intersections selected for evaluation in this report provide local and regional access to the study area and are listed as follows:

    1. Serfas Club Drive at Green River Road
    2. Paseo Grande at Green River Road
    3. Paseo Grande at Ontario Avenue
    4. Border Avenue at Ontario Avenue
    5. Lincoln Avenue at Ontario Avenue
    6. Border Avenue at Mesquite Lane

7. Border Avenue at Emerson Drive
8. Border Avenue at Peacock Lane
9. Lincoln Avenue at Foothill Parkway
10. Elysia Street at Foothill Parkway
11. Trudy Way at Foothill Parkway
12. Chase Drive at Foothill Parkway [Future]
13. Border Avenue/"B" Street at Foothill Parkway [Future]
14. "P" Street at Foothill Parkway [Future]

- The study roadway segments listed below are locations that could potentially be impacted by the Project. The eleven (11) roadway segments listed below were selected based on the arterial network within the study area and discussions with City of Corona staff:

1. Green River Road between Serfas Club Drive and Paseo Grande
2. Paseo Grande between Ontario Avenue and Green River Road
3. Ontario Avenue between Paseo Grande and Border Avenue
4. Border Avenue between Via Pacifica and Ontario Avenue
5. Ontario Avenue between Border Avenue and Via Pacifica
6. Ontario Avenue between Via Pacifica and Lincoln Avenue
7. Lincoln Avenue between Citron Street and Ontario Avenue
8. Border Avenue between Ontario Avenue and Foothill Parkway
9. Lincoln Avenue between Ontario Avenue and Foothill Parkway
10. Foothill Parkway between Elysia Street and Lincoln Avenue
11. Foothill Parkway between Lincoln Avenue and Highgrove Street

Traffic Impact Analysis

Existing Traffic Conditions

- For the Existing traffic conditions, two (2) of the eleven (11) key study intersections currently operate at unacceptable level of services during the AM and/or PM peak hour when compared to the LOS standards defined in this report. The remaining nine (9) key study intersections currently operate at acceptable levels of service during the PM peak hour. The intersections operating at adverse levels of service are:

	AM Peak Hour		PM Peak Hour	
Key Intersection	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
3. Paseo Grande at Ontario Avenue	--	--	40.0	E
4. Border Avenue at Ontario Avenue	--	--	69.9	F

- Based on the LOS standards defined in this report, one (1) of the eleven (11) key study roadway segments currently operates at an unacceptable levels of service for the Existing traffic conditions. The remaining ten (10) key study roadway segments currently operate at acceptable levels of service. The roadway segment operating at an adverse level of service is:

	Key Roadway Segment	Daily Volume	V/C Ratio	LOS
4.	Paseo Grande *between* Ontario Avenue and Green River Road	12,357	0.951	E

Existing With Project Traffic Conditions

- For the Existing With Project traffic conditions, two (2) of the thirteen (13) key study intersections are forecast to operate at unacceptable level of services during the AM and/or PM peak hour when compared to the LOS standards defined in this report. The remaining eleven (11) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service are:

	AM Peak Hour		PM Peak Hour	
Key Intersection	Delay (s/v)	LOS	Delay (s/v)	LOS
3. Paseo Grande at Ontario Avenue	46.6	E	62.0	F
4. Border Avenue at Ontario Avenue	--	--	76.1	F

Two (2) of the thirteen (13) key study intersections will have a significant impact under the Existing With Project traffic conditions when compared to the LOS criteria defined in this report. However, the implementation of recommended mitigation measures at the impacted intersections, mitigates the impacts of the proposed Project. After implementation of the recommended mitigation measures, all the impacted intersections are forecast to operate at an acceptable LOS based on the LOS standards outlined in this report.

- Based on the LOS standards defined in this report, one (1) of the eleven (11) key study roadway segments is forecast to operate at an unacceptable level of service for the Existing With Project traffic conditions. The remaining ten (10) key study roadway segments are forecast to operate at acceptable levels of service. The roadway segment forecast to operate at an adverse level of service is:

	Key Roadway Segment	Daily Volume	V/C Ratio	LOS
4.	Paseo Grande *between* Ontario Avenue and Green River Road	13,187	1.014	F

Year 2020 With Project Traffic Conditions

- For the Year 2020 With Project traffic conditions one (1) of the fourteen (14) key study intersections is forecast to operate at an unacceptable level of service during the PM peak hour when compared to the LOS standards defined in this report. The remaining thirteen (13) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersection operating at an adverse level of service is:

	AM Peak Hour		PM Peak Hour	
Key Intersection	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
4. Border Avenue at Ontario Avenue	--	--	37.5	E

One (1) of the fourteen (14) key study intersections will have a significant impact under the Year 2020 With Project traffic conditions when compared to the LOS criteria defined in this report. However, the implementation of recommended mitigation measures at the impacted intersection mitigates the impact of the proposed Project, as well as future traffic. After implementation of the recommended mitigation measures, the impacted intersection is forecast to operate at an acceptable LOS based on the LOS standards outlined in this report.

- Based on the LOS standards defined in this report, all eleven (11) key study roadway segments are forecast to operate at acceptable levels of service for the Year 2020 With Project traffic conditions. Similarly, none of the eleven (11) key study roadway segments will be significantly impacted based on the LOS criteria defined in this report for the Year 2020 With Project traffic conditions.

Year 2035 With Project Traffic Conditions

- For Year 2035 With Project traffic conditions three (3) of the fourteen (14) key study intersections are forecast to operate at unacceptable level of services during the AM and/or PM peak hour when compared to the LOS standards defined in this report. The remaining eleven (11) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service are:

	AM Peak Hour		PM Peak Hour	
Key Intersection	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
4. Border Avenue at Ontario Avenue	35.2	E	89.4	F
10. Elysia Street at Foothill Parkway	149.5	F	137.7	F
11. Trudy Way at Foothill Parkway	427.4	F	OVRFL[1]	F

Three (3) of the fourteen (14) key study intersections will have a significant impact under the Year 2035 With Project traffic conditions when compared to the LOS criteria defined in this report. However, as shown in column (5) of *Table 9-1*, the implementation of recommended

[1] **OVRFL** = Exceeds analysis model capabilities (Overflow conditions).

mitigation measures at the impacted intersections, mitigates the impacts of the proposed Project, as well as future buildout traffic. After implementation of the recommended mitigation measures, all the impacted intersections are forecast to operate at an acceptable LOS based on the LOS standards outlined in this report.

- Based on the LOS standards defined in this report, all eleven (11) key study roadway segments are forecast to operate at acceptable levels of service for the Year 2035 With Project traffic conditions. Similarly, none of the eleven (11) key study roadway segments will be significantly impacted based on the LOS criteria defined in this report for the Year 2035 With Project traffic conditions.

Project-Specific Traffic Improvements

Existing With Project Traffic Conditions (Planned Improvements)

- The planned improvements for the intersections are listed below and have been assumed in the background traffic conditions for the Existing With Project traffic conditions to be completed by the Project, since the Foothill Parkway Westerly Extension is not assumed in this analysis condition:
    - Intersection 11 – Trudy Way at Foothill Parkway: Widen and/or restripe Foothill Parkway to provide a second eastbound through lane and a second westbound through lane.
    - Intersection 13 – Border Avenue at Foothill Parkway: Install a traffic signal and design for six-phase operation. Construct the south leg of Border Avenue at this intersection and provide a shared northbound left-through-right turn lane. Construct the north leg of Border Avenue at this intersection and provide an exclusive southbound left-turn lane and a shared southbound through-right turn-lane. Construct the west leg of Foothill Parkway at this intersection and provide an exclusive eastbound left-turn lane, an eastbound through lane and a shared eastbound through-right turn-lane. Construct the east leg of Foothill Parkway at this intersection and provide an exclusive westbound left-turn lane, a westbound through lane and a shared eastbound through-right turn-lane. It should be noted that this planned traffic signal is a master-planned traffic signal to be installed by the City as part of the Foothill Parkway Westerly Extension Project.
    - Intersection 14 – "P" Street at Foothill Parkway: Construct a one-way stop-controlled intersection. Construct the south leg of "P" Street at this intersection and provide an exclusive northbound left-turn lane and an exclusive northbound right-turn lane. Construct the west leg of Foothill Parkway at this intersection and provide an eastbound through lane and a shared eastbound through-right turn-lane. Construct the east leg of Foothill Parkway at this intersection and provide an exclusive westbound left-turn lane and two westbound through lanes.

- There are no planned improvements for the roadway segments for the Existing With Project traffic conditions.

Existing With Project Traffic Conditions (Recommended Improvements)

- The results of the Existing With Project traffic conditions level of service analyses indicate that the proposed Project will significantly impact two (2) of the of fourteen (14) key study intersections. The remaining twelve (12) key intersections are forecast to operate at acceptable levels of service under the Existing With Project traffic conditions. The improvements listed below have been identified to address the traffic impacts at the intersections significantly impacted by the Existing With Project traffic:
    - Intersection 3 – Paseo Grande at Ontario Avenue: Install a traffic signal and design for two-phase operation. It should be noted that although this impacted intersection has been identified to be signalized to achieve an acceptable level of service under the Existing With Project traffic conditions, the traffic signal is not needed under the Year 2020 and Year 2035 traffic conditions. The traffic volumes at this intersection are reduced due to the construction of the Foothill Parkway Extension, which will become the primary route for vehicles travelling east-west through the southern portion of the City as opposed to the current route via Ontario Avenue. Consequently, existing traffic volumes have been re-routed from Paseo Grande and Ontario Avenue to the future Foothill Parkway, accordingly.
    - Intersection 4 - Border Avenue at Ontario Avenue: Install a traffic signal and design for two-phase operation. Restripe the eastbound shared left-through lane and the exclusive right-turn lane on Ontario Avenue to an exclusive left-turn lane and a shared through-right turn lane. Restripe the westbound shared left-through lane and the exclusive right-turn lane on Ontario Avenue to an exclusive left-turn lane and a shared through-right turn lane. It should be noted that this planned traffic signal is a master-planned traffic signal to be installed by the City.

- The results of the Existing With Project traffic conditions level of service analyses indicate that the proposed Project will significantly impact one (1) of the of eleven (11) key study roadway segments. The remaining ten (10) key roadway segments are forecast to operate at acceptable levels of service under the Existing With Project traffic conditions. The improvements listed below have been identified to address the traffic impact at the roadway segment significantly impacted by the Existing With Project traffic:
    - Roadway Segment 2 – Paseo Grande *between* Ontario Avenue and Green River Road: Improve this roadway segment to a 4-Lane Secondary Roadway to achieve an acceptable level of service under the Existing With Project traffic conditions, this improvement is not needed under the cumulative Year 2020 and Year 2035 traffic conditions. The future traffic volumes at this roadway segment will be significantly reduced as a result of the construction of the Foothill Parkway Extension, which will become the primary route for vehicles travelling east-west through the southern

portion of the City as opposed to the current route via Ontario Avenue. Consequently, existing traffic volumes have been re-routed from Paseo Grande and Ontario Avenue to the future Foothill Parkway, accordingly.

Year 2020 Traffic Conditions (Planned Improvements)

- The planned improvements listed below have been assumed in the background traffic conditions for the Year 2020 traffic conditions to be completed by the either the Project or the City as part of a funded improvement project:

  - Intersection 2 – Paseo Grande at Green River Road/Foothill Parkway: Install a traffic signal and design for six-phase operation. Widen the west leg of Green River Road at this intersection to provide a 2nd exclusive eastbound left-turn lane, an eastbound through lane and a shared eastbound through-right turn lane. Construct the east leg of Foothill Parkway at this intersection to provide an exclusive westbound left-turn lane, two westbound through lanes and an exclusive right-turn lane. Construct the south leg of Paseo Grande at this intersection to provide a shared northbound left-through-right lane. Widen the north leg of Paseo Grande at this intersection to provide an exclusive southbound left-turn lane and a shared southbound through-right lane. It should be noted that these planned roadway improvements will be constructed as part of the Foothill Parkway Westerly Extension Project. In addition, this planned traffic signal (with the construction of the south and east legs) is a master-planned traffic signal to be installed by the City as part of the Foothill Parkway Westerly Extension Project.

  - Intersection 11 – Trudy Way at Foothill Parkway: Widen and/or restripe Foothill Parkway to provide a second eastbound through lane and a second westbound through lane as part of the Foothill Parkway Westerly Extension Project.

  - Intersection 12 – Chase Drive at Foothill Parkway: Install a traffic signal and design for six-phase operation. Construct the south leg of Chase Drive at this intersection and provide a shared northbound left-through-right turn lane. Construct the north leg of Chase Drive at this intersection and provide an exclusive southbound left-turn lane and a shared southbound through-right turn-lane. Construct the west leg of Foothill Parkway at this intersection and provide an exclusive eastbound left-turn lane, an eastbound through lane and a shared eastbound through-right turn-lane. Construct the east leg of Foothill Parkway at this intersection and provide an exclusive westbound left-turn lane, a westbound through lane and a shared eastbound through-right turn-lane. It should be noted that these planned roadway improvements will be constructed as part of the Foothill Parkway Westerly Extension Project. In addition, this planned traffic signal is a master-planned traffic signal to be installed by the City as part of the Foothill Parkway Westerly Extension Project.

  - Intersection 13 – Border Avenue at Foothill Parkway: Install a traffic signal and design for six-phase operation. Construct the south leg of Border Avenue at this

intersection and provide a shared northbound left-through-right turn lane. Construct the north leg of Border Avenue at this intersection and provide an exclusive southbound left-turn lane and a shared southbound through-right turn-lane. Construct the west leg of Foothill Parkway at this intersection and provide an exclusive eastbound left-turn lane, an eastbound through lane and a shared eastbound through-right turn-lane. Construct the east leg of Foothill Parkway at this intersection and provide an exclusive westbound left-turn lane, a westbound through lane and a shared eastbound through-right turn-lane. It should be noted that these planned roadway improvements will be constructed as part of the Foothill Parkway Westerly Extension Project except the south leg of the intersection, which is the Project access. In addition this planned traffic signal is a master-planned traffic signal to be installed by the City as part of the Foothill Parkway Westerly Extension Project.

- Intersection 14 – "P" Street at Foothill Parkway: Construct a one-way stop-controlled intersection. Construct the south leg of "P" Street at this intersection and provide an exclusive northbound left-turn lane and an exclusive northbound right-turn lane. Construct the west leg of Foothill Parkway at this intersection and provide an eastbound through lane and a shared eastbound through-right turn-lane. Construct the east leg of Foothill Parkway at this intersection and provide an exclusive westbound left-turn lane and two westbound through lanes. It should be noted that these planned roadway improvements will be constructed as part of the Foothill Parkway Westerly Extension Project except the south leg of the intersection, which is the Project access.

➢ The planned roadway segment improvements listed below have been assumed in the background traffic conditions for the Year 2020 traffic conditions:

- Roadway Segment 1 – Green River Road *between* Serfas Club Drive and Paseo Grande: Consistent with the City of Corona General Plan Circulation Element, Green River Road will be improved from a Two-Lane Divided Collector to a Four-Lane Divided Arterial along this roadway segment prior to the Project completion Year 2020.

Year 2020 Traffic Conditions (Recommended Improvements)

➢ The results of the Year 2020 With Project traffic conditions level of service analyses indicate that the proposed Project will significantly impact one (1) of the of fourteen (14) key study intersections. The remaining thirteen (13) key intersections are forecast to operate at acceptable levels of service under the Year 2020 With Project traffic conditions. The improvements listed below have been identified to address the traffic impacts at the intersection significantly impacted by the Year 2020 With Project traffic:

- Intersection 4 - Border Avenue at Ontario Avenue: Install a traffic signal and design for two-phase operation. Restripe the eastbound shared left-through lane and the exclusive right-turn lane on Ontario Avenue to an exclusive left-turn lane and a

shared through-right turn lane. Restripe the westbound shared left-through lane and the exclusive right-turn lane on Ontario Avenue to an exclusive left-turn lane and a shared through-right turn lane. It should be noted that this planned traffic signal is a master-planned traffic signal to be installed by the City.

- The results of the roadway segment analyses for Year 2020 With Project traffic conditions indicate that the proposed Project is not forecast to have a significant impact at any of the eleven (11) key roadway segments. As there are no significant impacts, no traffic mitigation measures are required or recommended for the roadway segments.

Year 2035 Traffic Conditions (Planned Improvements)

- The planned improvements listed below have been assumed in the background traffic conditions for the Year 2035 traffic conditions:
    - Intersection 2 – Paseo Grande at Green River Road/Foothill Parkway: Install a traffic signal and design for six-phase operation. Widen the west leg of Green River Road at this intersection to provide a 2nd exclusive eastbound left-turn lane, an eastbound through lane and a shared eastbound through-right turn lane. Construct the east leg of Foothill Parkway at this intersection to provide an exclusive westbound left-turn lane, two westbound through lanes and an exclusive right-turn lane. Construct the south leg of Paseo Grande at this intersection to provide a shared northbound left-through-right lane. Widen the north leg of Paseo Grande at this intersection to provide an exclusive southbound left-turn lane and a shared southbound through-right lane. It should be noted that these planned roadway improvements will be constructed as part of the Foothill Parkway Westerly Extension Project. In addition, this planned traffic signal (with the construction of the south and east legs) is a master-planned traffic signal to be installed by the City as part of the Foothill Parkway Westerly Extension Project.
    - Intersection 11 – Trudy Way at Foothill Parkway: Widen and/or restripe Foothill Parkway to provide a second eastbound through lane and a second westbound through lane as part of the Foothill Parkway Westerly Extension Project.
    - Intersection 12 – Chase Drive at Foothill Parkway: Install a traffic signal and design for six-phase operation. Construct the south leg of Chase Drive at this intersection and provide a shared northbound left-through-right turn lane. Construct the north leg of Chase Drive at this intersection and provide an exclusive southbound left-turn lane and a shared southbound through-right turn-lane. Construct the west leg of Foothill Parkway at this intersection and provide an exclusive eastbound left-turn lane, an eastbound through lane and a shared eastbound through-right turn-lane. Construct the east leg of Foothill Parkway at this intersection and provide an exclusive westbound left-turn lane, a westbound through lane and a shared eastbound through-right turn-lane. It should be noted that these planned roadway improvements will be constructed as part of the Foothill Parkway Westerly

Extension Project. In addition, this planned traffic signal is a master-planned traffic signal to be installed by the City as part of the Foothill Parkway Westerly Extension Project.

- Intersection 13 – Border Avenue at Foothill Parkway: Install a traffic signal and design for six-phase operation. Construct the south leg of Border Avenue at this intersection and provide a shared northbound left-through-right turn lane. Construct the north leg of Border Avenue at this intersection and provide an exclusive southbound left-turn lane and a shared southbound through-right turn-lane. Construct the west leg of Foothill Parkway at this intersection and provide an exclusive eastbound left-turn lane, an eastbound through lane and a shared eastbound through-right turn-lane. Construct the east leg of Foothill Parkway at this intersection and provide an exclusive westbound left-turn lane, a westbound through lane and a shared eastbound through-right turn-lane. It should be noted that these planned roadway improvements will be constructed as part of the Foothill Parkway Westerly Extension Project except the south leg of the intersection, which is the Project access. In addition this planned traffic signal is a master-planned traffic signal to be installed by the City as part of the Foothill Parkway Westerly Extension Project.
- Intersection 14 – "P" Street at Foothill Parkway: Construct a one-way stop-controlled intersection. Construct the south leg of "P" Street at this intersection and provide an exclusive northbound left-turn lane and an exclusive northbound right-turn lane. Construct the west leg of Foothill Parkway at this intersection and provide an eastbound through lane and a shared eastbound through-right turn-lane. Construct the east leg of Foothill Parkway at this intersection and provide an exclusive westbound left-turn lane and two westbound through lanes. It should be noted that these planned roadway improvements will be constructed as part of the Foothill Parkway Westerly Extension Project except the south leg of the intersection, which is the Project access.

➢ The planned roadway segment improvements listed below have been assumed in the background traffic conditions for the Year 2035 traffic conditions:

- Roadway Segment 1 – Green River Road *between* Serfas Club Drive and Paseo Grande: Consistent with the City of Corona General Plan Circulation Element, Green River Road will be improved from a Two-Lane Divided Collector to a Four-Lane Divided Arterial along this roadway segment prior to the Project completion Year 2020.

Year 2035 Traffic Conditions (Recommended Improvements)

➢ The results of the Year 2035 With Project traffic conditions level of service analyses indicate that the proposed Project will significantly impact three (3) of the of fourteen (14) key study intersections. The remaining eleven (11) key intersections are forecast to operate at acceptable levels of service under the Year 2035 With Project traffic conditions. The

improvements listed below have been identified to address the traffic impacts at the intersections significantly impacted by the Year 2035 With Project traffic:

- Intersection 4 - Border Avenue at Ontario Avenue: Install a traffic signal and design for two-phase operation. Restripe the eastbound shared left-through lane and the exclusive right-turn lane on Ontario Avenue to an exclusive left-turn lane and a shared through-right turn lane. Restripe the westbound shared left-through lane and the exclusive right-turn lane on Ontario Avenue to an exclusive left-turn lane and a shared through-right turn lane. It should be noted that this planned traffic signal is a master-planned traffic signal to be installed by the City.
- Intersection 10 - Elysia Street at Foothill Parkway: Install a traffic signal and design for five-phase operation.
- Intersection 11 - Trudy Way at Foothill Parkway: Install a traffic signal and design for three-phase operation.

➢ The results of the roadway segment analyses for Year 2035 With Project traffic conditions indicate that the proposed Project is not forecast to have a significant impact at any of the eleven (11) key roadway segments. As there are no significant impacts, no traffic mitigation measures are required or recommended for the roadway segments.

Project Fair Share Analysis

Existing With Project Traffic Conditions

➢ It should be noted that although the impacted intersection of Paseo Grande at Ontario Avenue has been identified to be signalized to achieve an acceptable level of service under the Existing With Project traffic conditions, the signal is not needed under the Year 2020 and Year 2035 traffic conditions. The traffic volumes at this intersection are reduced due to the construction of the Foothill Parkway Extension, which will become the primary route for vehicles travelling east-west through the southern portion of the City as opposed to the current route via Ontario Avenue. Consequently, existing traffic volumes have been re-routed from Paseo Grande and Ontario Avenue to the future Foothill Parkway, accordingly.

Additionally, the intersection of Border Avenue at Ontario Avenue is in the City's Fee Program as a master-planned traffic signal to be installed by the City.

➢ It should be noted that although the impacted roadway segment of Paseo Grande between Ontario Avenue and Green River Road has been identified to be improved to a 4-Lane Secondary Roadway with an LOS E Capacity of 25,900 VPD to achieve an acceptable level of service under the Existing With Project traffic conditions, this improvement is not needed under the cumulative Year 2020 and Year 2035 traffic conditions. The future traffic volumes at this roadway segment will be significantly reduced as a result of the construction of the Foothill Parkway Extension, which will become the primary route for vehicles travelling east-west through the southern portion of the City as opposed to the current route via Ontario

Avenue. Consequently, existing traffic volumes have been re-routed from Paseo Grande and Ontario Avenue to the future Foothill Parkway, accordingly.

Year 2020 With Project Traffic Conditions

- It should be noted that the intersection of Border Avenue at Ontario Avenue is in the City's Fee Program as a master-planned traffic signal to be installed by the City.

- The results of the roadway segment analyses indicate that the proposed Project is not forecast to have a significant impact at any of the eleven (11) key roadway segments. As there are no significant impacts, no Project fair share calculation is needed.

Year 2035 With Project Traffic Conditions

- The Project fair share percentages (worse time period impacted) for the two (2) impacted intersections for the Year 2035 With Project traffic conditions are shown below:
  - Elysia Street at Foothill Parkway 31.06%
  - Trudy Way at Foothill Parkway 43.43%

- The results of the roadway segment analyses indicate that the proposed Project is not forecast to have a significant impact at any of the eleven (11) key roadway segments. As there are no significant impacts, no Project fair share calculation is needed.

Traffic Signal Warrant Analysis

Existing With Project Traffic Conditions

- No unsignalized intersections are recommended to be signalized under the Existing With Project traffic conditions, hence no traffic signal warrant analysis has been conducted.

Year 2020 With Project Traffic Conditions

- No unsignalized intersections are recommended to be signalized under the Year 2020 With Project traffic conditions, hence no traffic signal warrant analysis has been conducted.

Year 2035 With Project Traffic Conditions

- The results indicate that the following two (2) key unsignalized impacted intersections have future traffic conditions that would exceed the volume thresholds of Warrant #3, Part A and/or Part B for the AM and/or PM peak hour:
  - 10. Elysia Street at Foothill Parkway
  - 11. Trudy Way at Foothill Parkway

Site Access and Internal Circulation Evaluation

- The intersections of Trudy Way at Foothill Parkway, Border Avenue/"B" Street at Foothill Parkway and "P" Street at Foothill Parkway are forecast to operate at acceptable levels of service LOS C or better during the AM and PM peak hours under the Existing With Project traffic conditions. However, in order to provide additional westbound left turn storage on Foothill Parkway at Trudy Way, it is recommended that the existing median on Foothill Parkway be modified to extend the westbound left turn pocket by approximately 50 feet.

- The intersections of Trudy Way at Foothill Parkway, Border Avenue/ "B" Street at Foothill Parkway and "P" Street at Foothill Parkway are forecast to operate at acceptable levels of service LOS C or better during the AM and PM peak hours under the Year 2020 With Project traffic conditions. However, in order to provide additional westbound left turn storage on Foothill Parkway at Trudy Way, it is recommended that the existing median on Foothill Parkway be modified to extend the westbound left turn pocket by approximately 50 feet.

- The intersections of Trudy Way at Foothill Parkway, Border Avenue/ "B" Street at Foothill Parkway and "P" Street at Foothill Parkway are forecast to operate at acceptable levels of service LOS C or better during the AM and PM peak hours under the Year 2035 With Project traffic conditions with the implementation of the recommended improvements. However, in order to provide additional westbound left turn storage on Foothill Parkway at Trudy Way, it is recommended that the existing median on Foothill Parkway be modified to extend the westbound left turn pocket by approximately 50 feet.

- Adequate corner sight distance is provided for the "P" Street access based on City of Corona and Caltrans Highway Design Manual (HDM) criteria.

- The main Project access roadway within Phase I ("B" Street), which has been designed as a 44-foot wide Collector roadway and connects to future Foothill Parkway, is expected to carry a maximum of approximately 1,500 ADT, which is well within the City of Corona's Collector roadway ADT LOS C criteria of 10,400 vehicles per day. In addition, the main Project roadway for Phases I & II ("A" Street or Trudy Way extension), which has been designed as a 36 to 40-foot Local roadway, is expected to carry between 600 and 1,200 ADT, which is within the recommended maximum of 1,500 ADT for Local street roadways. Lastly, The main Project access roadway for Phase III ("P" Street), which has been designed as a 64-foot wide divided Collector roadway and connects to future Foothill Parkway, is expected to carry a maximum of approximately 450 ADT, which is well within the City of Corona's Collector roadway ADT LOS C criteria of 10,400 vehicles per day. All of the remaining roadways within the development have been designed as 36-foot wide local low-volume residential streets, with parking on both sides, and are expected to carry less than the recommended Local street criteria of 500 ADT.

- In order to calm traffic along roadway segment of "A" Street within the development, three (3) traffic calming measure have been proposed, such as a raised landscaped median treatment adjacent to Lots 53/54, Lots 62/63, and at the easterly Project boundary with the existing westerly terminus of Trudy Way, which will also be gated. These calming measures will help to reduce traffic speeds within the development by providing raised friction in addition to on-street parking. As a result, the internal roadways within the proposed Skyline Heights project are adequate to accommodate project traffic. In addition, all-way stop control is recommended at the "A" Street intersections with "L" Street and "D" Street, based on the sight distance analyses. These two all-way stop locations will also contribute to the traffic calming along "A" Street.

- "STOP" signs, bars and pavement messages are recommended at the appropriate intersection approaches.

- Access points along Trudy Way and Border Avenue will be gated.

TRAFFIC IMPACT ANALYSIS REPORT

SKYLINE HEIGHTS

Corona, California

July 16, 2013

1.0 INTRODUCTION

This traffic impact analysis evaluates the potential traffic impacts of the proposed Skyline Heights project (hereinafter referred to as Project), on the area traffic circulation. The proposed Project consists of developing 292 single-family residences in three phases. Phase I, Phase II and Phase III will consist of 157 DU, 90 DU and 45 DU, respectively. The site is within the City of Corona's Sphere of Influence and is proposed to be annexed to the City during the entitlement process. The Project is comprised of 253.7-acres vacant land situated in the hills to the southwest of the City of Corona in Western Riverside County, California adjacent to Foothill Parkway. The Project is generally bounded to the north and east by single-family residences and on the south and west by the Cleveland National Forest and large privately owned parcels. Within the general boundaries of the Project is an undeveloped 10.0-acre parcel which is considered "Not a Part" and is owned by the U.S. Forest Service. The Project area excludes the area set aside for the construction of the future Foothill Parkway westerly extension. The site is located approximately three miles south of the SR-7 l and SR-91 Freeways and approximately four miles west of Interstate 15 (I-15). The City of Corona is currently processing the Capital Improvement Project for the Foothill Parkway Westerly Extension between Green River Road and Trudy Way. Construction is planned to be completed in the next few years. Foothill Parkway will border the eastern portion of the Project and will provide primary access to the site via three access points; "P" Street, "B" Street, and Trudy Way. The Project is anticipated to be completed and fully occupied by Year 2020.

This report documents the findings and recommendations of a traffic impact analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential impacts the Project may have on the local and/or regional network in the vicinity of the Project site. The traffic impact analysis evaluates the operating conditions at eleven (11) existing key study intersections, three (3) future key study intersections and eleven (11) existing key roadway segments within the Project vicinity, estimates the trip generation potential of the Project and forecasts future (near-term and long-term) operating conditions without and with the Project.

The Project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing (i.e. baseline) peak hours and daily traffic information has been collected at eleven (11) key study intersections and eleven (11) key roadway segments, respectively, on a "typical" weekday for use in the preparation of intersection and roadway segment level of service calculations. This traffic report analyzes existing (i.e. baseline) and future (near-term and long-term) weekday Daily, AM and PM peak hour traffic conditions for Existing (i.e. baseline), Year 2020 and Year 2035 traffic conditions without and with the proposed Project. Peak hour and daily traffic

forecasts for the Year 2020 traffic conditions have been developed by interpolating the positive growth between Existing traffic conditions and Year 2035 traffic conditions as well as reducing the Year 2035 traffic volumes by fifteen (15%) where the growth was negative. In addition, peak hour and daily forecasts for the Buildout (Year 2035) traffic conditions have been projected based on the City of Corona Travel Demand Model, administered by LSA Associates, Inc. (LSA). It should be noted that the net traffic generated by the additional 99.26-acres of developable annexation area (approximately 547 single family residences) of the total 150.34 acres that will annexed, in addition to the Project area, has been added to the Year 2035 Without Project traffic volumes as part of the General Plan Amendment (GPA) associated with this application.

The work program for this traffic study was developed in conjunction with the City of Corona Public Works Department staff. ***Appendix A*** contains a copy of the approved City of Corona Traffic Impact Study Scoping Agreement.

1.1 Study Area

1.1.1 *Intersections*

Eleven (11) existing key study intersections and three (3) future key study intersections were designated for evaluation based on City of Corona Traffic Impact Analysis (TIA) criteria and discussions with City staff. The key intersections selected for evaluation in this report provide access to the study area and are listed as follows:

1. Serfas Club Drive at Green River Road
2. Paseo Grande at Green River Road
3. Paseo Grande at Ontario Avenue
4. Border Avenue at Ontario Avenue
5. Lincoln Avenue at Ontario Avenue
6. Border Avenue at Mesquite Lane
7. Border Avenue at Emerson Drive
8. Border Avenue at Peacock Lane
9. Lincoln Avenue at Foothill Parkway
10. Elysia Street at Foothill Parkway
11. Trudy Way at Foothill Parkway
12. Chase Drive at Foothill Parkway [Future]
13. Border Avenue/“B” Street at Foothill Parkway [Future]
14. “P” Street at Foothill Parkway [Future]

1.1.2 *Roadway Segments*

The study roadway segments listed below are locations that could potentially be impacted by the Project. The eleven (11) roadway segments listed below were selected based on the arterial network within the study area and discussions with City of Corona staff:

1. Green River Road between Serfas Club Drive and Paseo Grande
2. Paseo Grande between Ontario Avenue and Green River Road
3. Ontario Avenue between Paseo Grande and Border Avenue
4. Border Avenue between Via Pacifica and Ontario Avenue
5. Ontario Avenue between Border Avenue and Via Pacifica
6. Ontario Avenue between Via Pacifica and Lincoln Avenue
7. Lincoln Avenue between Citron Street and Ontario Avenue
8. Border Avenue between Ontario Avenue and Foothill Parkway
9. Lincoln Avenue between Ontario Avenue and Foothill Parkway
10. Foothill Parkway between Elysia Street and Lincoln Avenue
11. Foothill Parkway between Lincoln Avenue and Highgrove Street

1.2 Traffic Impact Analysis Components

The Highway Capacity Manual (HCM), Volume to Capacity (V/C) ratio and corresponding Level of Service (LOS) calculations at the key study locations were used to evaluate the potential traffic-related impacts associated with area growth, related projects and the Project. When necessary, this report recommends intersection/roadway segment improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service and/or addresses the impact of the Project.

Included in this Traffic Impact Analysis are:

- Existing Traffic Counts,
- Estimated Project traffic generation/distribution/assignment,
- Daily, AM and PM peak hour LOS analyses for Existing (i.e. Baseline) Conditions,
- Daily, AM and PM peak hour LOS analyses for Existing (i.e. Baseline) Conditions with Project traffic,
- Daily, AM and PM peak hour LOS analyses for Near-Term (Year 2020) Conditions without and with Project traffic,
- Daily, AM and PM peak hour LOS analyses for Long-Term (Year 2035) Conditions without and with Project traffic,
- Project-Specific Traffic Improvements,
- Project Fair Share Analysis,
- Traffic Signal Warrant Analysis, and

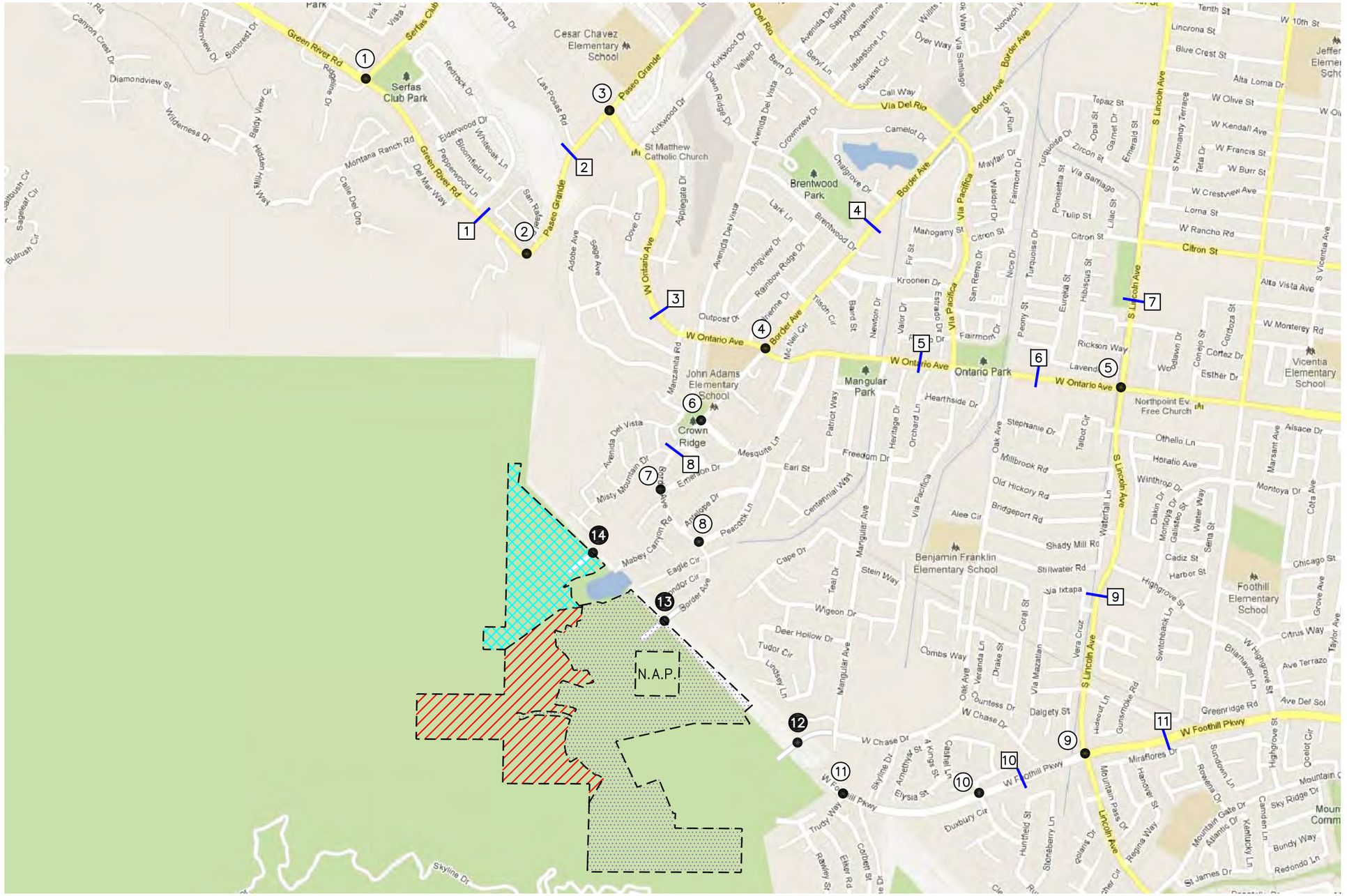
- Site Access and Internal Circulation Evaluation.

Figure 1-1 presents a Vicinity Map, which illustrates the general location of the Project and depicts the study locations and surrounding street system. ***Figure 1-2*** presents a Regional Map, which illustrates the general location of the Project, surrounding cities and the regional freeway system.

1.3 Traffic Impact Analysis Scenarios

The following scenarios are those for which Delay/V/C and corresponding LOS calculations have been performed at the key intersections and key roadway segments for existing, near-term and long-term traffic conditions:

A. Existing (i.e. Baseline) Traffic Conditions,
B. Existing (i.e. Baseline) With Project Traffic Conditions,
C. Scenario (B) with Recommended Improvements, if any,
D. Year 2020 Without Project Traffic Conditions,
E. Year 2020 With Project Traffic Conditions,
F. Scenario (E) With Recommended Improvements, if any,
G. Year 2035 Without Project Traffic Conditions,
H. Year 2035 With Project Traffic Conditions, and
I. Scenario (H) With Recommended Improvements, if any.



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

(#) = EXISTING STUDY INTERSECTION

(#) = FUTURE STUDY INTERSECTION

—[#] = EXISTING STUDY ROADWAY SEGMENT

= PHASE I

= PHASE II

= PHASE III

FIGURE 1–1

VICINITY MAP

SKYLINE HEIGHTS, CORONA

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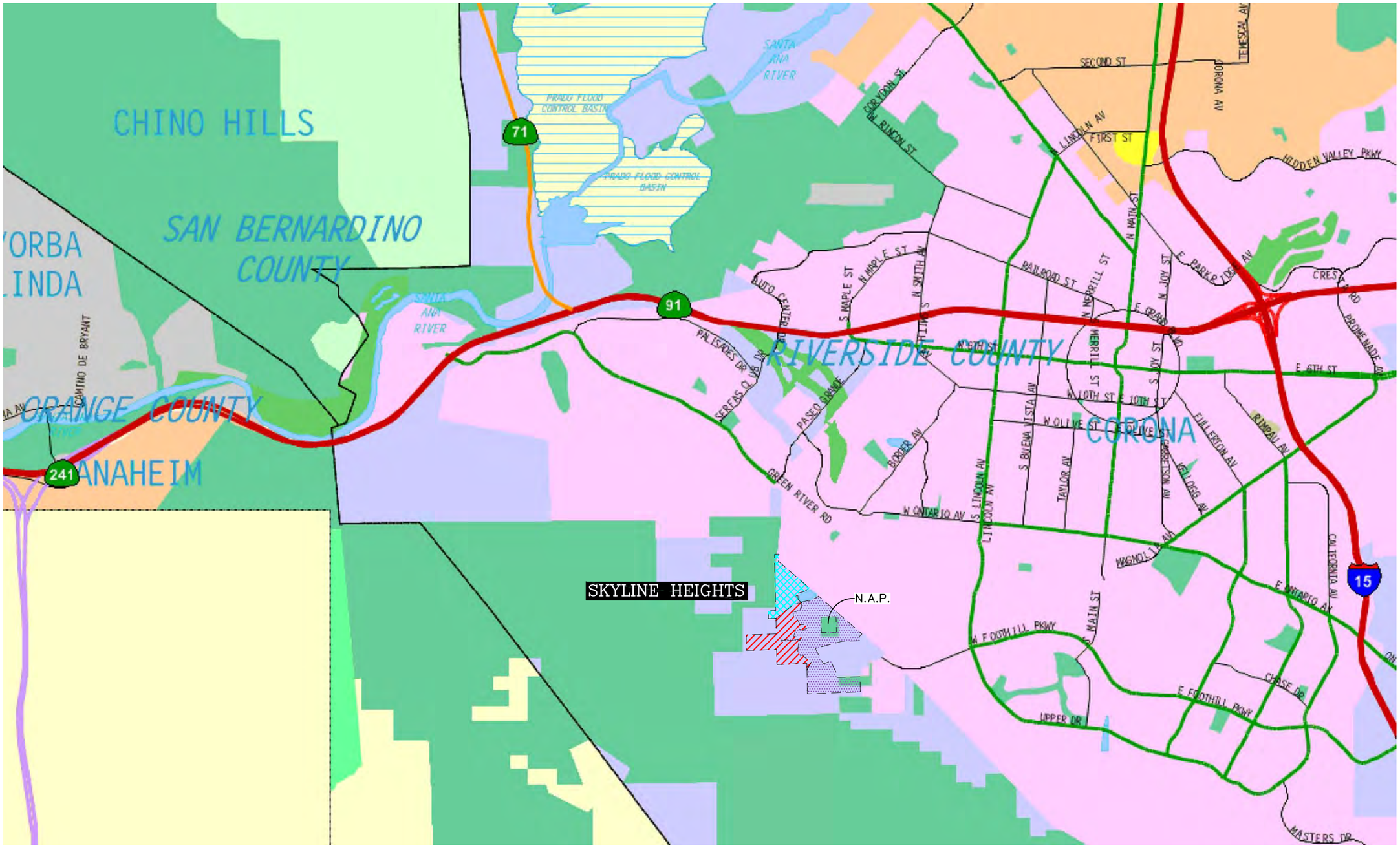

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: THOMAS BROS.

KEY

= PHASE I

= PHASE II

= PHASE III

FIGURE 1–2

REGIONAL MAP

SKYLINE HEIGHTS, CORONA

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2.0 PROJECT DESCRIPTION AND LOCATION

The Project is comprised of 253.7-acres vacant land situated in the hills to the southwest of the City of Corona in Western Riverside County, California adjacent to Foothill Parkway. The Project is generally bounded to the north and east by single-family residences and on the south and west by the Cleveland National Forest and large privately owned parcels. Within the general boundaries of the Project is an undeveloped 10.0-acre parcel which is considered "Not a Part" and is owned by the U.S. Forest Service. The Project area excludes the area set aside for the construction of the future Foothill Parkway westerly extension.

The site is within the City of Corona's Sphere of Influence and is proposed to be annexed to the City during the entitlement process. The site is located approximately three miles south of the SR-7 l and SR-91 Freeways and approximately four miles west of Interstate 15 (I-15). The City of Corona is currently processing the Capital Improvement Project for the Foothill Parkway Westerly Extension between Green River Road and Trudy Way. Construction is planned to be completed in the next few years.

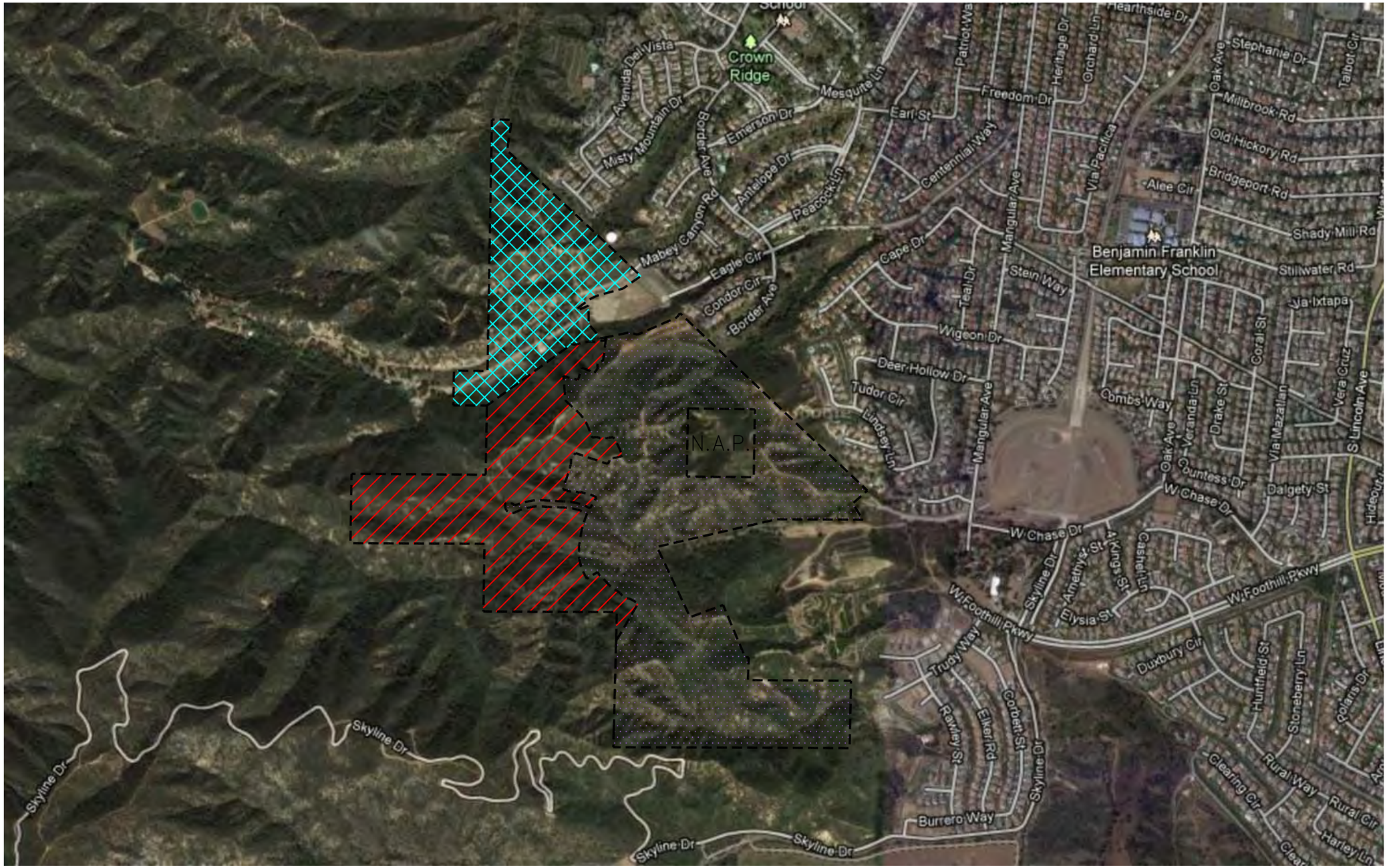
The proposed Project consists of developing 292 single-family residences in three phases. Phase I, Phase II and Phase III will consist of 157 DU, 90 DU and 45 DU, respectively. The Project is anticipated to be completed and fully occupied by Year 2020.

Figure 2-1 presents the existing site for the proposed Project. ***Figure 2-2*** presents the proposed site plan, prepared by KWC Engineers.

2.1 Site Access

Foothill Parkway will border the northeastern portion of the Project and as shown in *Figure 2-2*, primary access to the Project site will be provided via three access points; "P" Street, "B" Street, and Trudy Way. These are described in more detail below:

- "P" Street at Foothill Parkway: This is a future intersection which is planned to be a one-way stop-controlled intersection with full movements. This intersection will exclusively provide access to Phase III of the Project. However, in order to provide additional westbound left turn storage on Foothill Parkway at Trudy Way, it is recommended that the existing median on Foothill Parkway be modified to extend the westbound left turn pocket by approximately 50 feet.
- "B" Street at Foothill Parkway: This is a future intersection which is planned to be a 6-phase traffic signalized intersection with full movements. This intersection will primarily provide access to Phase I and II of the Project. It should be noted that this planned traffic signal is a master-planned traffic signal to be installed by the City in conjunction with the Foothill Parkway Extension Project. However, in order to provide additional westbound left turn storage on Foothill Parkway at Trudy Way, it is recommended that the existing median on Foothill Parkway be modified to extend the westbound left turn pocket by approximately 50 feet.



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

= PHASE I

= PHASE II

= PHASE III

FIGURE 2-1

EXISTING SITE

SKYLINE HEIGHTS, CORONA

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LINSCOTT LAW & GREENSPAN engineers

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SOURCE: KWC ENGINEERS (1/23/14)

FIGURE 2-2

PROPOSED SITE PLAN
SKYLINE HEIGHTS, CORONA

- Trudy Way at Foothill Parkway: This is an existing one-way stop-controlled intersection with full movements. This intersection will primarily provide access to Phase I and II of the Project. However, in order to provide additional westbound left turn storage on Foothill Parkway at Trudy Way, it is recommended that the existing median on Foothill Parkway be modified to extend the westbound left turn pocket by approximately 50 feet.

It should be noted that the access points along Trudy Way and "B" Street will be gated.

3.0 ANALYSIS CONDITIONS AND METHODOLOGY

3.1 Existing Street Network

The Riverside Freeway (SR-91) provides regional access to the Project site. The SR-91 is located north of the Project site. The principal local network of streets serving the site consists of Serfas Club Drive, Paseo Grande, Border Avenue, Via Pacifica, Lincoln Avenue, Green River Road, Ontario Avenue, Mesquite Lane, Emerson Drive, Peacock Lane, Trudy Way, Elysia Street and Foothill Parkway. The following discussion provides a brief synopsis of the key area streets.

3.2 Existing Street Network

Serfas Club Drive is a north-south, four-lane, undivided roadway north of Palisades Drive and a four-lane, divided roadway south of it. The speed limit on Serfas Club Drive is 35 mph north of Palisades Drive and 40 mph south of Palisades Drive. Parking is generally permitted on both sides of the roadway within the vicinity of the Project. Serfas Club Drive is designated as a Major Arterial (4-Lanes) in the City's Circulation Element and has a Class II Bike Lane.

Paseo Grande is a northeast-southwest, two-lane, undivided roadway. Parking is not permitted on either side of the roadway within the vicinity of the Project. The speed limit on Paseo Grande is 40 mph. Paseo Grande is designated as a Collector in the City's Circulation Element. The intersection of Paseo Grande and Green River Road is currently uncontrolled and is planned to be signalized in conjunction with the Foothill Parkway Extension project.

Border Avenue is a northeast-southwest, two-lane, divided roadway. Parking is permitted on the north side of the roadway, and restricted on the south side of the roadway, within the vicinity of the Project. The speed limit on Border Avenue is 35 mph. Border Avenue is designated as Collector in the City's Circulation Element. The intersection of Border Avenue and Ontario Avenue is currently uncontrolled.

Via Pacifica is primarily a north-south, four-lane divided roadway. South of Ontario Avenue, Via Pacifica is a two-lane undivided roadway. North of Ontario Avenue, parking is not permitted on either side of the roadway. South of Via Pacifica, parking is permitted on both sides of the roadway. North of Ontario Avenue, the posted speed limit on Via Pacifica is 40 mph. South of Ontario, the posted speed limit is 25 mph. Via Pacifica is designated as a Secondary Arterial in the City's Circulation Element.

Lincoln Avenue is a north-south, four-lane, divided roadway. North of Ontario Avenue, parking is permitted on the east side and restricted on the west side. South of Ontario Avenue, parking is not permitted on either side of the roadway. North of Ontario Avenue, the posted speed limit is 40 mph. South of Ontario Avenue, the posted speed limit is 45 mph. North of Ontario Avenue, Lincoln Avenue is designated as a Secondary Arterial in the City's Circulation Element. South of Ontario Avenue, Lincoln Avenue is designated as a Major Arterial in the City's Circulation Element. The intersections of Lincoln Avenue at Ontario Avenue and Foothill Parkway are both controlled by an 8-phase traffic signal.

Green River Road is generally an east-west, four-lane, divided roadway west of Palisades Drive with a two way left turn lane and is a southeast-northwest, four-lane, divided roadway east of Palisades Drive. The speed limit on Green River Road is 45 mph. Parking is not permitted on either side of the roadway within the vicinity of the Project. Green River Road is designated as a Major Arterial (6-Lanes) west of Palisades Drive and a Major Arterial (4-Lanes) east of Palisades Drive in the City's Circulation Element.

Ontario Avenue is primarily an east-west, four-lane, divided roadway. West of Avenida Del Vista, Ontario Avenue is a two-lane, divided roadway. Between Avenida Del Vista and Border Avenue, Ontario Avenue is a two-lane, undivided roadway. Between Border Avenue and Via Pacifica, Ontario Avenue is a two-lane, divided roadway. West of Border Avenue, parking is permitted on both sides of the roadway. East of Border Avenue, parking is not permitted on either side of the roadway. West of Border Avenue, the posted speed limit is 25 mph. Between Border Avenue and Via Pacifica, the posted speed limit is 35 mph. East of Via Pacifica, the posted speed limit is 45 mph. West of Mangular Avenue, Ontario Avenue is designated as a Collector in the City's Circulation Element. East of Mangular Avenue, Ontario Avenue is designated as a Major Arterial in the City's Circulation Element.

Mesquite Lane is a two-lane, divided residential roadway. Parking is permitted on both sides of the roadway within the vicinity of the Project. The speed limit on Mesquite Lane is 25 mph.

Emerson Drive is a two-lane, divided residential roadway. Parking is permitted on both sides of the roadway within the vicinity of the Project. The speed limit on Emerson Drive is 25 mph.

Peacock Lane is a two-lane, divided residential roadway. Parking is permitted on both sides of the roadway within the vicinity of the Project. The speed limit on Peacock Lane is 25 mph.

Trudy Way is a two-lane, undivided residential roadway. Parking is permitted on both sides of the roadway within the vicinity of the Project. The speed limit on Trudy Way is 25 mph.

Elysia Street is a two-lane, undivided residential roadway. Parking is permitted on both sides of the roadway within the vicinity of the Project. The speed limit on Elysia Street is 25 mph.

Foothill Parkway is an east-west, four-lane, divided roadway. Currently, Foothill Parkway extends from Trudy Way in the west to the eastern city limits of Corona. Parking is not permitted on either side of the roadway within the vicinity of the Project. The posted speed limit on Foothill Parkway is 45 mph. Foothill Parkway is designated as a Secondary Arterial in the City's Circulation Element. In conjunction with the Foothill Parkway Extension Project, Foothill Parkway will be extended from Trudy Way to adjoin with Green River Road at Paseo Grande. This project is expected to be completed by Year 2017.

Figure 3-1 presents an inventory of the existing roadway conditions within the study area evaluated in this report. The number of travel lanes and intersection controls for the key area study intersections and roadway segments are identified. ***Appendix B*** contains the most current aerials

available online for all the key study intersections. ***Figure 3-2*** shows the current City of Corona General Plan Circulation Element.

3.3 Existing Transit Services

The study area is served by the Riverside Transit Agency (RTA) and "Corona Cruiser", a Fixed Route Service by the City of Corona. Corona Cruiser runs along pre-designated Blue Line and Red Line fixed routes. A description of the transit services is as follows:

Riverside Transit Agency (RTA)

- No RTA routes traverse any study intersections analyzed in this report.

Corona Cruiser

Red Line:

- The route begins at California Avenue and Ontario Avenue and ends at the Metrolink West Corona station.
- This route does not traverse any study intersections analyzed in this report.

3.4 Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes for the eleven (11) key study intersections and daily two-way traffic volumes for the key eleven (11) roadway segments evaluated in this report, were collected by *Counts Unlimited, Inc.* in February 2013. ***Appendix C*** contains the existing intersection turning movement and roadway segment traffic count data.

Figures 3-3 and ***3-4*** present the existing AM and PM peak hour traffic volumes, respectively, for the eleven (11) existing key study intersections. ***Figure 3-5*** presents the existing daily traffic volumes for the eleven (11) key study roadway segments.

3.5 Level Of Service (LOS) Analysis Methodologies

AM and PM peak hour operating conditions for the key study intersections were evaluated using the methodology outlined in *Chapter 16 of the Highway Capacity Manual 2000 (HCM 2000)* for signalized intersections and the methodology outlined in *Chapter 17 of the HCM 2000* for unsignalized intersections. Daily operating conditions for the key study roadway segments were analyzed using the *Volume to Capacity (V/C) ratio*.

3.5.1 *Highway Capacity Manual (HCM) Method of Analysis (Signalized Intersections)*

In conformance with City of Corona requirements, AM and PM peak hour operating conditions for the key study intersections were evaluated using the HCM operations method of analysis. Level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometries, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during ideal conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of any incidents and when there are no other vehicles on the road.

In Chapter 16 of the HCM, only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay.* Control delay includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. In contrast, in previous versions of the HCM (1994 and earlier), delay included only stopped delay.

Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle. The six qualitative categories of Level of Service that have been defined along with the corresponding HCM control delay value range for signalized intersections are shown in ***Table 3-1***.

3.5.2 *Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)*

Per the requirements of the City of Corona, AM and PM peak hour operating conditions for the key unsignalized study intersections were evaluated using the HCM 2000 unsignalized methodology for stop-controlled intersections. For all-way stop-controlled intersections, this methodology estimates the average control delay for each of the subject movements and determines the level of service for each movement. The overall average control delay measured in seconds per vehicle and level of service is then calculated for the entire intersection. The HCM control delay value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance.

For one-way and two-way stop-controlled (minor street stop-controlled) intersections, this methodology estimates the worst side street delay, measured in seconds per vehicle and determines the level of service for that approach. The HCM delay value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding HCM control delay value range, as shown in ***Table 3-2***.

3.5.3 *Volume to Capacity (V/C) Ratio Method of Analysis (Roadway Segments)*

In conformance with the City of Corona requirements, daily operating conditions for the key study roadway segments have been investigated according to the Volume to Capacity (V/C) ratio of each roadway segment. The V/C relationship is used to estimate the LOS of the roadway segment with the volume based on the 24-hour traffic volumes and the capacity based on the City's classification of each roadway. The six qualitative categories of Level of Service have been defined along with the corresponding Volume to Capacity (V/C) value range and are shown in ***Table 3-3***.

The roadway segments' daily capacities of each street classification according to the *City of Corona General Plan Technical Background Report Page 3-27, dated March 2004* and *City of Corona Public Works Department Traffic Impact Study Guidelines Exhibit C, dated July 2006,* are presented in ***Table 3-4.***

3.6 Impact Criteria and Thresholds

3.6.1 *Intersections*

The City of Corona considers LOS D to be the minimum acceptable LOS for all intersections that consist of collector and arterial roadways and LOS E for Green River Road at SR-91 Ramps and Dominguez Ranch Road intersections based on the City of Corona General Plan Circulation Element

Policy 6.1.6. In addition, the City of Corona considers LOS C to be the minimum acceptable LOS for local and collector streets in residential and industrial areas.

The City of Corona General Plan Circulation Element Policy 6.1.6 (adopted March 17, 2004) states:

- *Maintain Level of Service D or better on arterial streets wherever possible. At some key locations, such as at heavily traveled freeway interchanges, LOS E may be adopted as the acceptable standard, on a case-by-case basis. Locations that may warrant the LOS E standard include Lincoln Avenue at SR-91, Main Street at SR-91, McKinley Avenue at SR-91, Hidden Valley Parkway at I-15, Cajalco Road at I-15 and Weirick Road at I-15. A higher standard such as Level of Service C or better may be adopted for local and collector streets in residential areas.*

In addition, the City of Corona Draft Environmental Impact Report for the Foothill Parkway Westerly Extension Table 5.4-1 (dated August 2008) states:

- *The proposed Project is expected to provide LOS C or better in the forecast year 2010. In forecast year 2025, the proposed Project is expected to provide LOS D or better on the study roadways, with the exception of Green River Road west of Palisades. The City of Corona General Plan Circulation Element Policy 6.1.6 states "At some key locations, such as at heavily traveled freeway interchanges, LOS E may be adopted as the acceptable standard, on a case-by-case basis." During the course of Project development, City of Corona staff reviewed this policy, and determined that, due to the close proximity of this segment to State Route 91 and the roadway segment's characteristics, this portion of Green River Road meets the criteria. As a result, the City of Corona staff has identified LOS E as acceptable for this segment. Therefore, all study roadways are forecast to operate acceptably according to City of Corona performance criteria for forecast years 2010 and 2025 with Project conditions. The Project would be consistent with Policy 6.1.6 of the Circulation Element.*

3.6.2 *Roadway Segments*

Similar to as discussed above, the City of Corona considers LOS D to be the minimum acceptable LOS for all roadway segments that consist of collector and arterial roadways and LOS E for Green River Road west of Palisades Drive based on the City of Corona General Plan Circulation Element Policy 6.1.6. In addition, the City of Corona considers LOS C to be the minimum acceptable LOS for local and collector streets in residential and industrial areas.

TABLE 3-1

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (HCM METHODOLOGY)[2]

Level of Service (LOS)	Control Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	$\leq$ 10.0	This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	> 10.0 and $\leq$ 20.0	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	> 20.0 and $\leq$ 35.0	Average traffic delays. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	> 35.0 and $\leq$ 55.0	Long traffic delays At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	> 55.0 and $\leq$ 80.0	Very long traffic delays This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high *v/c* ratios. Individual cycle failures are frequent occurrences.
F	$\geq$ 80.0	Severe congestion This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high *v/c* ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

[2] Source: *Highway Capacity Manual 2000*, Chapter 16 (Signalized Intersections).

TABLE 3-2

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM METHODOLOGY)[3]

Level of Service (LOS)	Highway Capacity Manual (HCM) Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

[3] Source: *Highway Capacity Manual 2000*, Chapter 17 (Unsignalized Intersections).

TABLE 3-3

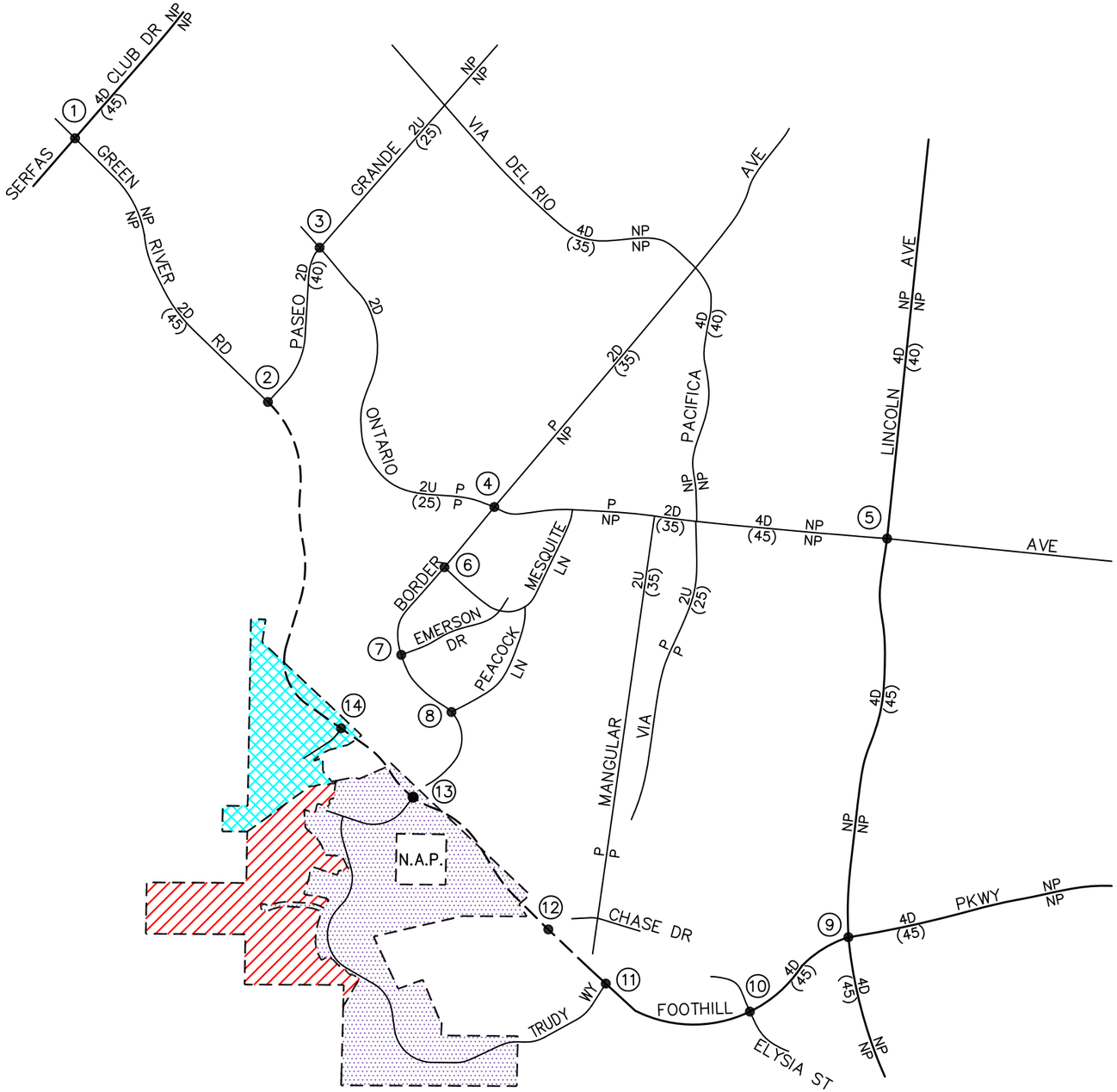
LEVEL OF SERVICE CRITERIA FOR ROADWAY SEGMENTS (V/C METHODOLOGY)[4]

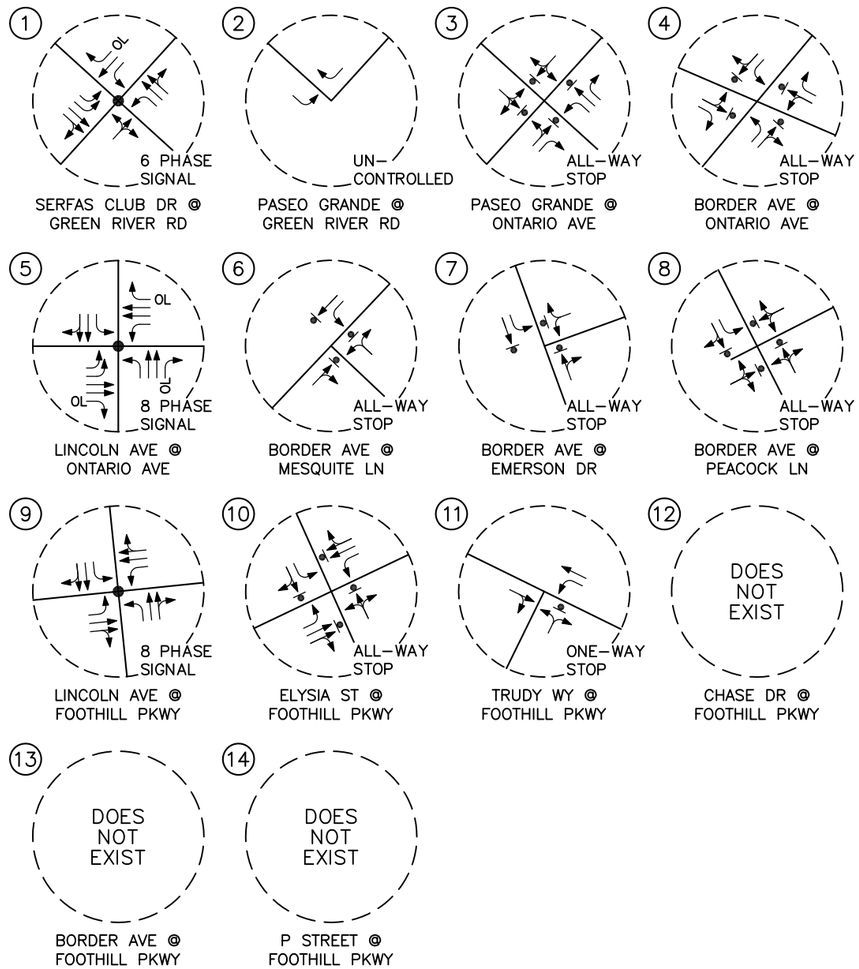
Level of Service (LOS)	Volume to Capacity Ratio (V/C)	Level of Service Description
A	≤ 0.600	**EXCELLENT**. Describes primarily free flow operations at average travel speeds, usually about 90% of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.
B	0.601 – 0.700	**VERY GOOD**. Represents reasonably unimpeded operations at average travel speeds, usually about 70% of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.
C	0.701 – 0.800	**GOOD**. Represents stable conditions; however, ability to maneuver and change lanes in mid-block location may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50% of the average free flow speed for the arterial class. Motorists will experience appreciable tension while driving.
D	0.801 – 0.900	**FAIR**. Borders on a range in which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40% of free flow speed.
E	0.901 – 1.000	**POOR**. Characterized by significant approach delays and average travel speeds of one-third the free flow speed or lower. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
F	> 1.000	**FAILURE**. Characterizes arterial flow at extremely low speeds below one-third to one-quarter of the free flow speed. Intersection congestion is likely at critical signalized locations, with resultant high approach delays. Adverse progression is frequently a contributor to this condition.

Note:

- **LOS F** applies whenever the flow rate exceeds the segment capacity.

[4] Source: *Transportation Research Board 2000.*





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KEY

- ← = APPROACH LANE ASSIGNMENT
- ● = TRAFFIC SIGNAL, ⚲ = STOP SIGN
- P = PARKING, NP = NO PARKING
- U = UNDIVIDED, D = DIVIDED
- 2 = NUMBER OF TRAVEL LANES
- (XX) = POSTED SPEED LIMIT (MPH)
- OL = RIGHT–TURN OVERLAP
- = PHASE I
- = PHASE II
- = PHASE III
- – – = FUTURE ROADWAY

FIGURE 3–1

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

SKYLINE HEIGHTS, CORONA

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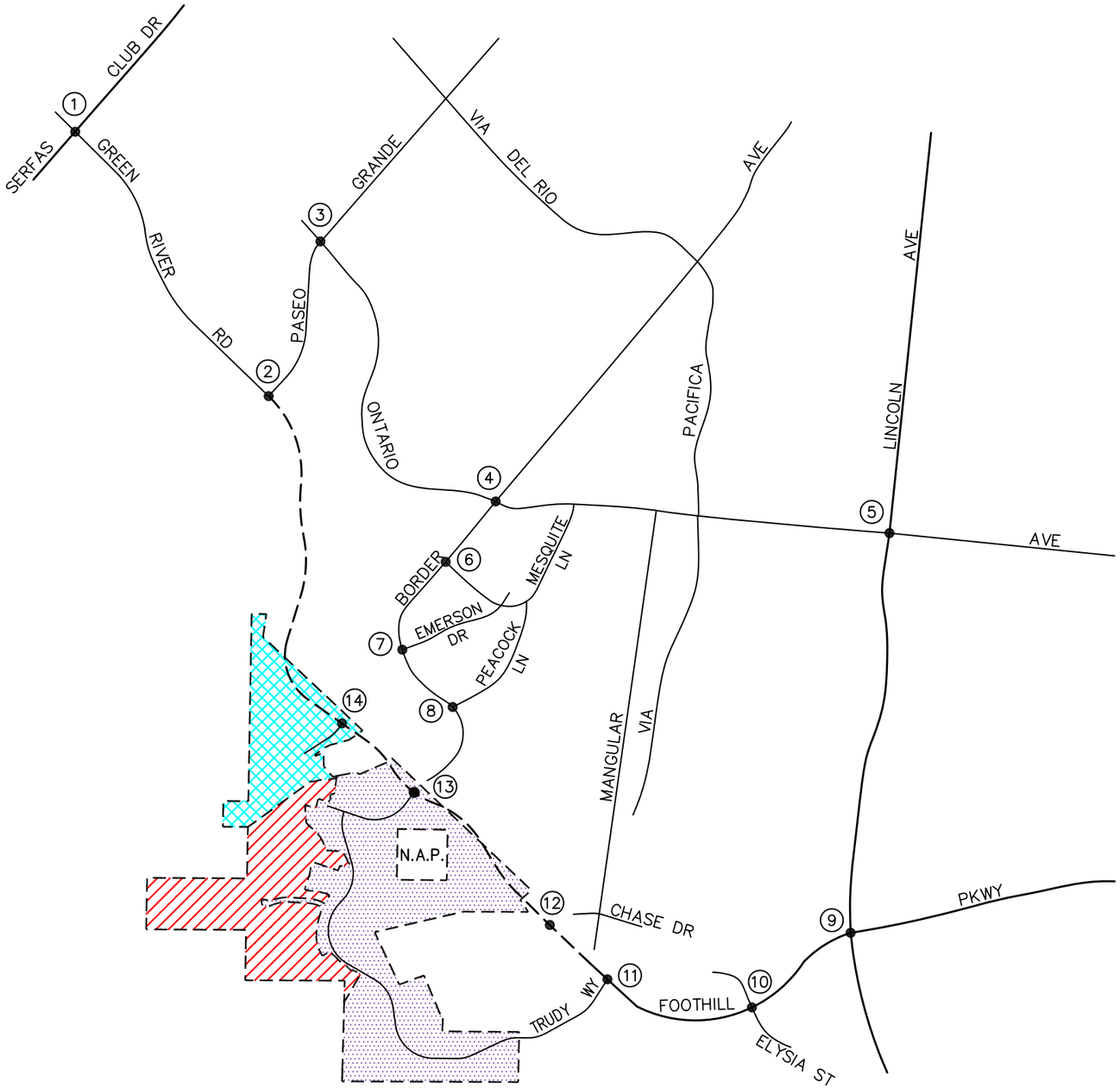
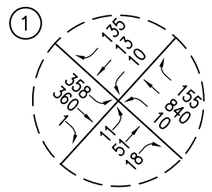
N NO SCALE

SOURCE: CITY OF CORONA

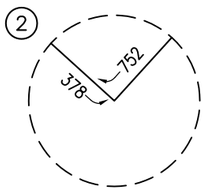
FIGURE 3-2

CITY OF CORONA GENERAL PLAN CIRCULATION ELEMENT
SKYLINE HEIGHTS, CORONA

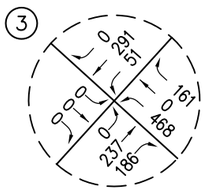




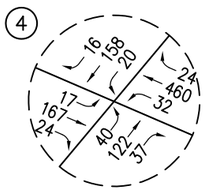
1 SERFAS CLUB DR @ GREEN RIVER RD



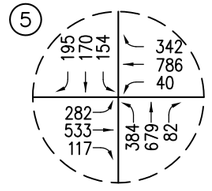
2 PASEO GRANDE @ GREEN RIVER RD



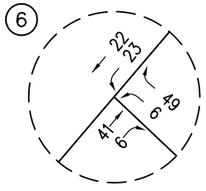
3 PASEO GRANDE @ ONTARIO AVE



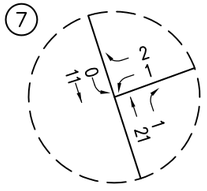
4 BORDER AVE @ ONTARIO AVE



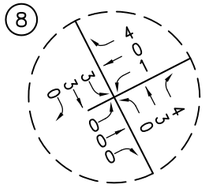
5 LINCOLN AVE @ ONTARIO AVE



6 BORDER AVE @ MESQUITE LN



7 BORDER AVE @ EMERSON DR



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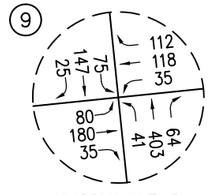
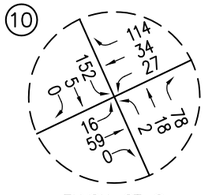
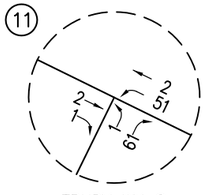


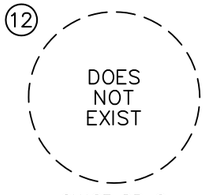
9 LINCOLN AVE @ FOOTHILL PKWY



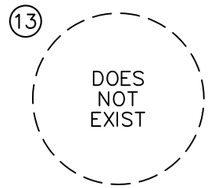
10 ELYSIA ST @ FOOTHILL PKWY



11 TRUDY WY @ FOOTHILL PKWY



12 CHASE DR @ FOOTHILL PKWY



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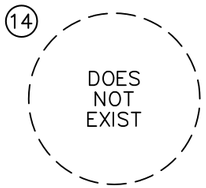

14 P STREET @ FOOTHILL PKWY

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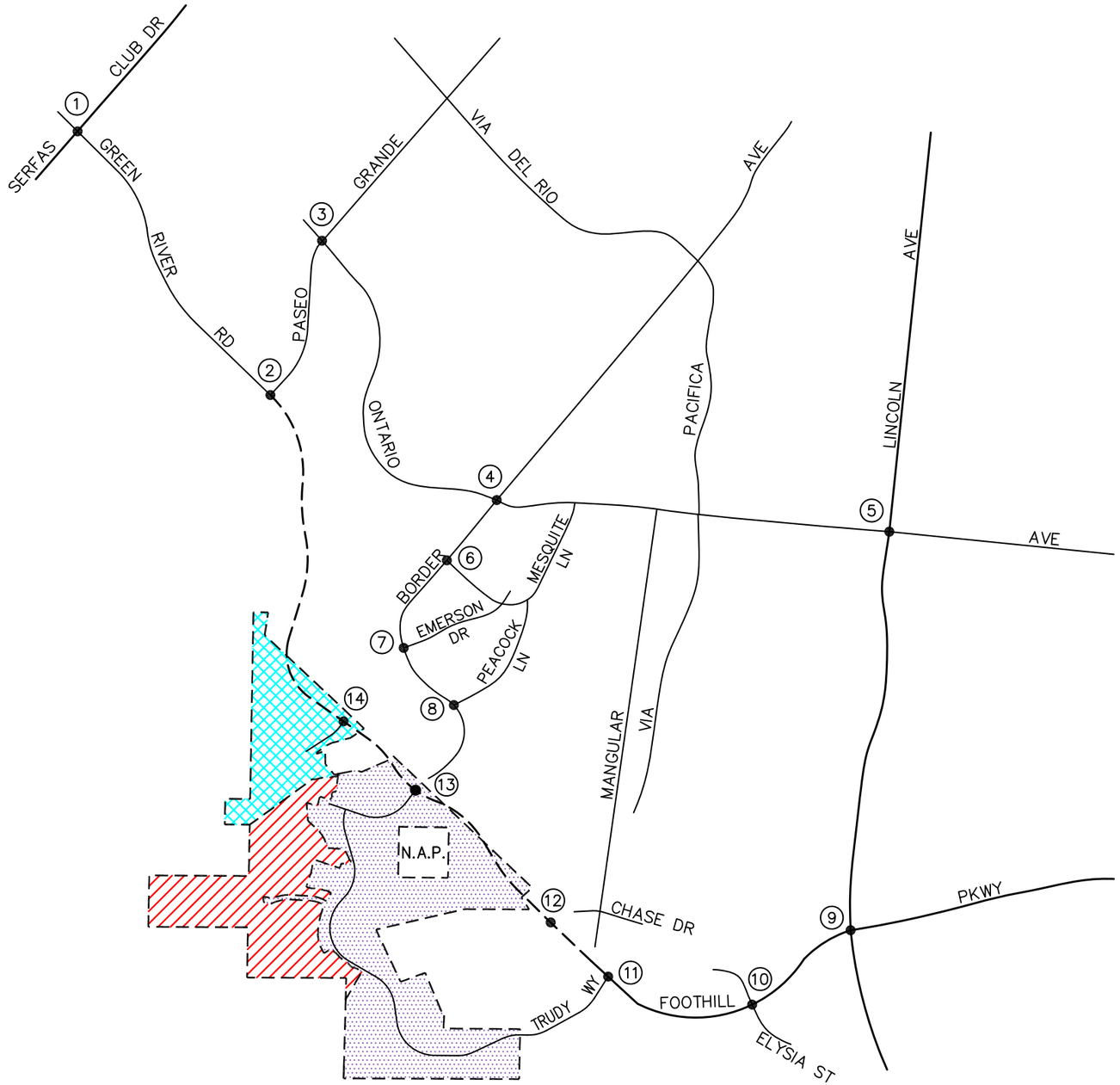
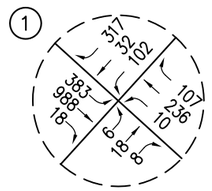
N NO SCALE

KEY
= PHASE I
= PHASE II
= PHASE III
= FUTURE ROADWAY
(#) = STUDY INTERSECTION

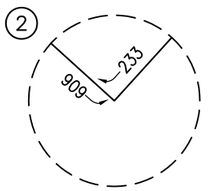
FIGURE 3–3

EXISTING AM PEAK HOUR TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA

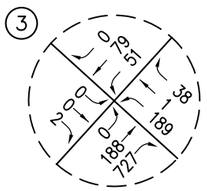




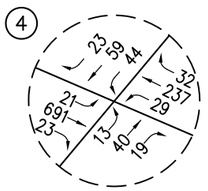
SERFAS CLUB DR @
GREEN RIVER RD



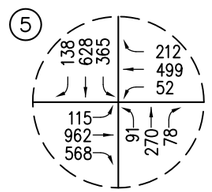
PASEO GRANDE @
GREEN RIVER RD



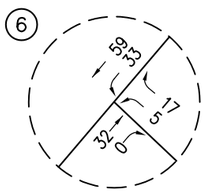
PASEO GRANDE @
ONTARIO AVE



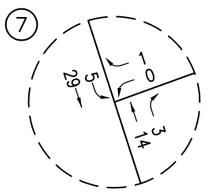
BORDER AVE @
ONTARIO AVE



LINCOLN AVE @
ONTARIO AVE



BORDER AVE @
MESQUITE LN



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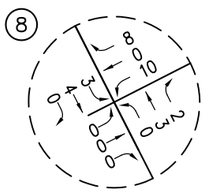
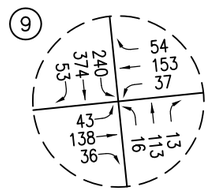
EMERSON DR



BORDER AVE @
PEACOCK LN



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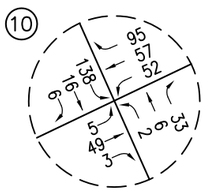
FOOTHILL PKWY



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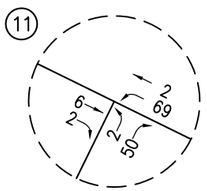
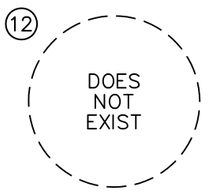
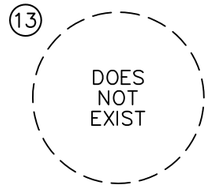
FOOTHILL PKWY



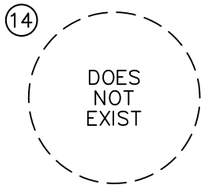
TRUDY WY @
FOOTHILL PKWY



CHASE DR @
FOOTHILL PKWY



BORDER AVE @
FOOTHILL PKWY



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FOOTHILL PKWY

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LINSCOTT LAW & GREENSPAN engineers

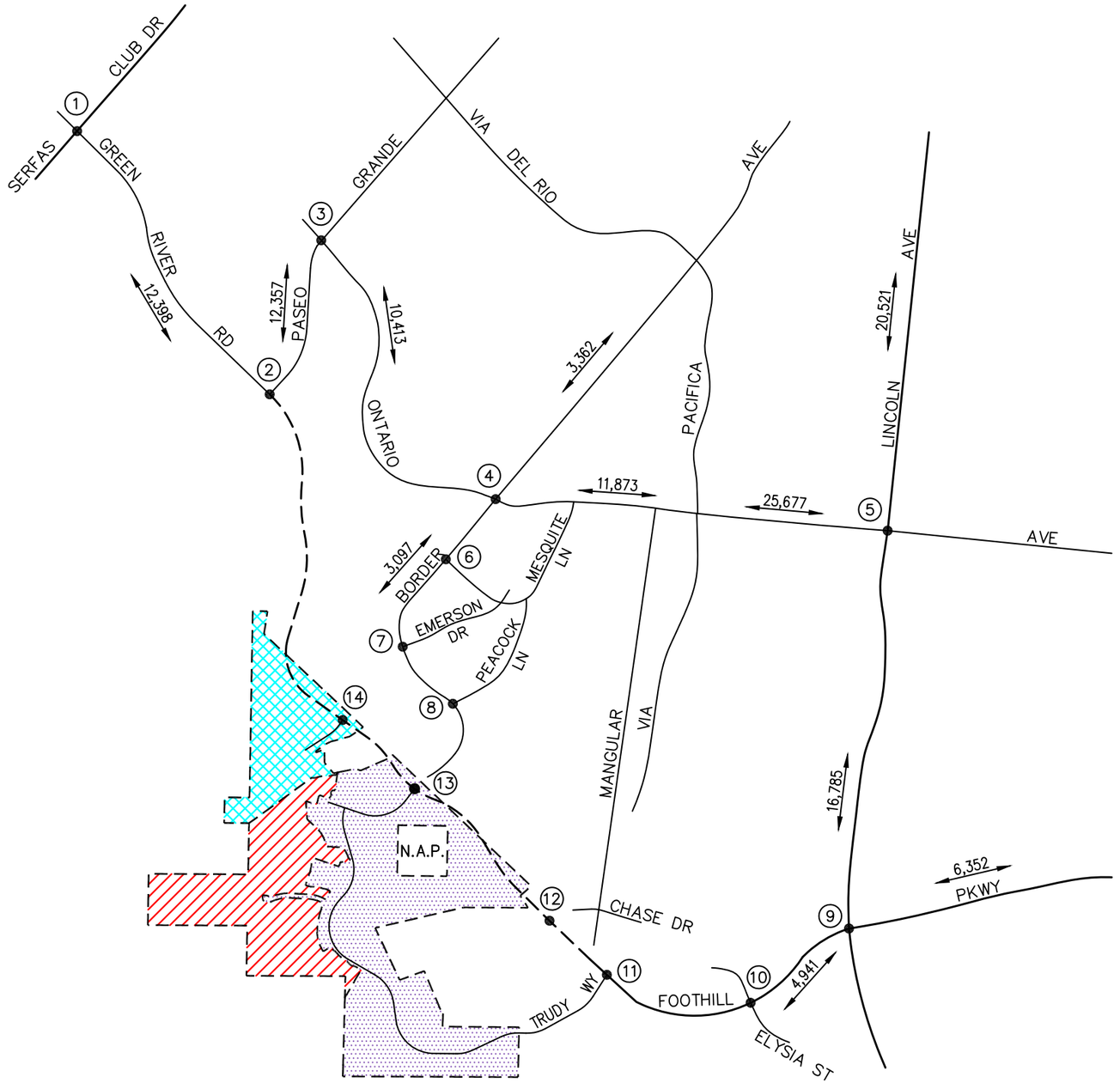
N NO SCALE

KEY

= PHASE I
= PHASE II
= PHASE III
= FUTURE ROADWAY
(#) = STUDY INTERSECTION

FIGURE 3-4

EXISTING PM PEAK HOUR TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA



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LINSCOTT LAW & GREENSPAN engineers

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KEY
= PHASE I
= PHASE II
= PHASE III
= FUTURE ROADWAY
(#) = STUDY INTERSECTION

FIGURE 3-5

EXISTING DAILY TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA

TABLE 3-4

DAILY ROADWAY SEGMENT CAPACITIES[5]

Roadway Classification	Number of Lanes	Maximum Two-Way Traffic Volume (ADT) Level of Service		
		C	D	E
Collector	2-lanes	10,400	11,700	13,000
Secondary	4-lanes	20,700	23,300	25,900
Major	4-lanes	27,300	30,700	34,100
Arterial	2-lanes	14,400	16,200	18,000
Urban Arterial	6-lanes	43,100	48,500	53,900
Urban Arterial	8-lanes	57,400	64,600	71,800

[5] Source: *City of Corona General Plan Technical Background Report Page 3-27, dated March 2004* and *City of Corona Public Works Department Traffic Impact Study Guidelines Exhibit C, dated July 2006.*

4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations and/or rates to the Project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound Project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds.

Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway segments and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the impact of the Project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast Project traffic. If necessary, the need for site-specific and/or cumulative local area traffic improvements can then be evaluated.

5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Trip Generation Forecast

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the Ninth Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2012].

The first part of ***Table 5-1*** summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project and the lower part presents the forecast daily and peak hour Project traffic volumes for a "typical" weekday. The trip generation potential for the proposed Project was forecast using ITE Land Use Code 210: Single Family Residential rates.

As shown in *Table 5-1*, the proposed Project is expected to generate 2,780 daily trips (one half arriving, one half departing), with 219 trips (55 inbound, 164 outbound) produced in the AM peak hour and 292 trips (184 inbound, 108 outbound) produced in the PM peak hour on a “typical” weekday. The trip generation methodology and forecasts were approved by the City of Corona staff prior to proceeding with further analysis.

5.2 Project Trip Distribution and Assignment

Project traffic volumes, both entering and exiting the site, have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers (i.e. SR-91 Freeway, etc.),
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals, and the future Foothill Parkway extension project
- the traffic-carrying capacity and travel speed available on roadways serving the Project site,
- existing intersection traffic volumes,
- ingress/egress availability at the Project site, and
- input from City of Corona staff.

5.2.1 *Without Foothill Parkway Westerly Extension Trip Distribution*

The directional trip distribution pattern under existing conditions (Without Foothill Parkway Westerly Extension) for the Project is presented in ***Figure 5-1***. The Project trip distribution pattern was submitted to the City staff for their review and approval prior to proceeding with further analyses.

5.2.2 *With Foothill Parkway Westerly Extension Trip Distribution*

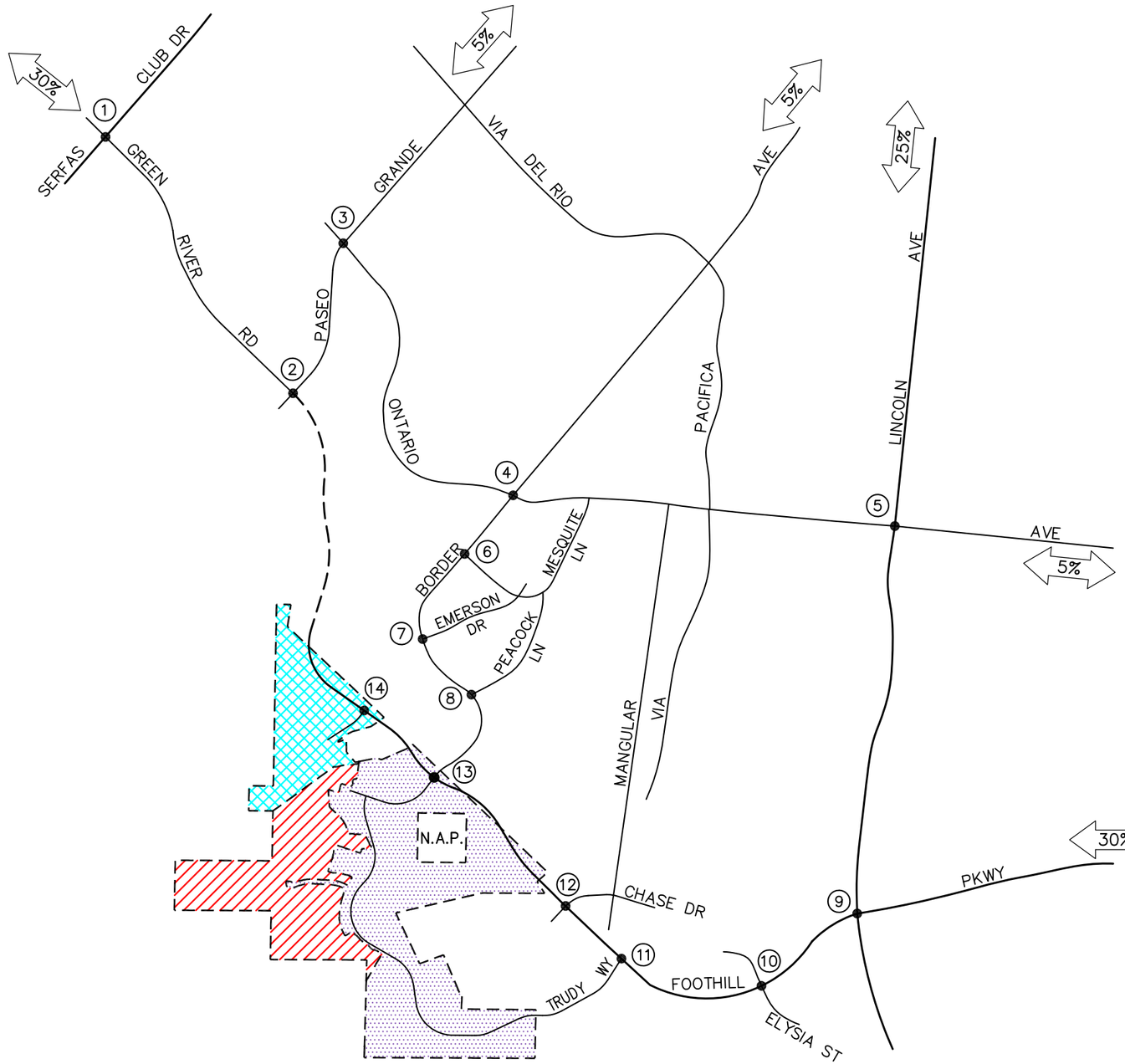
The directional trip distribution pattern for future conditions (With Foothill Parkway Westerly Extension) for the Project is presented in ***Figure 5-2***. The Project trip distribution pattern was submitted to the City staff for their review and approval prior to proceeding with further analyses.

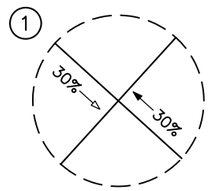
5.2.3 *Without Foothill Parkway Westerly Extension Trip Assignment*

The anticipated AM and PM peak hour Project traffic volumes under existing conditions (Without Foothill Parkway Westerly Extension) at the fourteen (14) key study intersections are presented in ***Figures 5-3*** and ***5-4***, respectively. ***Figure 5-5*** presents the daily Project traffic volumes under existing conditions (Without Foothill Parkway Westerly Extension) at the eleven (11) key study roadway segments. The traffic volume assignment presented in the above mentioned figures reflect the trip distribution characteristics shown in *Figure 5-1* and the traffic generation forecast presented in the *Table 5-1*.

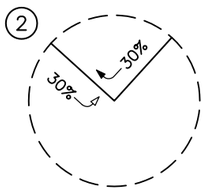
5.2.4 *With Foothill Parkway Westerly Extension Trip Assignment*

The anticipated AM and PM peak hour Project traffic volumes for future conditions (With Foothill Parkway Westerly Extension) at the fourteen (14) key study intersections are presented in ***Figures 5-6*** and ***5-7***, respectively. ***Figure 5-8*** presents the daily Project traffic volumes for future conditions (With Foothill Parkway Westerly Extension) at the eleven (11) key study roadway segments. The traffic volume assignment presented in the above mentioned figures reflect the trip distribution characteristics shown in *Figure 5-2* and the traffic generation forecast presented in the *Table 5-1*.

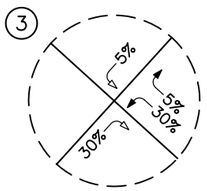




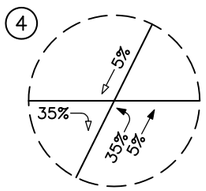
SERFAS CLUB DR @
GREEN RIVER RD



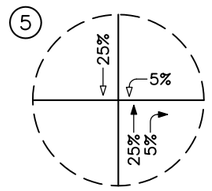
PASEO GRANDE @
GREEN RIVER RD



PASEO GRANDE @
ONTARIO AVE



BORDER AVE @
ONTARIO AVE



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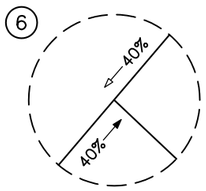
ONTARIO AVE



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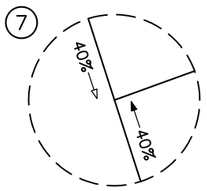
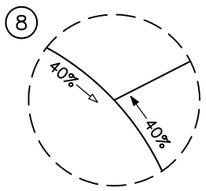
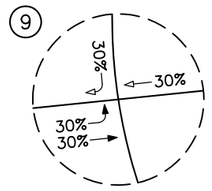
MESQUITE LN



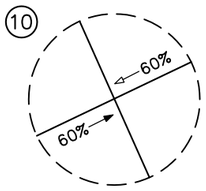
BORDER AVE @
EMERSON DR



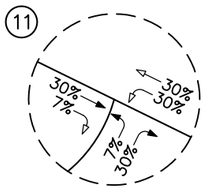
BORDER AVE @
PEACOCK LN



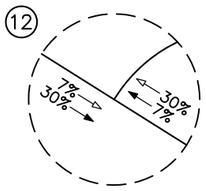
LINCOLN AVE @
FOOTHILL PKWY



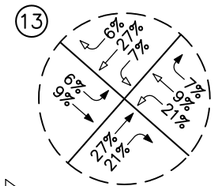
ELYSIA ST @
FOOTHILL PKWY



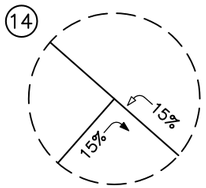
TRUDY WY @
FOOTHILL PKWY



CHASE DR @
FOOTHILL PKWY



BORDER AVE @
FOOTHILL PKWY



P STREET @
FOOTHILL PKWY

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LINSCOTT LAW & GREENSPAN engineers

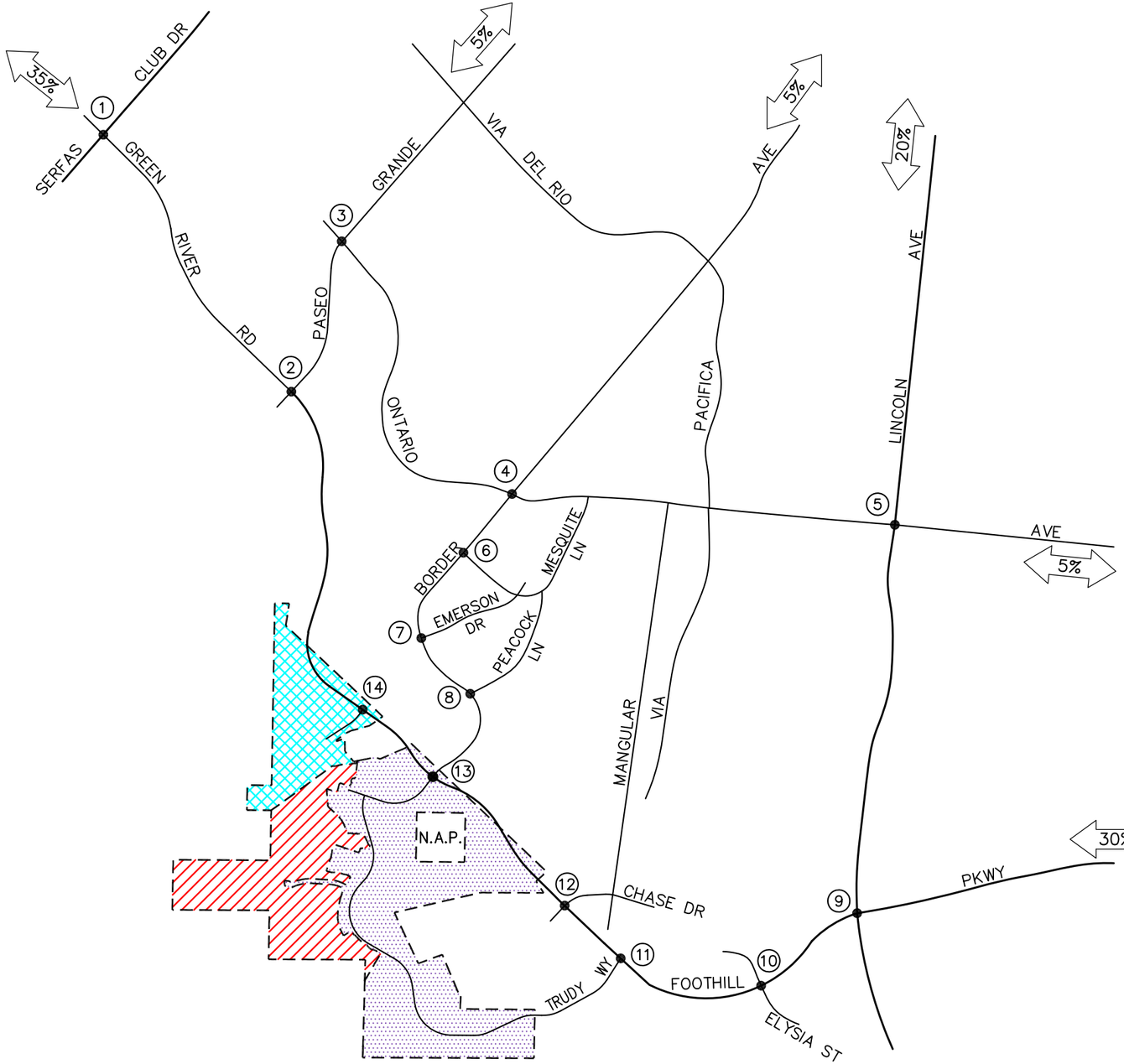
N NO SCALE

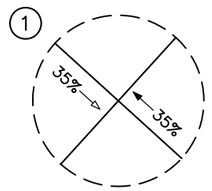
KEY

- (#) = STUDY INTERSECTION
- = FUTURE ROADWAY
- ⇦ = INBOUND PERCENTAGE
- ⇦ = OUTBOUND PERCENTAGE
- = PHASE I
- = PHASE II
- = PHASE III

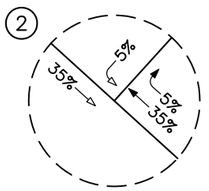
FIGURE 5–1

PROJECT TRIP DISTRIBUTION PATTERN
(EXISTING CONDITIONS)
SKYLINE HEIGHTS, CORONA





SERFAS CLUB DR @
GREEN RIVER RD



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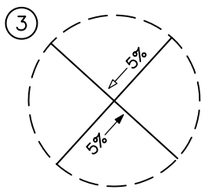
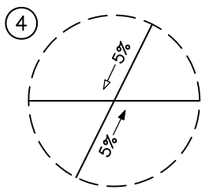
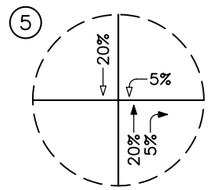
GREEN RIVER RD



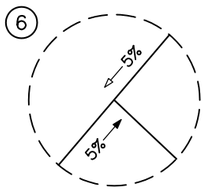
PASEO GRANDE @
ONTARIO AVE



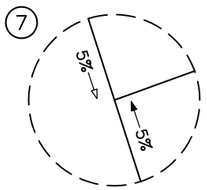
BORDER AVE @
ONTARIO AVE



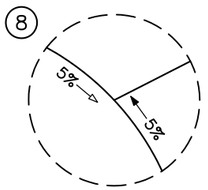
LINCOLN AVE @
ONTARIO AVE



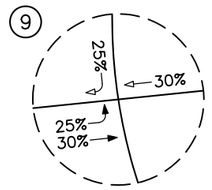
BORDER AVE @
MESQUITE LN



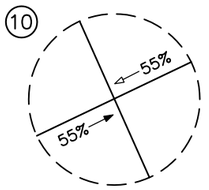
BORDER AVE @
EMERSON DR



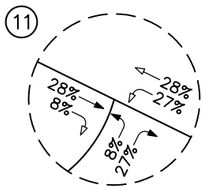
BORDER AVE @
PEACOCK LN



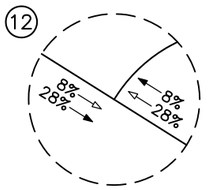
LINCOLN AVE @
FOOTHILL PKWY



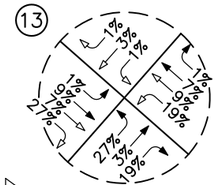
ELYSIA ST @
FOOTHILL PKWY



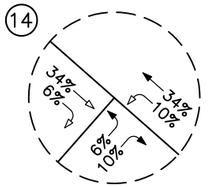
TRUDY WY @
FOOTHILL PKWY



CHASE DR @
FOOTHILL PKWY



BORDER AVE @
FOOTHILL PKWY



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FOOTHILL PKWY

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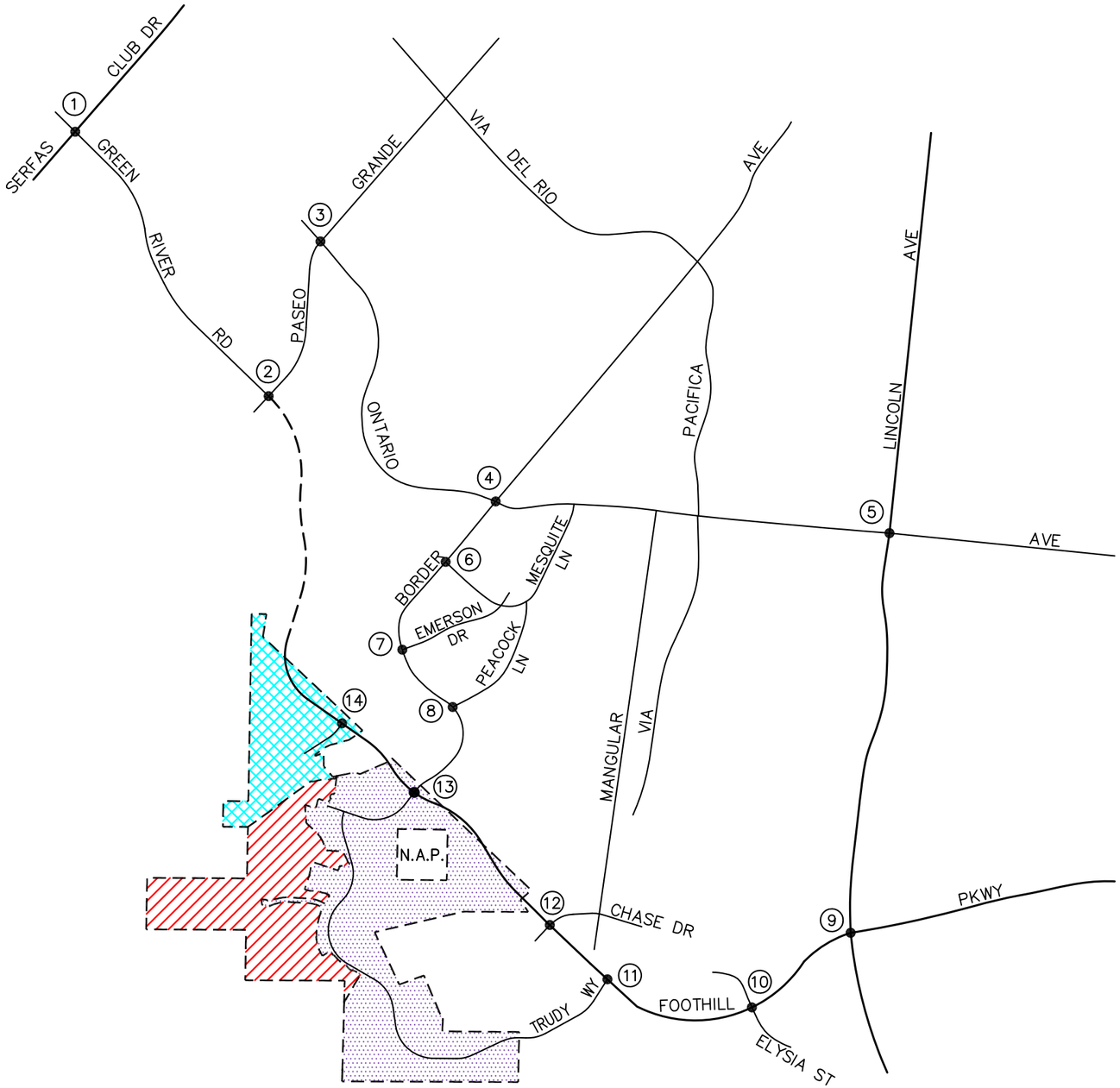
N NO SCALE

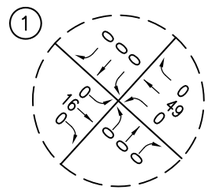
KEY

(#) = STUDY INTERSECTION
= FUTURE ROADWAY
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
= PHASE I
= PHASE II
= PHASE III

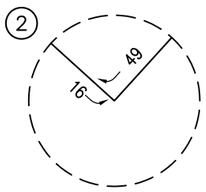
FIGURE 5-2

PROJECT TRIP DISTRIBUTION PATTERN
SKYLINE HEIGHTS, CORONA

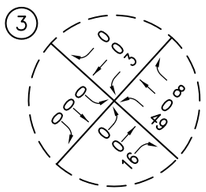




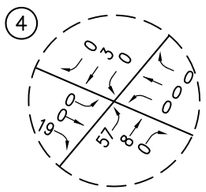
SERFAS CLUB DR @
GREEN RIVER RD



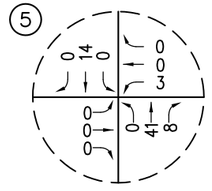
PASEO GRANDE @
GREEN RIVER RD



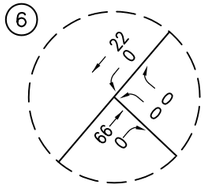
PASEO GRANDE @
ONTARIO AVE



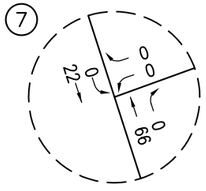
BORDER AVE @
ONTARIO AVE



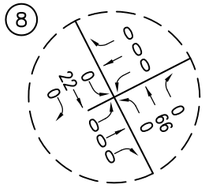
LINCOLN AVE @
ONTARIO AVE



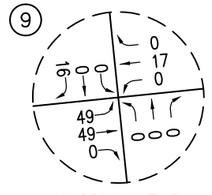
BORDER AVE @
MESQUITE LN



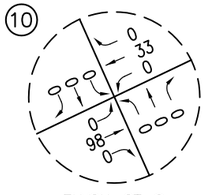
BORDER AVE @
EMERSON DR



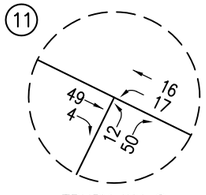
BORDER AVE @
PEACOCK LN



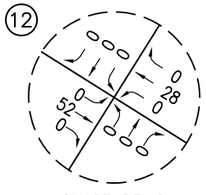
LINCOLN AVE @
FOOTHILL PKWY



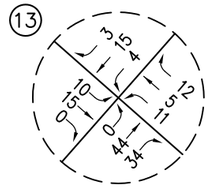
ELYSIA ST @
FOOTHILL PKWY



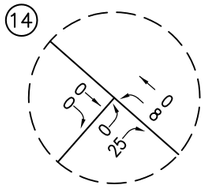
TRUDY WY @
FOOTHILL PKWY



CHASE DR @
FOOTHILL PKWY



BORDER AVE @
FOOTHILL PKWY



P STREET @
FOOTHILL PKWY

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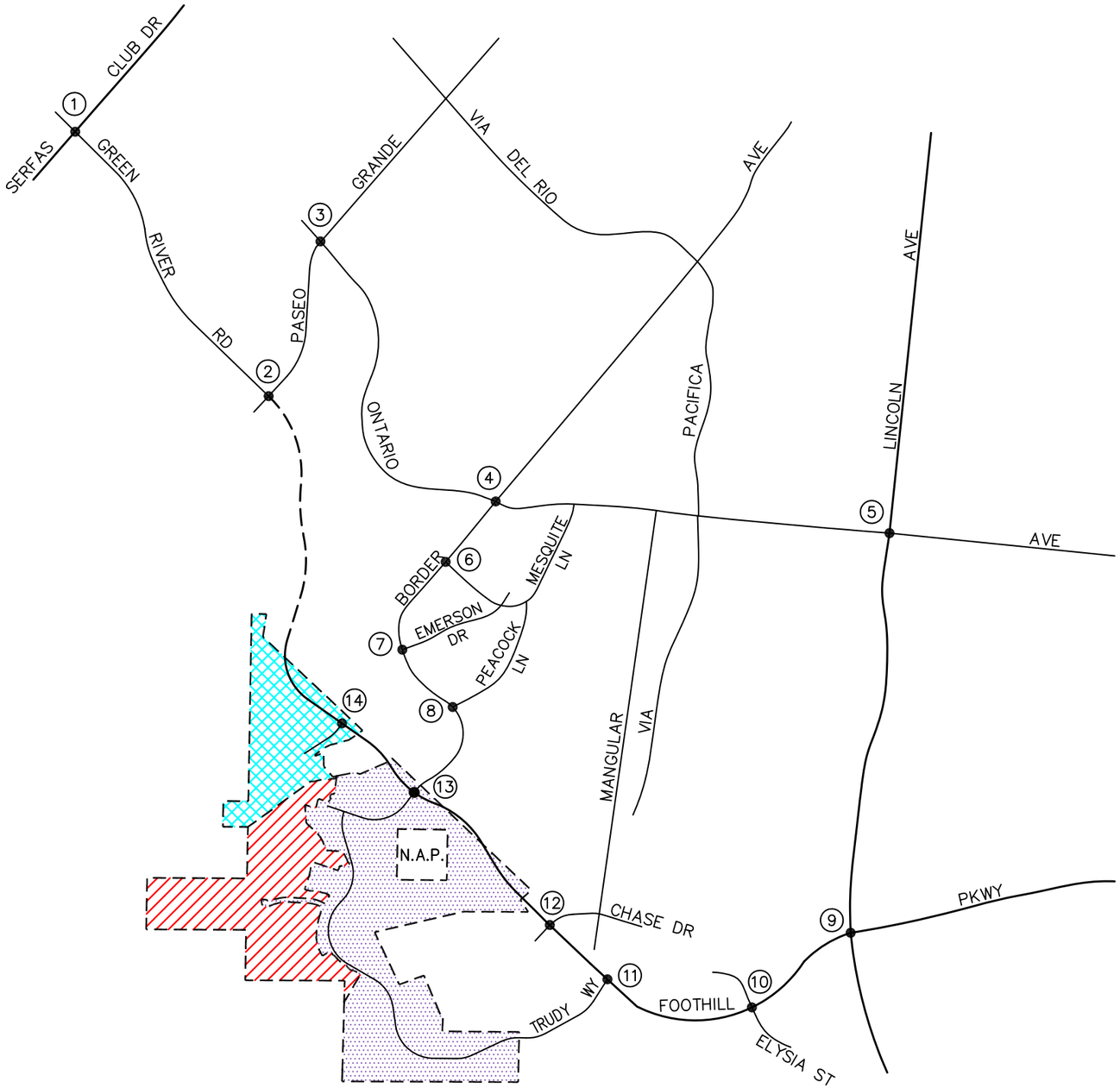
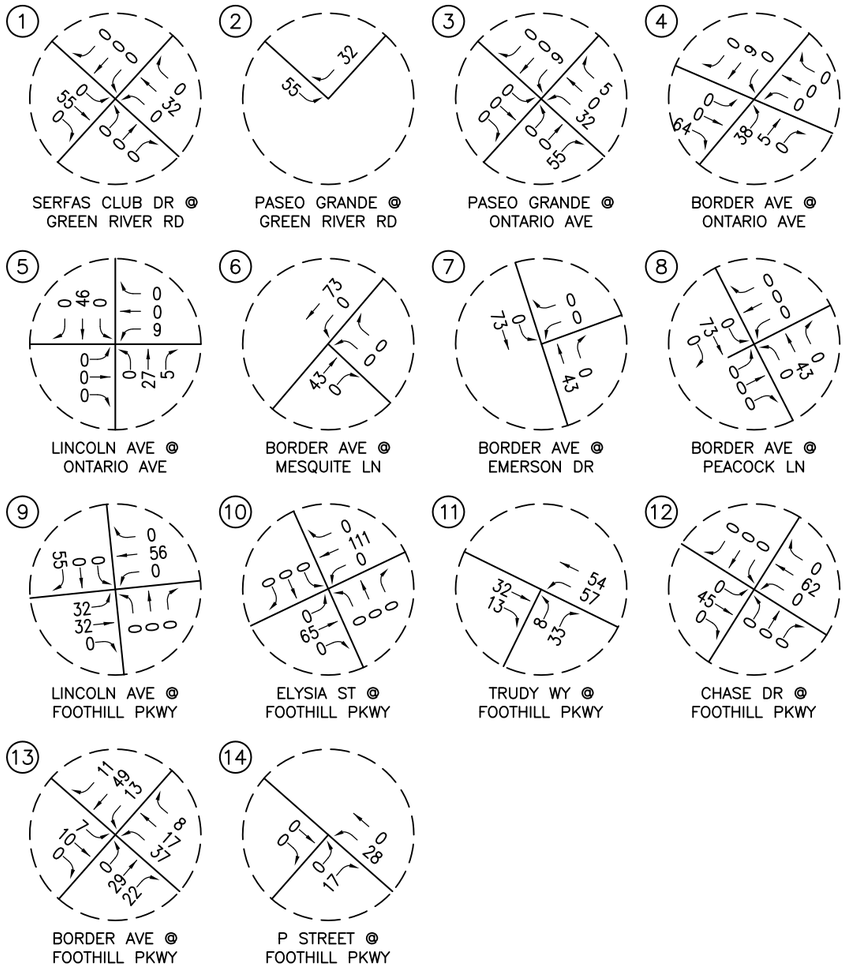
N NO SCALE

KEY
- = PHASE I
- = PHASE II
- = PHASE III
- = FUTURE ROADWAY
- (#) = STUDY INTERSECTION

FIGURE 5-3

AM PEAK HOUR PROJECT TRAFFIC VOLUMES
(EXISTING CONDITIONS)
SKYLINE HEIGHTS, CORONA





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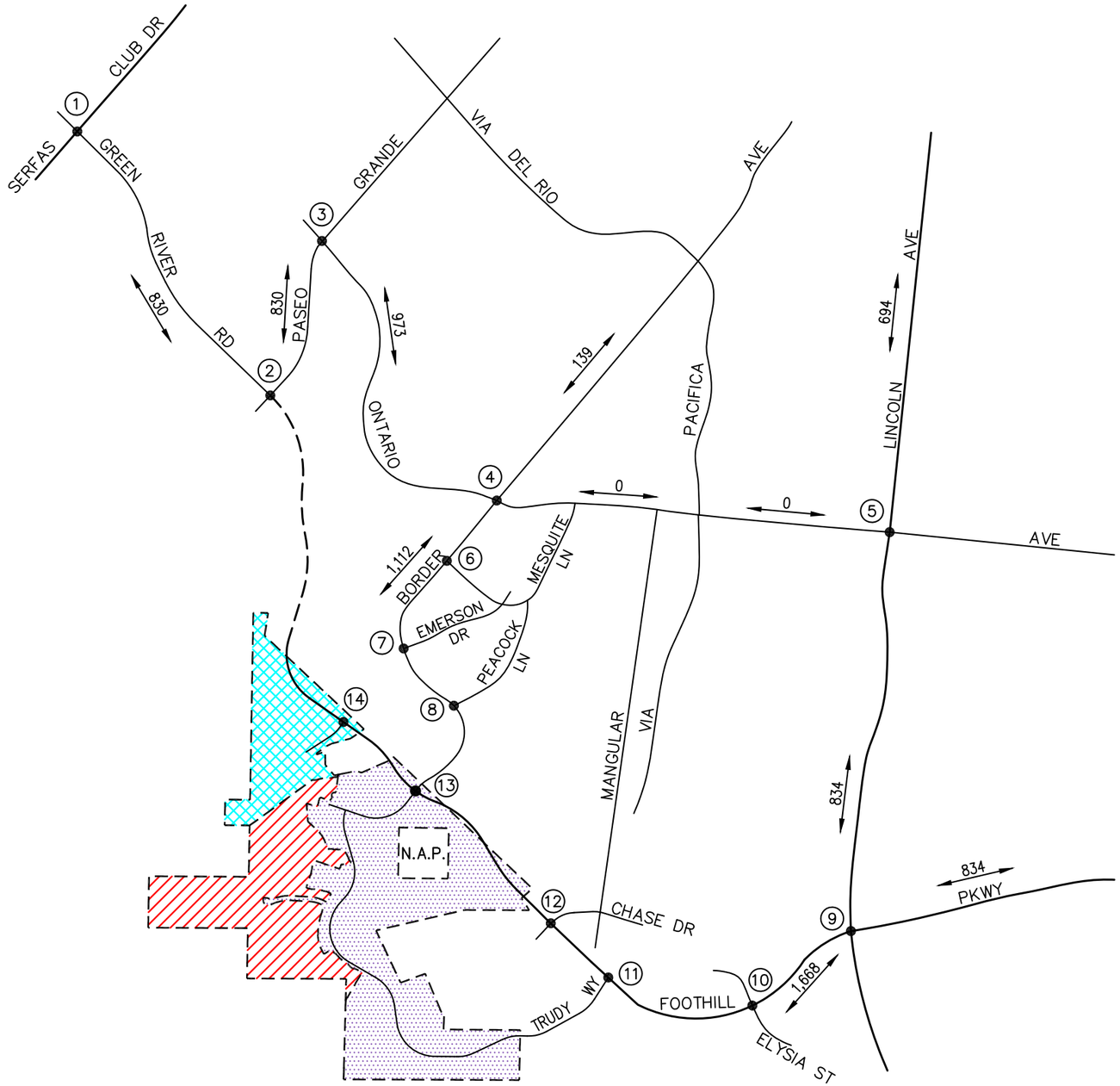
LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
- = PHASE I
- = PHASE II
- = PHASE III
- = FUTURE ROADWAY
- (#) = STUDY INTERSECTION

FIGURE 5-4

PM PEAK HOUR PROJECT TRAFFIC VOLUMES
(EXISTING CONDITIONS)
SKYLINE HEIGHTS, CORONA



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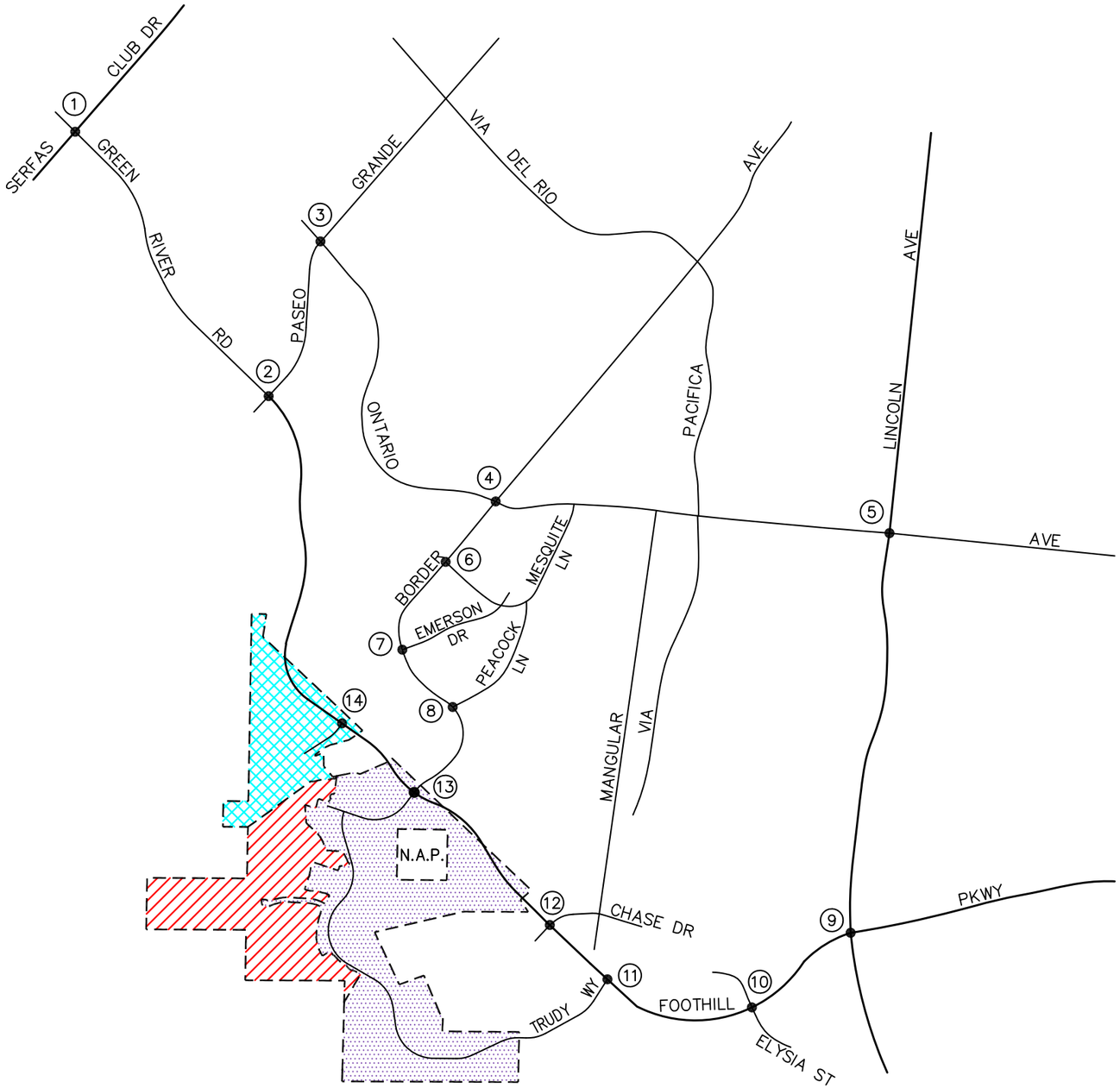
LINSCOTT LAW & GREENSPAN engineers

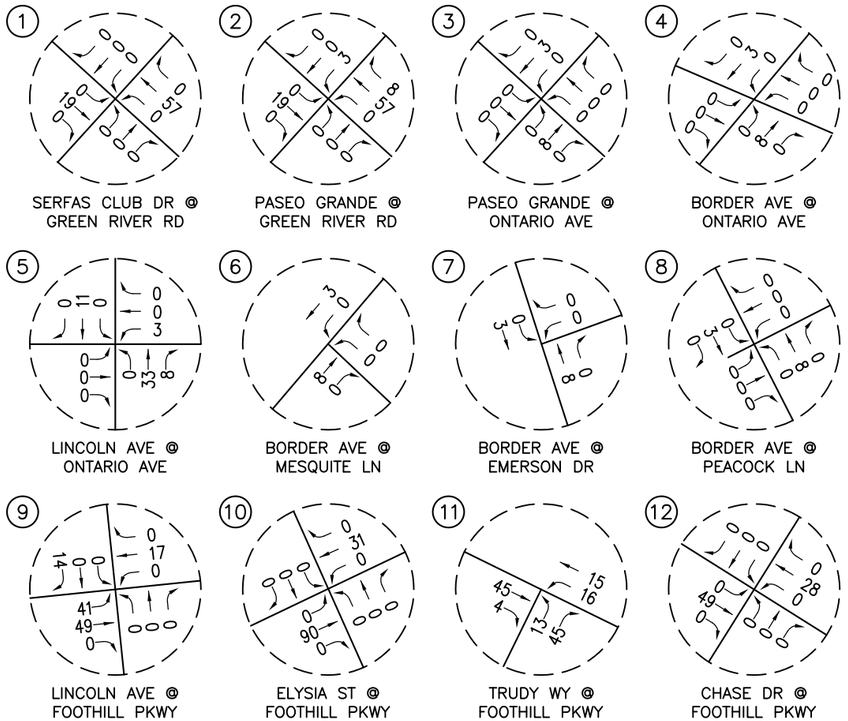
N NO SCALE

KEY
= PHASE I
= PHASE II
= PHASE III
= FUTURE ROADWAY
(#) = STUDY INTERSECTION

FIGURE 5-5

DAILY PROJECT TRAFFIC VOLUMES
(EXISTING CONDITIONS)
SKYLINE HEIGHTS, CORONA





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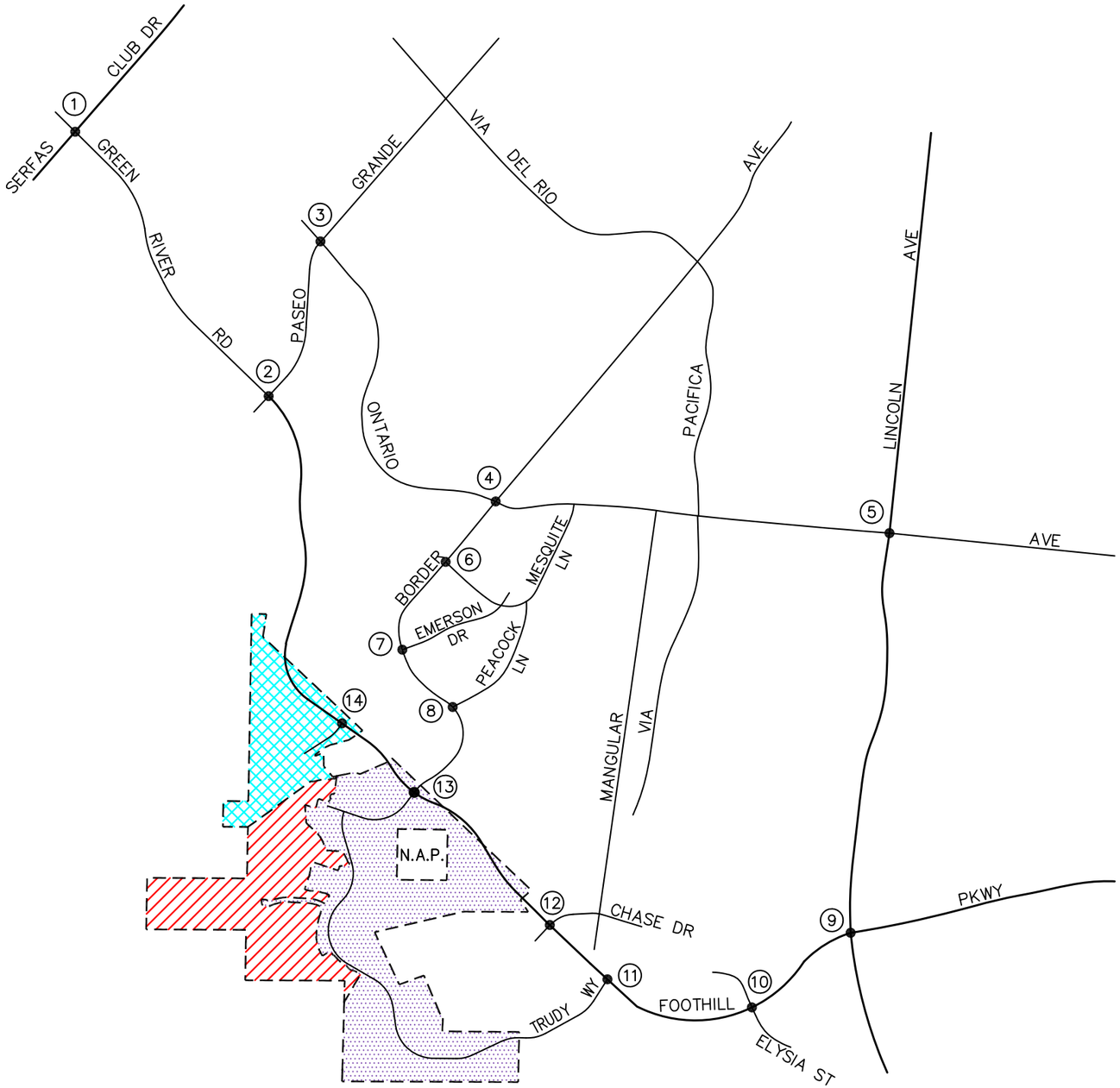
LINSCOTT LAW & GREENSPAN engineers

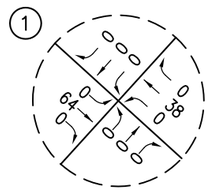
N NO SCALE

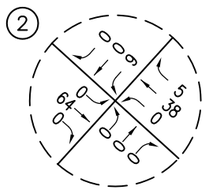
KEY
= PHASE I
= PHASE II
= PHASE III
(#) = STUDY INTERSECTION

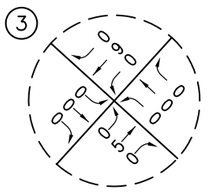
FIGURE 5-6

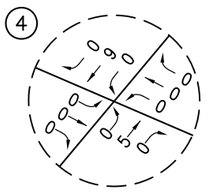
AM PEAK HOUR PROJECT TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA

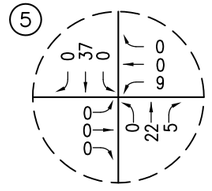


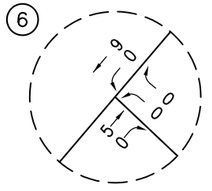


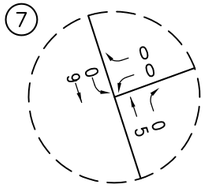


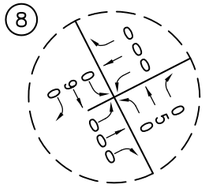


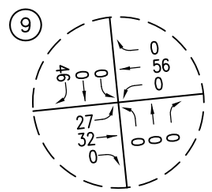


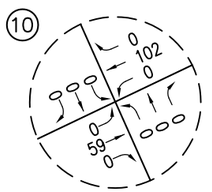


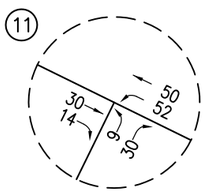


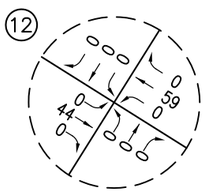


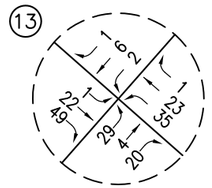












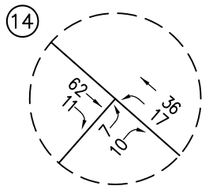


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FIGURE 5-7

PM PEAK HOUR PROJECT TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA

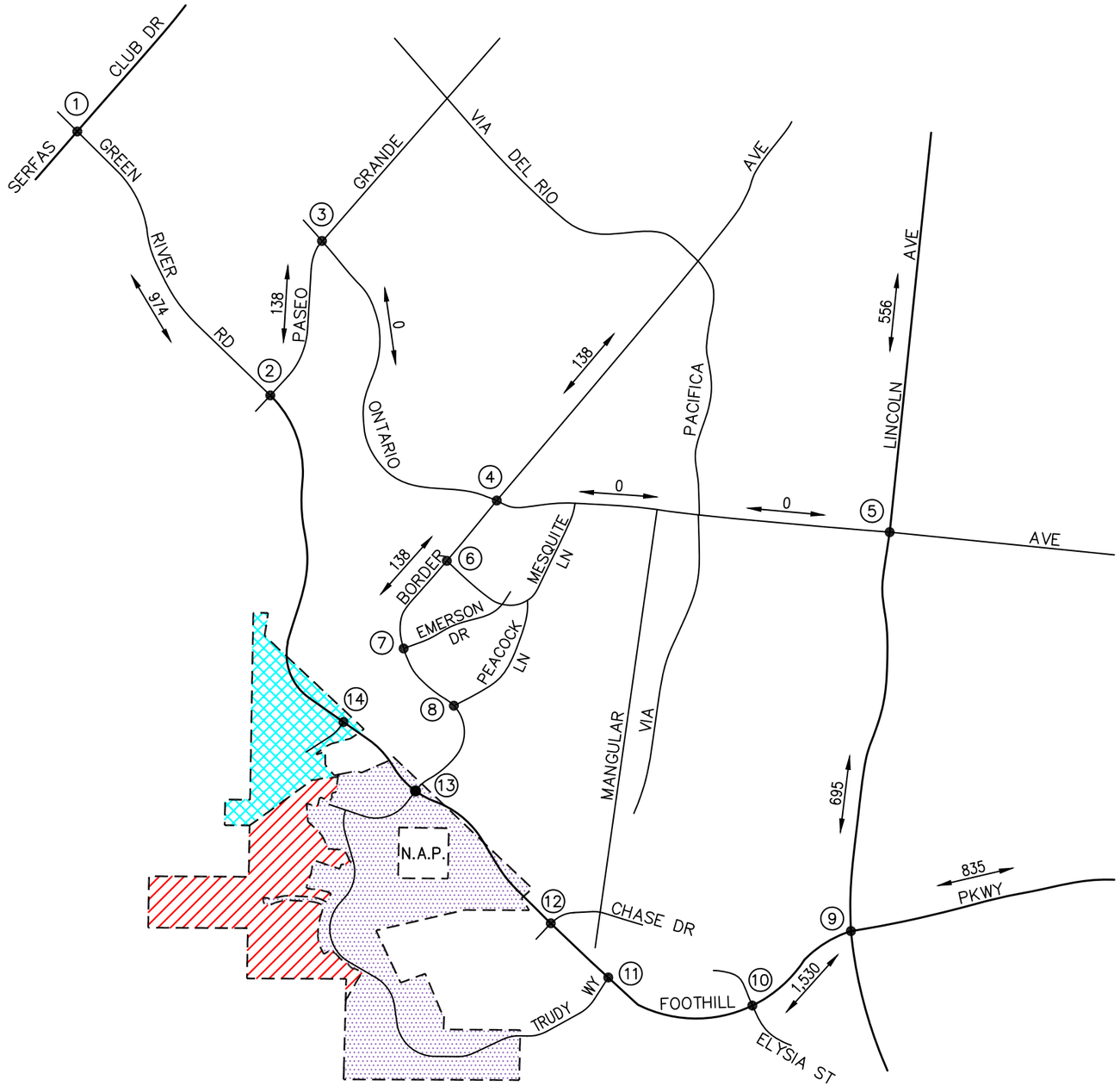

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FIGURE 5-8

DAILY PROJECT TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA

TABLE 5-1

PROJECT TRIP GENERATION RATES AND FORECAST

Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Factors[6]*:*							
▪ 210: Single Family Residential (TE/DU)	9.52	0.19	0.56	0.75	0.63	0.37	1.00
Proposed Project Trip Generation Forecast:							
▪ Single Family Residential - Phase I (157 DU)	1,495	30	88	118	99	58	157
▪ Single Family Residential - Phase II (90 DU)	857	17	50	68	57	33	90
▪ Single Family Residential - Phase III (45 DU)	428	8	25	33	28	17	45
Proposed Project (292 DU) Trip Generation Forecast	***2,780***	***55***	***164***	***219***	***184***	***108***	***292***

Notes:

- TE/DU = Trip ends per Dwelling Unit
- DU = Dwelling Units

[6] Source: *Trip Generation, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012)*. Average rates used.

6.0 FUTURE TRAFFIC CONDITIONS

6.1 Existing With Project Traffic Volumes

The estimates of Project-generated traffic volumes were added to the Existing traffic conditions to develop traffic projections for the Existing With Project traffic conditions. ***Figures 6-1*** and ***6-2*** present the anticipated AM and PM peak hour Existing With Project traffic volumes, respectively, at the fourteen (14) key study intersections. ***Figure 6-3*** presents the Existing With Project daily traffic volumes for the eleven (11) key study roadway segments. It should be noted that the Project trip assignment is based on the "Without Foothill Parkway Westerly Extension" trip distribution pattern.

6.2 Year 2020 Without Project Traffic Volumes

The Year 2020 Without Project traffic volumes were obtained by interpolating between the Existing and Year 2035 Without Project traffic volumes, as well as reducing the Year 2035 Without Project traffic volumes by fifteen percent (15%) [one percent (1%) per year for fifteen (15) years]. The interpolation between the Existing and Year 2035 Without Project traffic volumes was conducted on the movements where the Year 2035 Without Project traffic volumes were higher than the Existing traffic volumes to obtain the Year 2020 Without Project traffic volumes. For the movements where the Year 2035 Without Project traffic volumes were less than Existing traffic volumes (due to the construction of Foothill Parkway, existing parallel roadways such as Ontario Avenue will experience negative growth), the Year 2035 Without Project traffic volumes were reduced by fifteen percent (15%) to obtain the Year 2020 Without Project traffic volumes. It should be noted that the Year 2035 Without Project traffic volumes at certain movements are less than Existing traffic volumes due to the construction of the Foothill Parkway Westerly Extension, which results in diversion and re-routing of existing trips.

The anticipated Year 2020 Without Project traffic conditions AM and PM peak hour traffic volumes at the thirteen (13) key study intersections are presented in ***Figures 6-4*** and ***6-5,*** respectively. ***Figure 6-6*** presents the daily Year 2020 Without Project traffic volumes at the eleven (11) key study roadway segments.

6.3 Year 2020 With Project Traffic Volumes

The estimates of Project-generated (292 DU) traffic volumes were added to the Year 2020 Without Project traffic conditions to develop traffic projections for the Year 2020 With Project traffic conditions. ***Figures 6-7*** and ***6-8*** present the anticipated AM and PM peak hour Year 2020 With Project traffic volumes, respectively, at the fourteen (14) key study intersections. ***Figure 6-9*** presents the Year 2020 With Project daily traffic volumes for the eleven (11) key study roadway segments. It should be noted that the Project trip assignment is based on the "With Foothill Parkway Westerly Extension" trip distribution pattern.

6.4 Year 2035 Travel Demand Model Methodology

The Year 2035 General Plan Buildout traffic volume forecasts were obtained through utilization of the travel demand model developed by LSA Associates, Inc. for the City of Corona Circulation Element update, based on data from the Revised Travel Demand Model of the City of Corona's

General Plan, with selected regional projects from the SCAG Regional Transportation Plan (RTP) added as well as the Riverside County to Orange County connection project.

6.4.1 *Volume Adjustment*

Using the City of Corona General Plan Buildout transportation model with selected SCAG RTP projects added as well as the Riverside County-to-Orange County Connection, projected traffic volumes were obtained for each intersection. The model produces peak period and off-peak period volumes (6 AM – 9 AM, 9 AM – 3 PM, 3 PM – 7 PM and 7 PM – 6 AM). Before converting the model peak period link volumes to future turning movement volumes for analysis, the model volumes must be reviewed and adjusted.

The first step is to obtain the approach and departure volumes from the model for each leg of the analyzed intersections. The next step converts the model approach and departure volumes from AM and PM peak period volumes to peak hour volumes. The AM peak hour volumes are calculated by multiplying the AM peak period volumes by 38%. Similarly, the PM peak hour volumes are calculated by multiplying the PM period volumes by 28%. These are the percentages of vehicles that are assumed to occur in the peak hour of the peak period. These factors are derived from SCAG research. The next step is to determine the difference between the base year (2008) peak hour model volumes and the Buildout peak hour model volumes. This "difference" represents the projected growth in traffic on each approach to the Buildout of the General Plan using the SCAG 2035 CTP model.

6.4.2 *B-turn Methodology*

The base year turning movement counts (Year 2013) for each intersection must be converted to approach and departure volumes for each leg of the intersection. Once the base counts are in this format, the difference between the Buildout model and base model are then added to the base year counts for each corresponding approach and departure volume. This step provides the adjusted volumes that will be used to determine the Buildout turning movement volumes. The next process in the forecasting of future turning volumes applies the B-turn methodology. The B-turn methodology is generally described in the *"National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design", Chapter 8*. The B-turn method uses the base year turning percentages (from traffic counts) and proceeds through an iterative computational technique to produce a final set of future year turning volumes. The computations involve alternatively balancing the rows (approaches) and the columns (departures) of a turning movement matrix until an acceptable convergence is obtained. Future year link volumes are fixed using this method and the turning movements are adjusted to match. The results must be checked for reasonableness, and manual adjustments are sometimes necessary.

Finally, it should be noted that all provided volumes are from a Citywide General Plan level model that was not specifically developed for analysis of individual intersection turning movements. Therefore each projected volume was reviewed carefully and adjustments were applied as warranted based on local conditions and professional judgment.

Copies of the traffic model post-processing worksheets and a detailed description of the traffic volume derivation are contained in ***Appendix D***. Please note that the post-processing methodology utilized in this report is consistent with SCAG requirements.

6.4.3 *Buildout ADT Traffic Volumes*

The Buildout ADT traffic volumes at various roadway segments near the study area were directly obtained using the Revised City Travel Demand Model with RTP Projects as well as the Riverside County-to-Orange County Connection.

6.5 Year 2035 Without Project Traffic Volumes

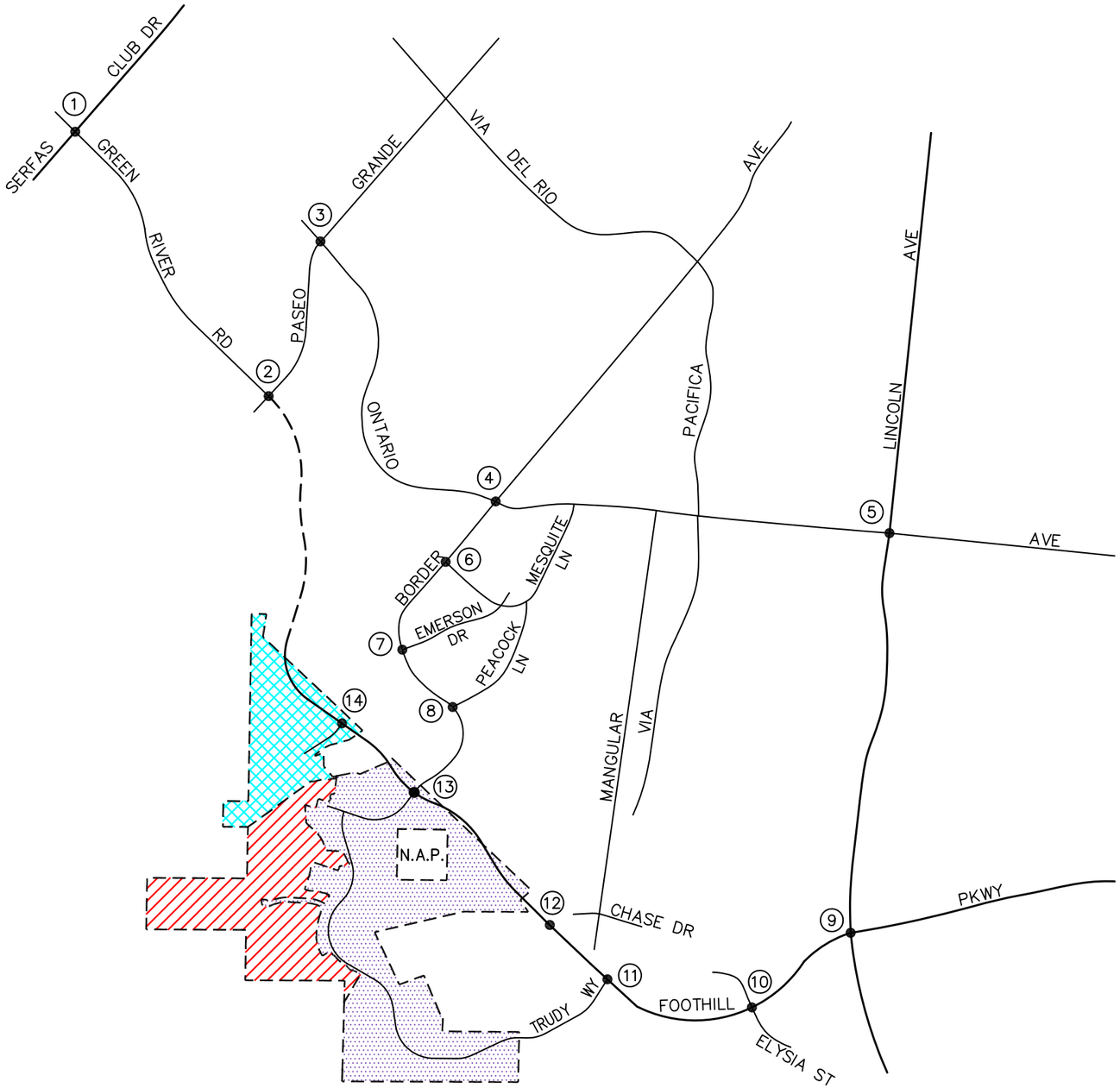
The Year 2035 Without Project traffic volumes were obtained by post-processing the peak hour approach and departure traffic volumes based on the relationship of the base year validation model run output to the base year ground traffic counts and represents the General Plan Buildout traffic conditions. It should be noted that the Revised City Travel Demand Model with RTP Projects only includes 127 single family residences in the Current General Plan for the Project site. The trips from these 127 single family residences were manually subtracted out of the Year 2035 General Plan Buildout traffic volumes to obtain the Year 2035 Without Project traffic volumes). It should be noted that the net traffic generated by the additional 99.26-acres of developable annexation area (approximately 547 single family residences) of the total 150.34 acres that will annexed, in addition to the Project area, has been added to the Year 2035 without Project traffic volumes as part of the General Plan Amendment (GPA) associated with this application. The GPA will consist of converting the annexation area from Rural Residential designation at 0.5 DU/acre to Low-Density Residential designation at 3 – 6 DU/acre, which results in a net increase potential of 5.5 DU/acre. As contained in *Appendix D*, ***Exhibit 1*** presents the complete Annexation Area and ***Exhibit 2*** presents the GPA Traffic Generation Annexation Areas that consist of the parcels that are developable, which is also listed in ***Table A*** of *Appendix D*. The undevelopable parcels within the annexation areas consist of either parcels that will become part of the Foothill Parkway Extension and/or are under the jurisdiction of Riverside County Flood Control, City of Corona, or the Federal government (USA). ***Table B*** in *Appendix D* presents the traffic generation forecast of the additional 99.26-acres of developable annexation area

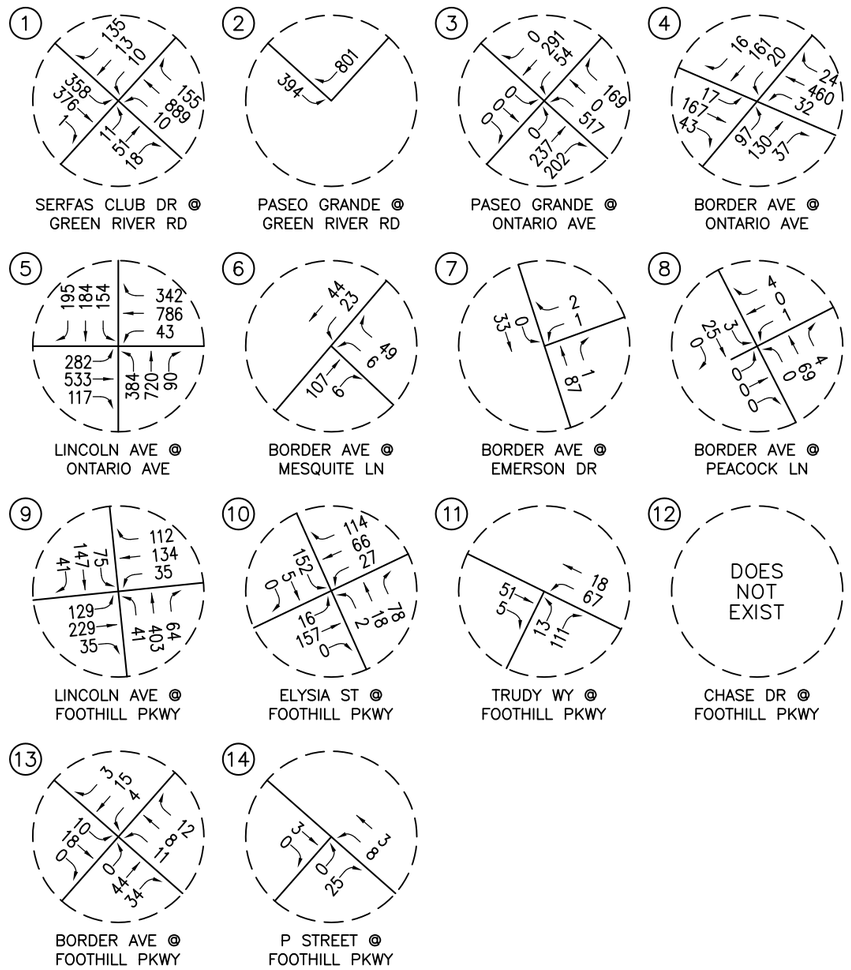
The anticipated Year 2035 Without Project traffic conditions, which includes traffic generated by the additional 99.26-acres (approximately 547 single family residences), AM and PM peak hour traffic volumes at the thirteen (13) key study intersections are presented in ***Figures 6-10*** and ***6-11,*** respectively. ***Figure 6-12*** presents the daily Year 2035 Without Project traffic volumes at the eleven (11) key study roadway segments.

6.6 Year 2035 With Project Traffic Volumes

The estimates of Project-generated (292 DU) traffic volumes were added to the Year 2035 Without Project traffic conditions to develop traffic projections for the Year 2035 With Project traffic conditions. ***Figures 6-13*** and ***6-14*** present the anticipated AM and PM peak hour Year 2035 With Project traffic volumes, respectively, at the fourteen (14) key study intersections. ***Figure 6-15*** presents the Year 2035 With Project daily traffic volumes for the eleven (11) key study roadway

segments. It should be noted that the Project trip assignment is based on the "With Foothill Parkway Westerly Extension" trip distribution pattern.





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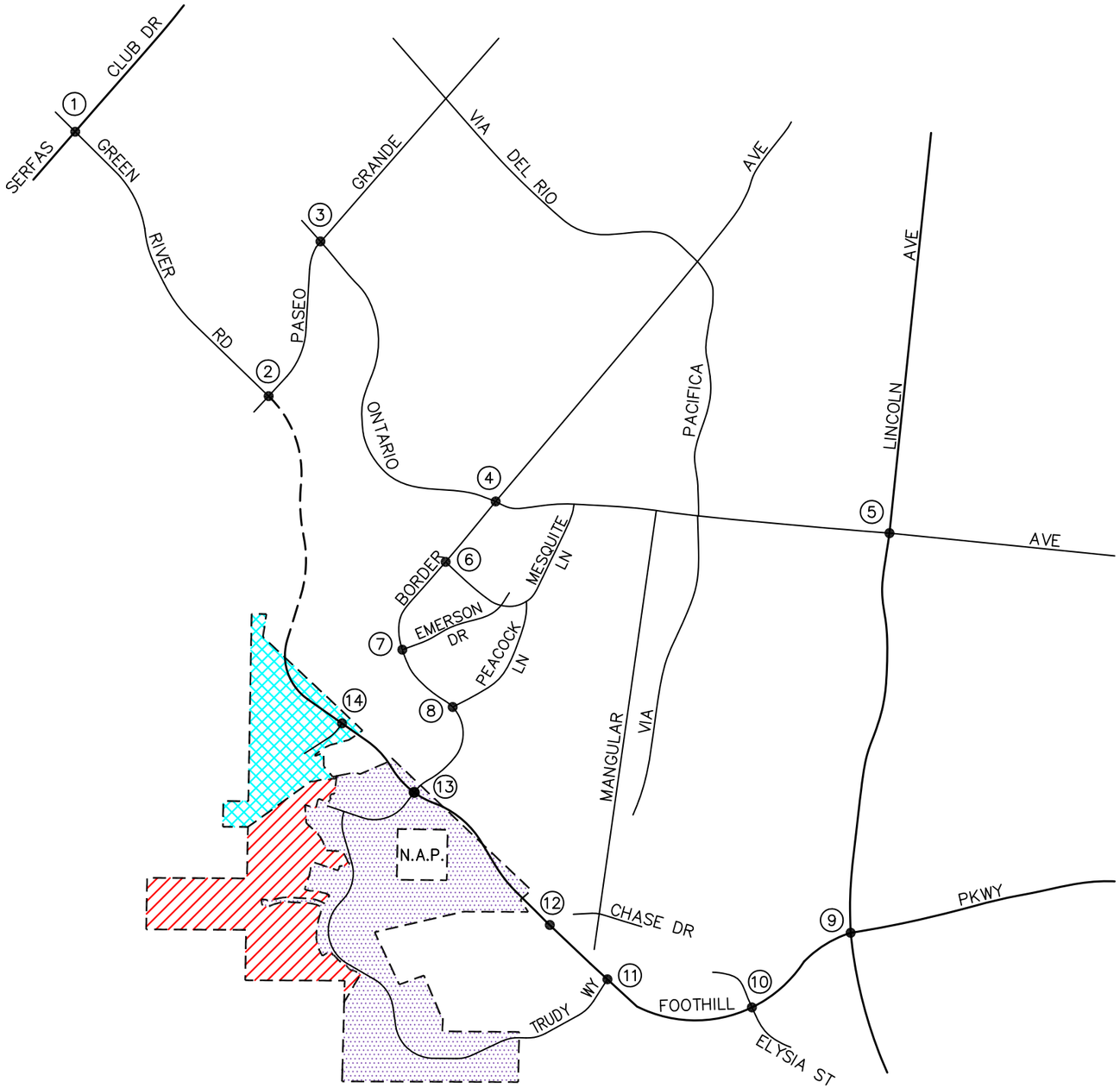
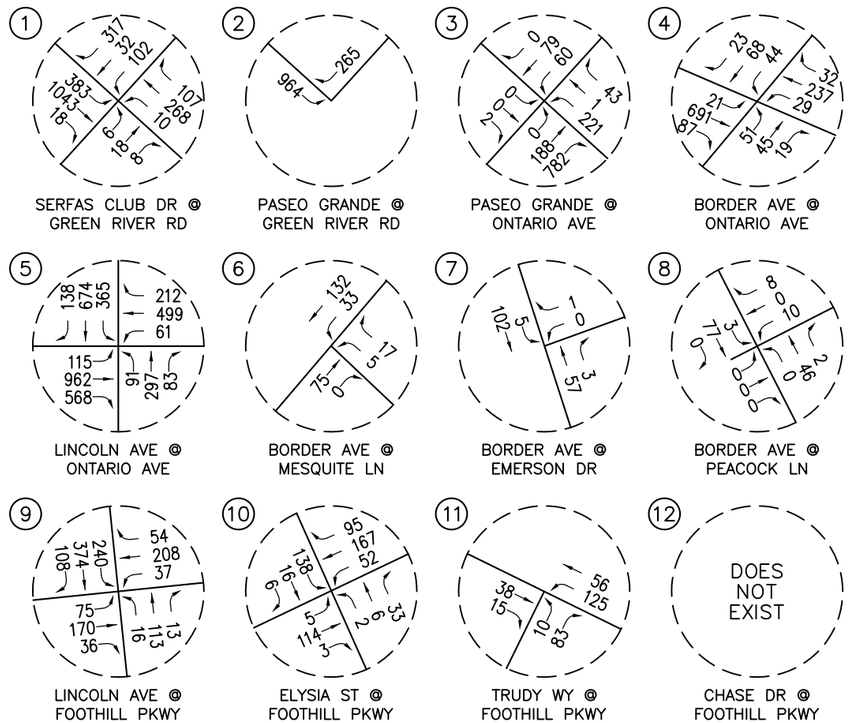
- = PHASE III
- = FUTURE ROADWAY
- (#) = STUDY INTERSECTION

FIGURE 6–1

EXISTING WITH PROJECT
AM PEAK HOUR TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA





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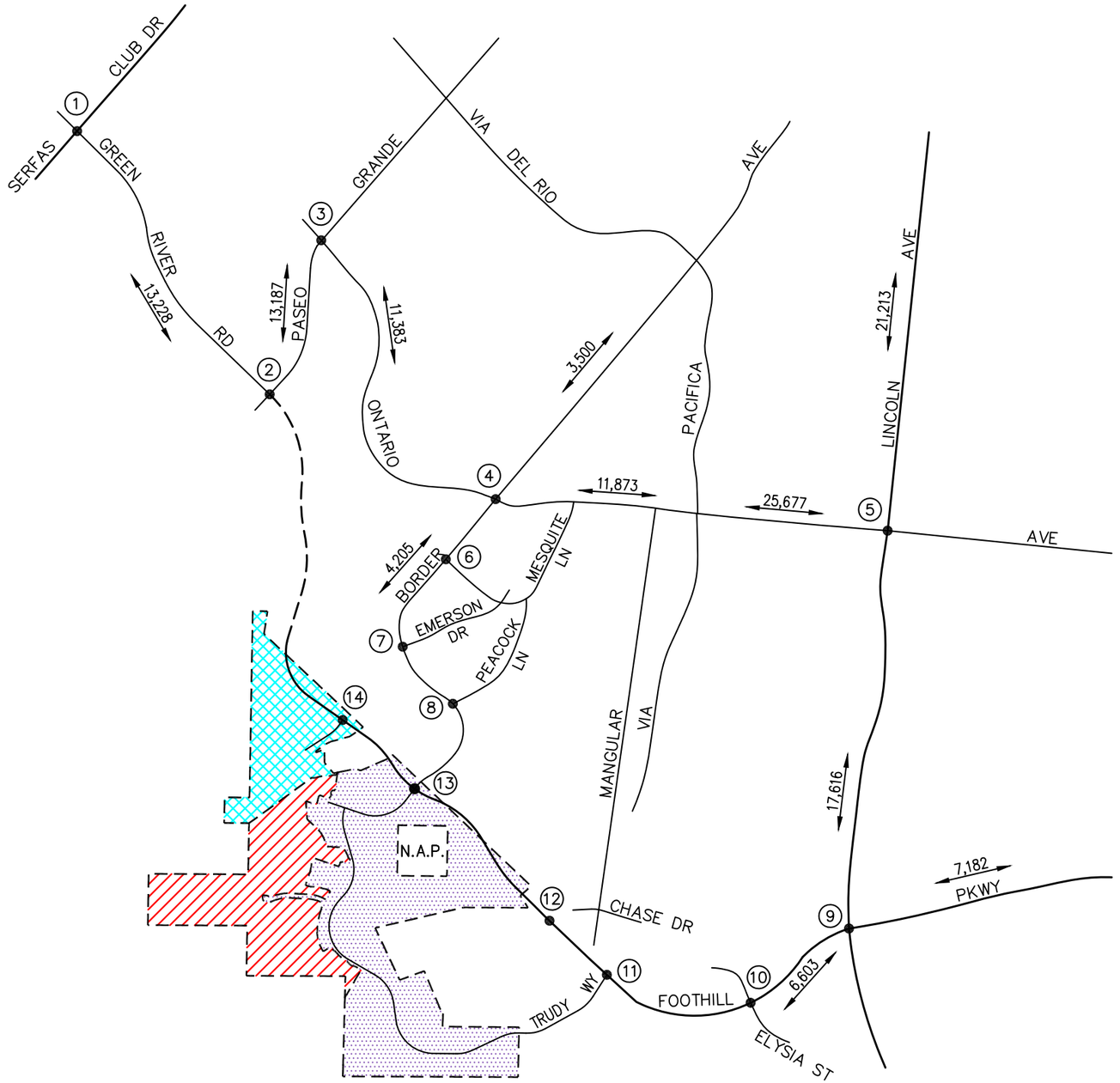
(#) = STUDY INTERSECTION

FIGURE 6-2

EXISTING WITH PROJECT
PM PEAK HOUR TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA



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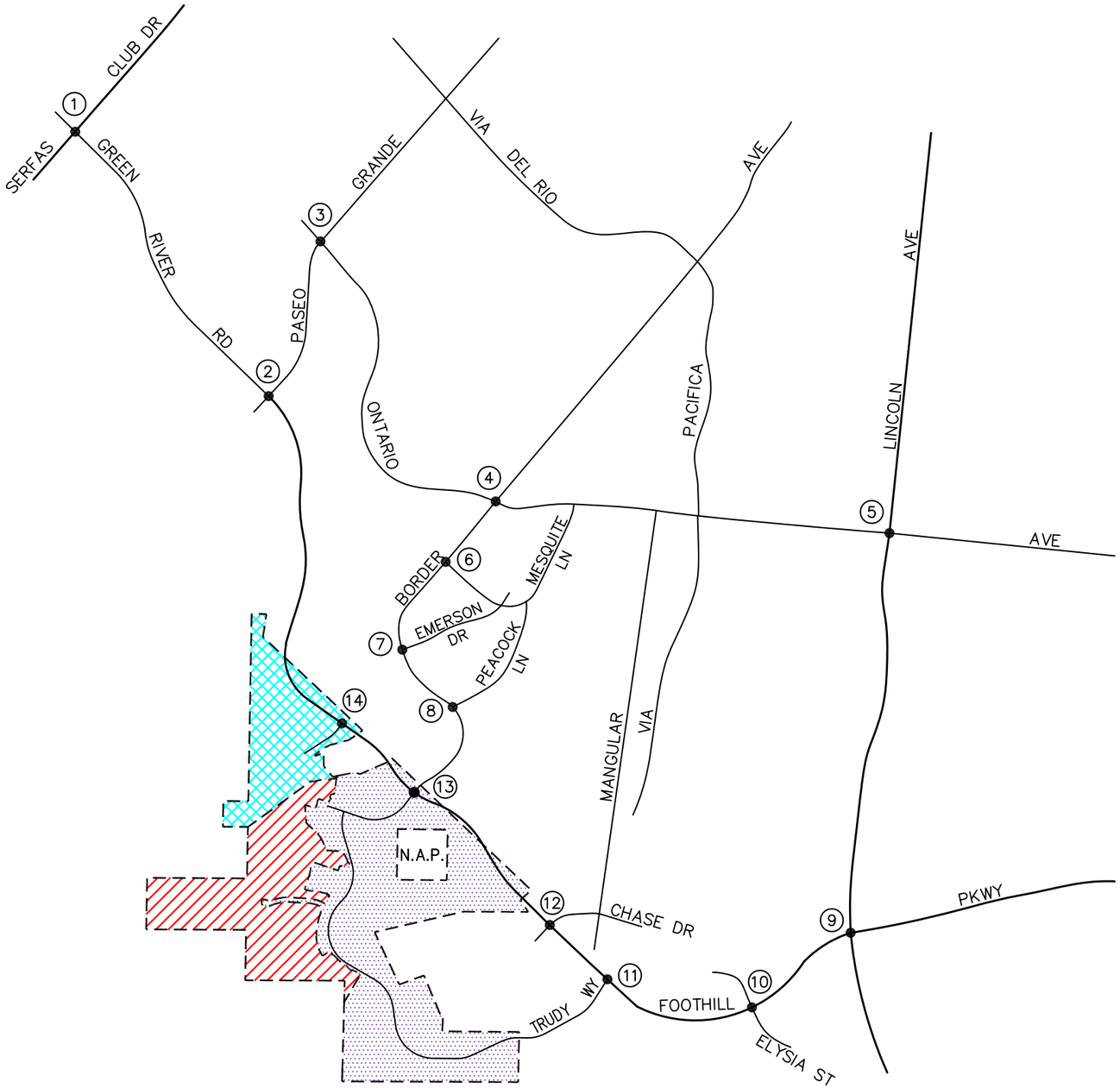
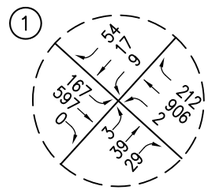
(#) = STUDY INTERSECTION

FIGURE 6-3

EXISTING WITH PROJECT
DAILY TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA





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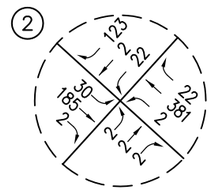

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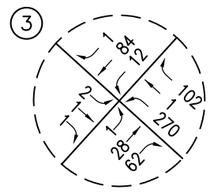

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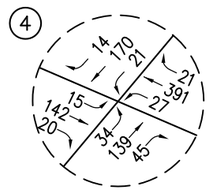

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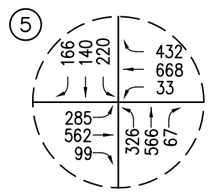

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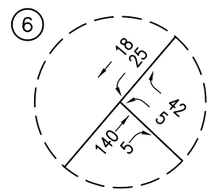
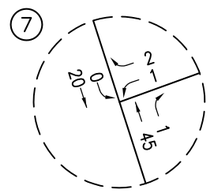


BORDER AVE @
MESQUITE LN



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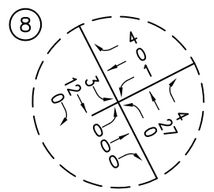

BORDER AVE @
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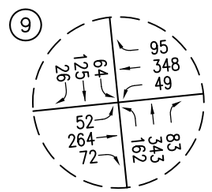

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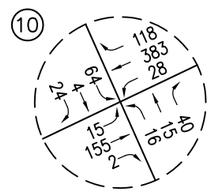

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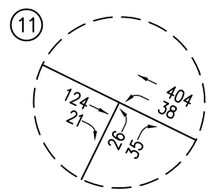

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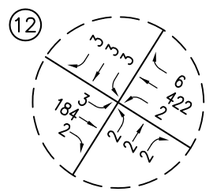

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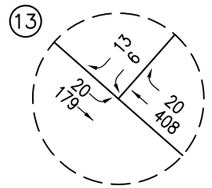

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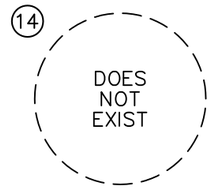

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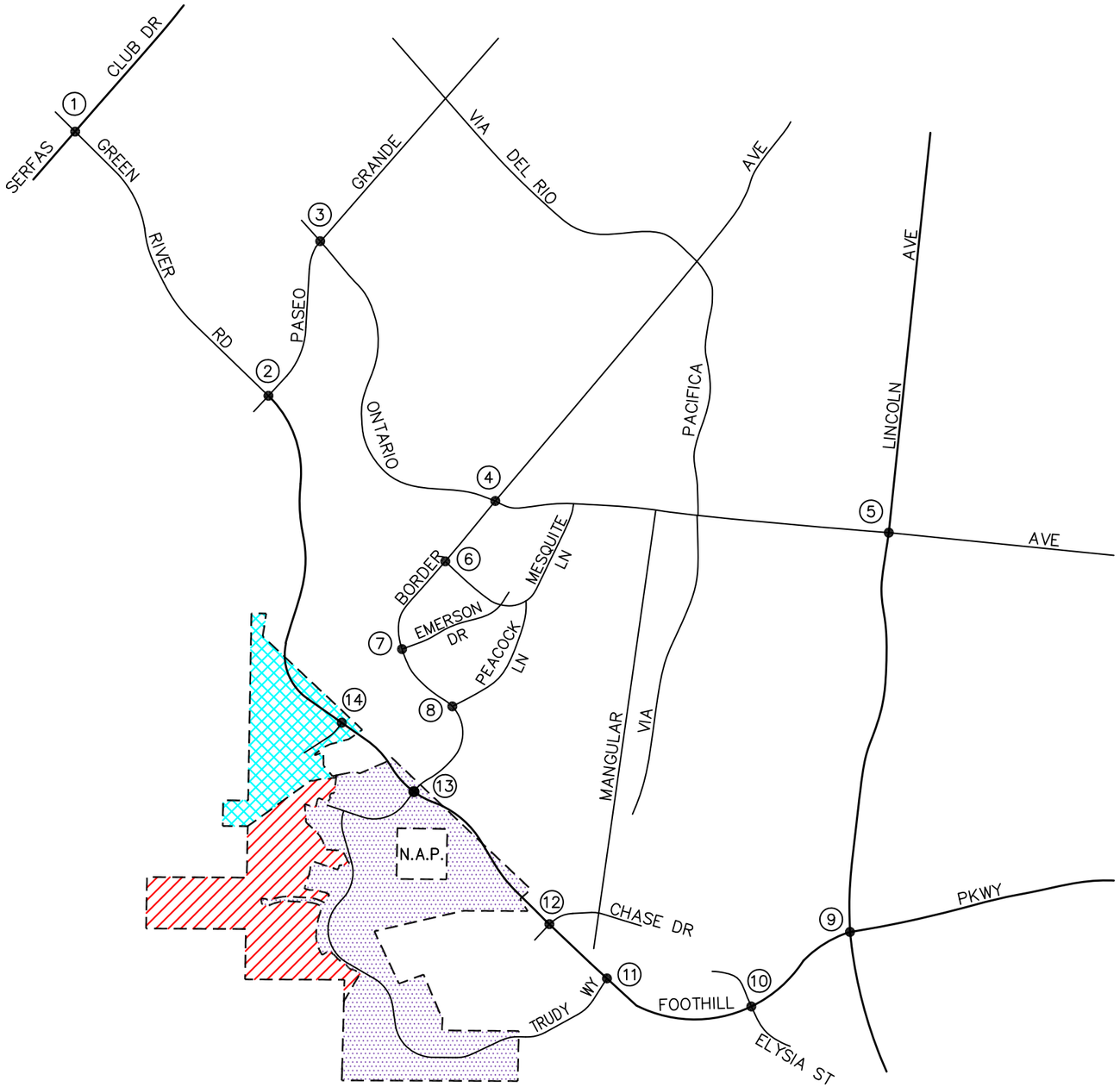
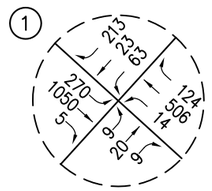
FIGURE 6-4

YEAR 2020 WITHOUT PROJECT
AM PEAK HOUR TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA





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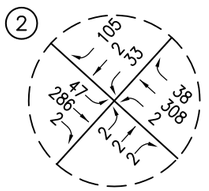

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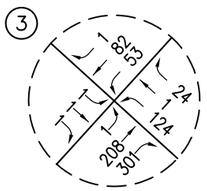
GREEN RIVER RD



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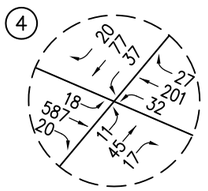
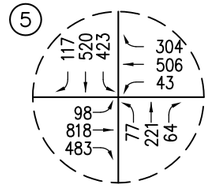
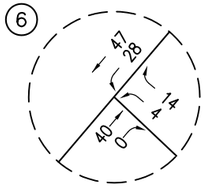
ONTARIO AVE



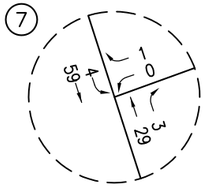
BORDER AVE @
ONTARIO AVE



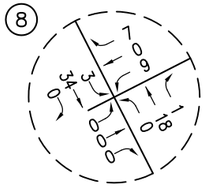
LINCOLN AVE @
ONTARIO AVE



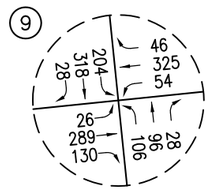
BORDER AVE @
MESQUITE LN



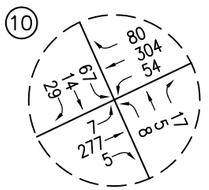
BORDER AVE @
EMERSON DR



BORDER AVE @
PEACOCK LN



LINCOLN AVE @
FOOTHILL PKWY



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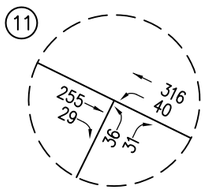
FOOTHILL PKWY



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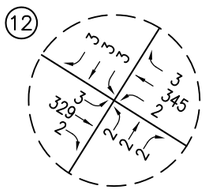
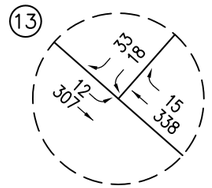
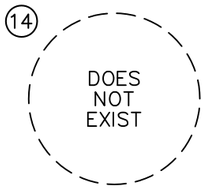
FOOTHILL PKWY



CHASE DR @
FOOTHILL PKWY



BORDER AVE @
FOOTHILL PKWY



P STREET @
FOOTHILL PKWY

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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
= PHASE I
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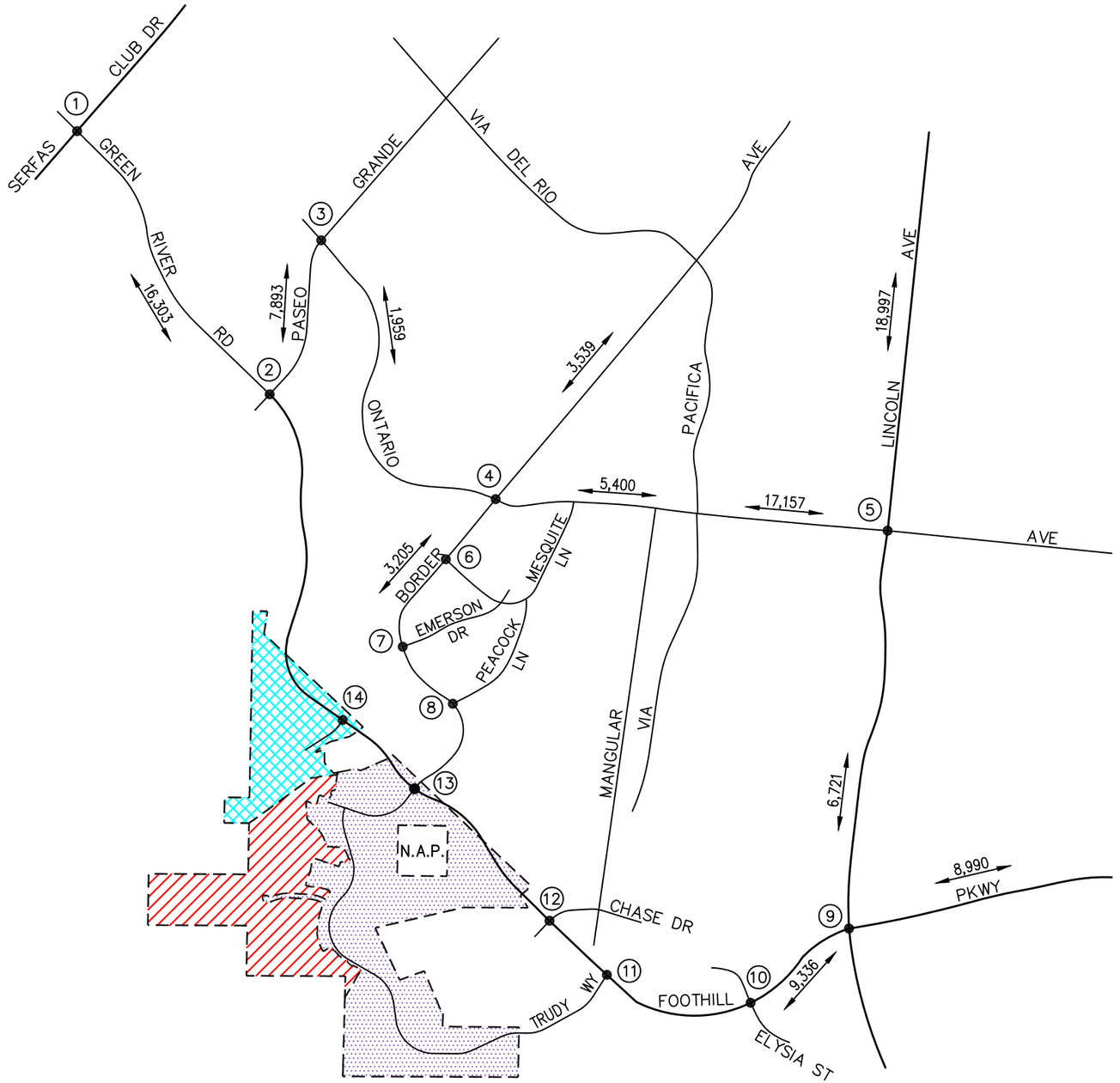
= PHASE III
(#) = STUDY INTERSECTION

FIGURE 6-5

YEAR 2020 WITHOUT PROJECT
PM PEAK HOUR TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= PHASE I

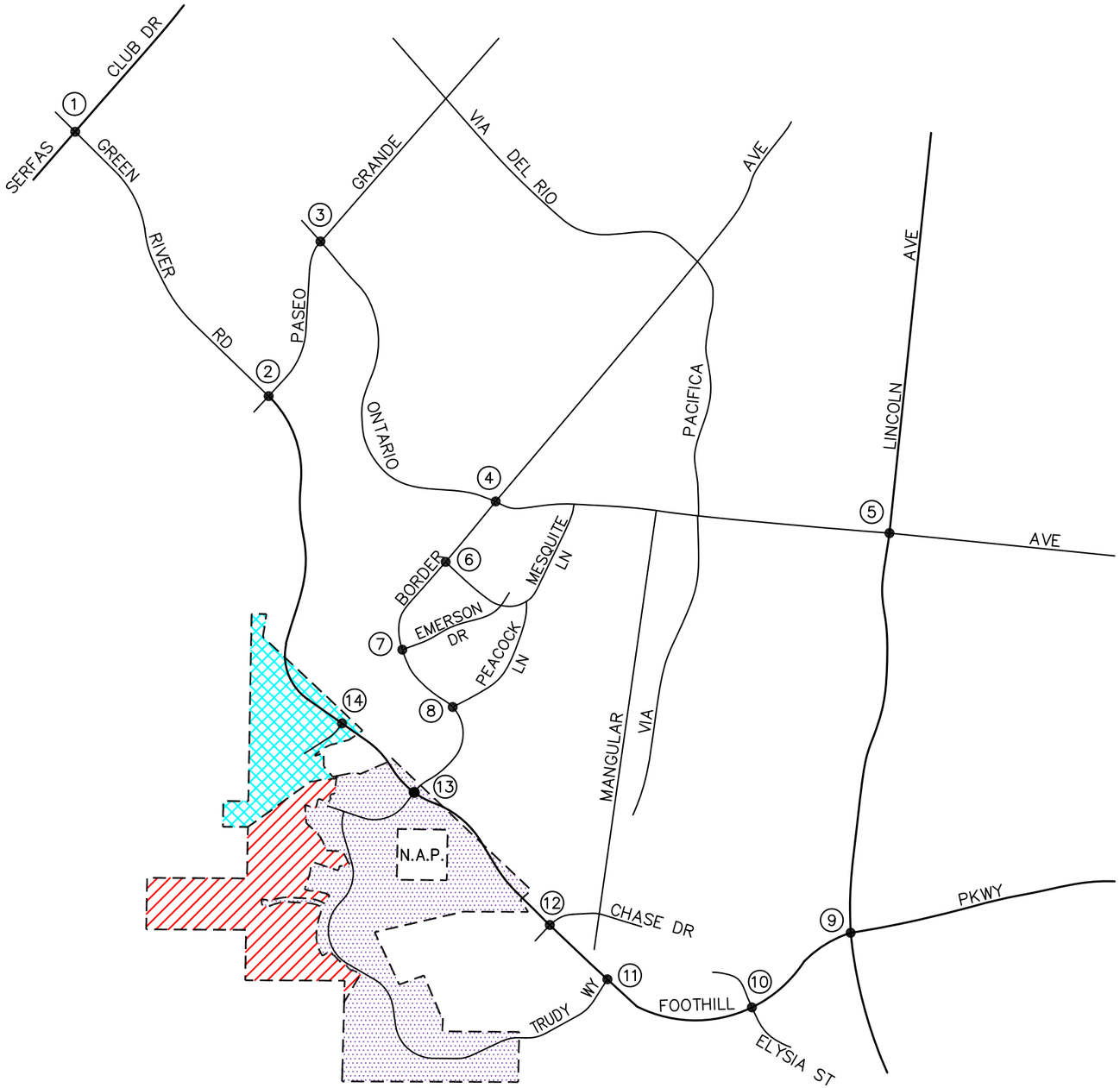
= PHASE II

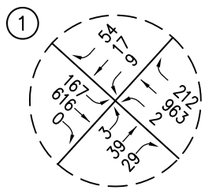
= PHASE III

(#) = STUDY INTERSECTION

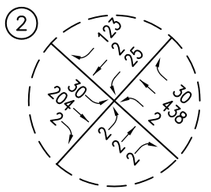
FIGURE 6-6

YEAR 2020 WITHOUT PROJECT
DAILY TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA

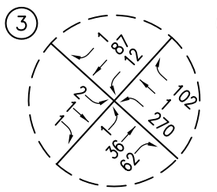




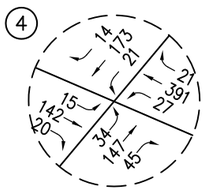
SERFAS CLUB DR @
GREEN RIVER RD



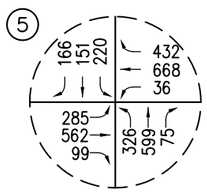
PASEO GRANDE @
GREEN RIVER RD



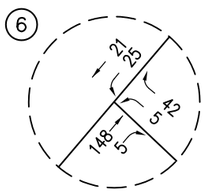
PASEO GRANDE @
ONTARIO AVE



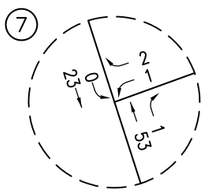
BORDER AVE @
ONTARIO AVE



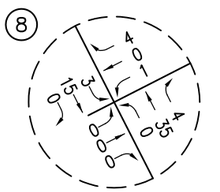
LINCOLN AVE @
ONTARIO AVE



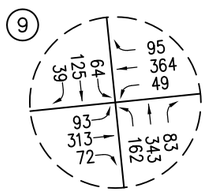
BORDER AVE @
MESQUITE LN



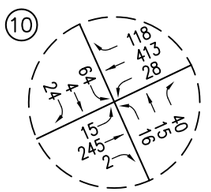
BORDER AVE @
EMERSON DR



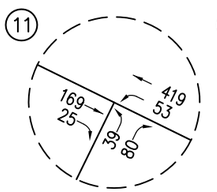
BORDER AVE @
PEACOCK LN



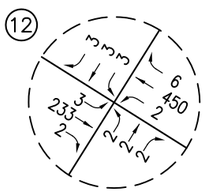
LINCOLN AVE @
FOOTHILL PKWY



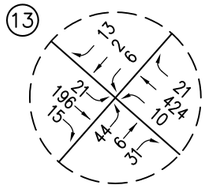
ELYSIA ST @
FOOTHILL PKWY



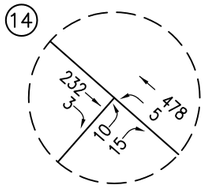
TRUDY WY @
FOOTHILL PKWY



CHASE DR @
FOOTHILL PKWY



BORDER AVE @
FOOTHILL PKWY



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FOOTHILL PKWY

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N NO SCALE

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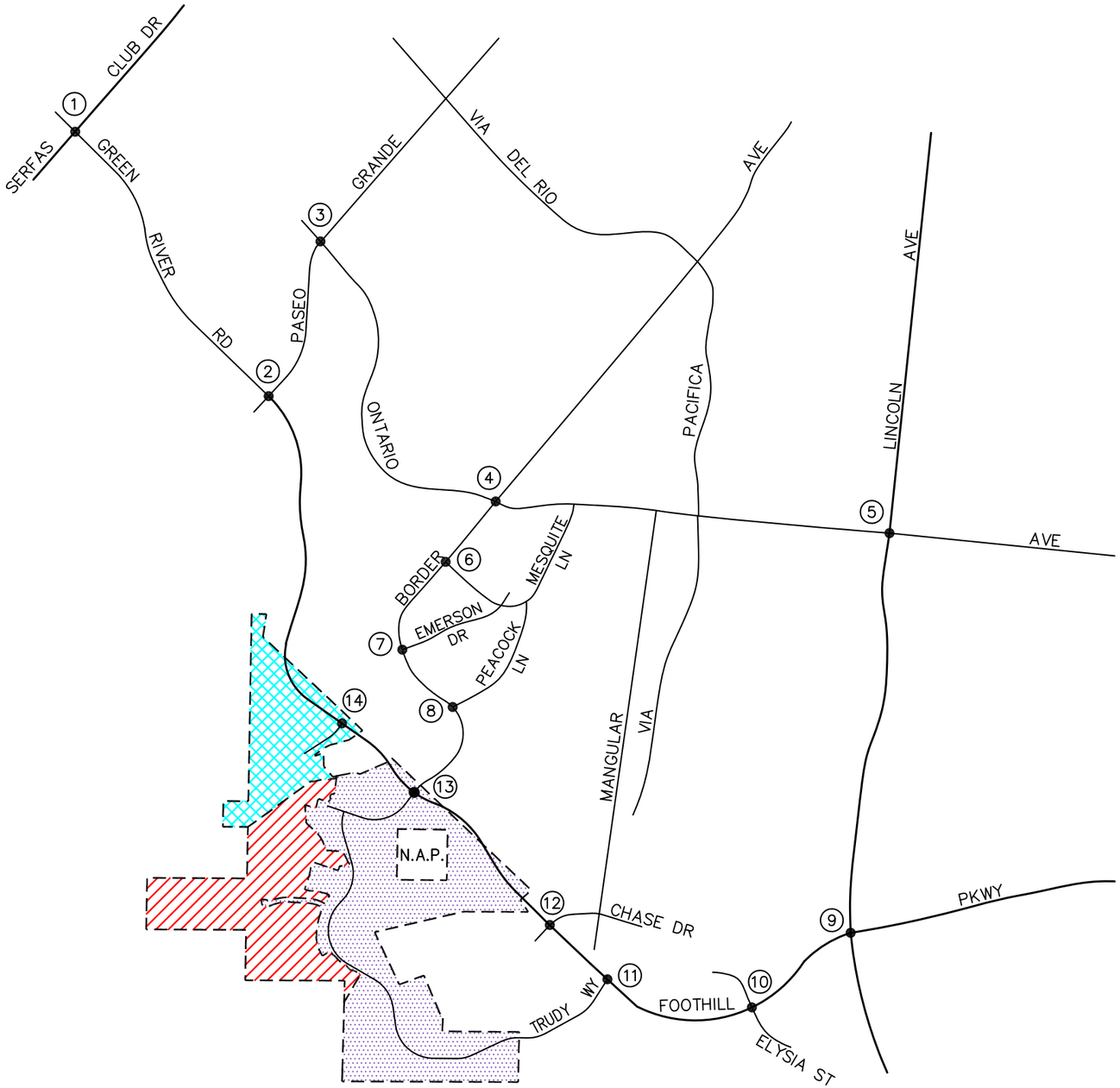
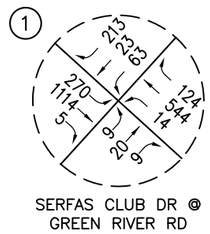
- = PHASE I
- = PHASE II
- = PHASE III
- (#) = STUDY INTERSECTION

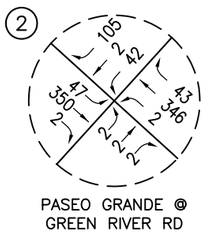
FIGURE 6-7

YEAR 2020 WITH PROJECT
AM PEAK HOUR TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA

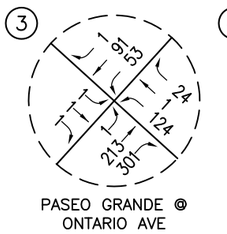




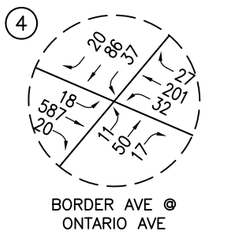
SERFAS CLUB DR @
GREEN RIVER RD



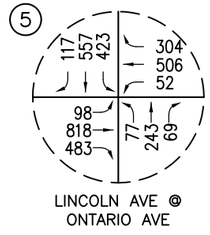
PASEO GRANDE @
GREEN RIVER RD



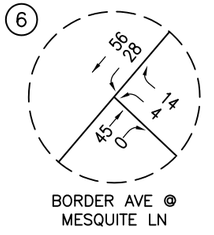
PASEO GRANDE @
ONTARIO AVE



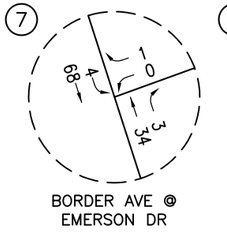
BORDER AVE @
ONTARIO AVE



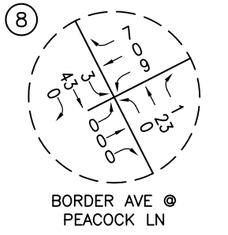
LINCOLN AVE @
ONTARIO AVE



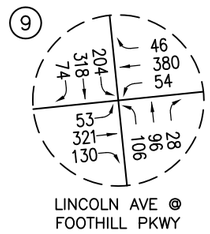
BORDER AVE @
MESQUITE LN



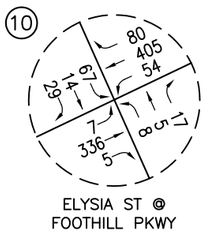
BORDER AVE @
EMERSON DR



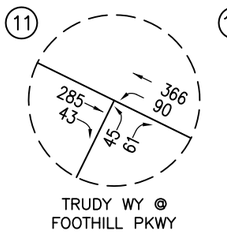
BORDER AVE @
PEACOCK LN



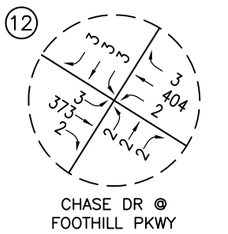
LINCOLN AVE @
FOOTHILL PKWY



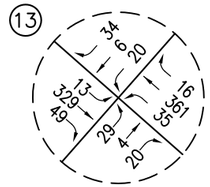
ELYSIA ST @
FOOTHILL PKWY



TRUDY WY @
FOOTHILL PKWY



CHASE DR @
FOOTHILL PKWY



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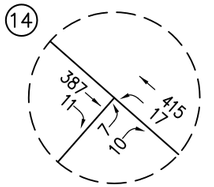

P STREET @
FOOTHILL PKWY

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KEY

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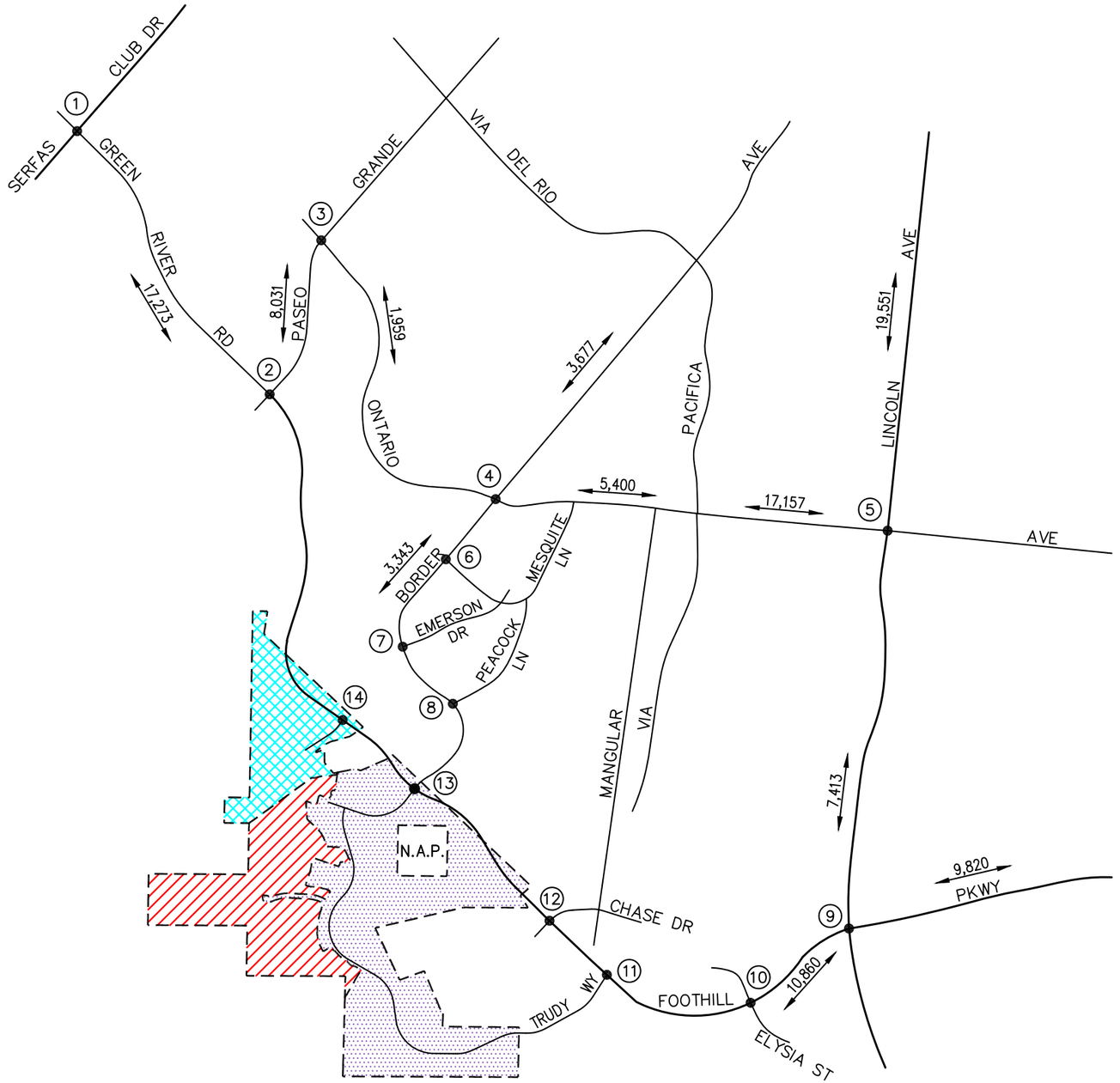
= PHASE III
(#) = STUDY INTERSECTION

FIGURE 6-8

YEAR 2020 WITH PROJECT
PM PEAK HOUR TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA



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KEY

= PHASE I

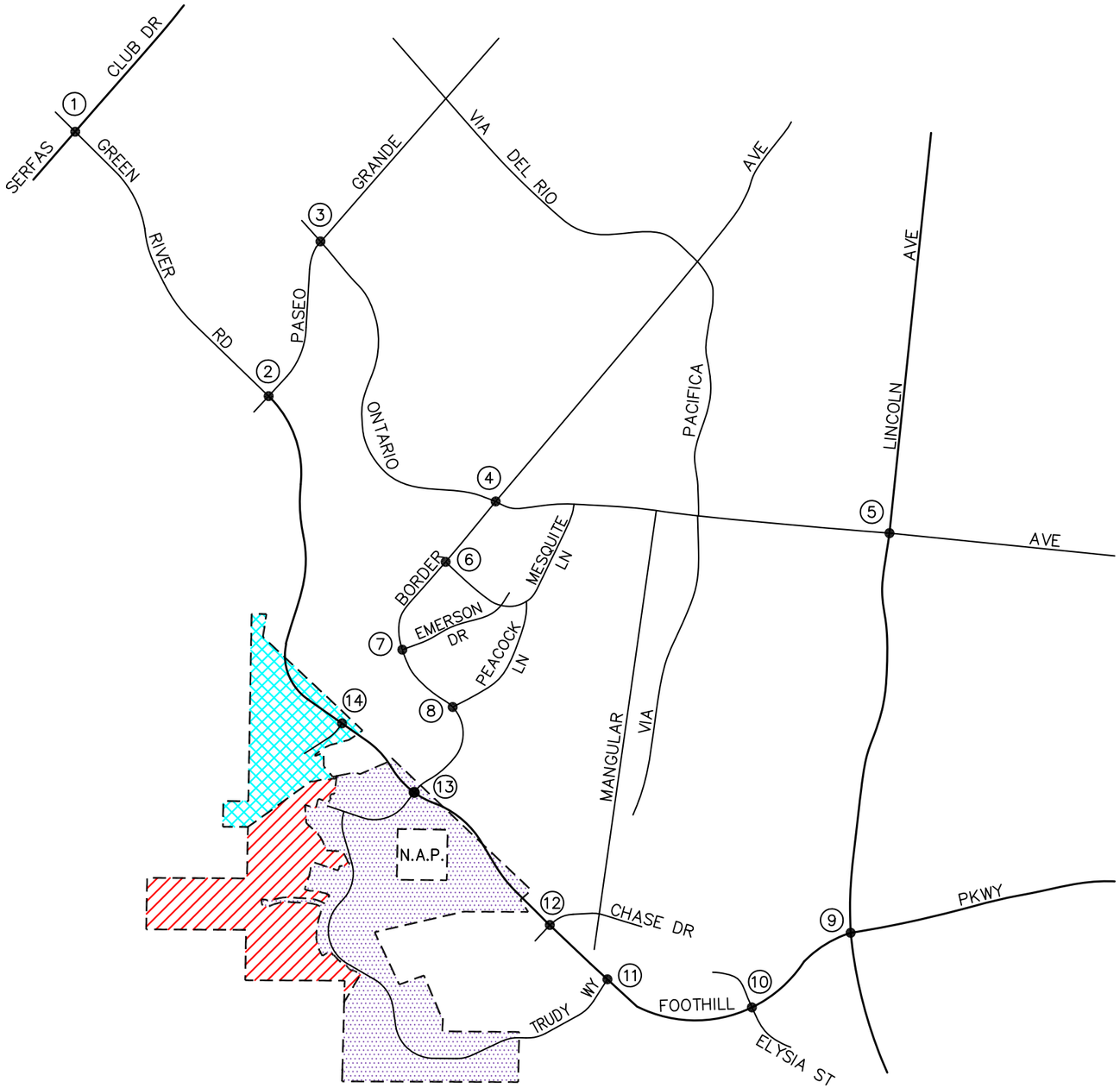
= PHASE II

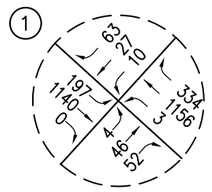
= PHASE III

(#) = STUDY INTERSECTION

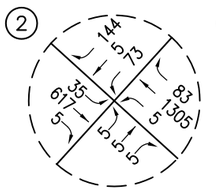
FIGURE 6-9

YEAR 2020 WITH PROJECT
DAILY TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA

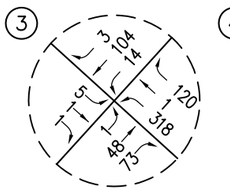




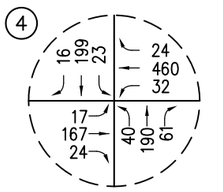
1 SERFAS CLUB DR @ GREEN RIVER RD



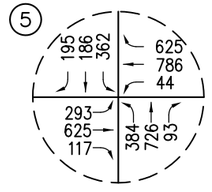
2 PASEO GRANDE @ GREEN RIVER RD



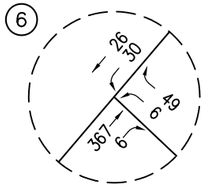
3 PASEO GRANDE @ ONTARIO AVE



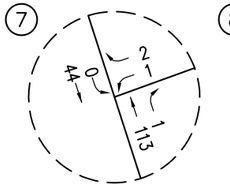
4 BORDER AVE @ ONTARIO AVE



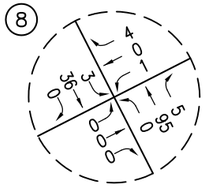
5 LINCOLN AVE @ ONTARIO AVE



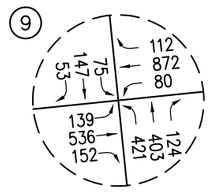
6 BORDER AVE @ MESQUITE LN



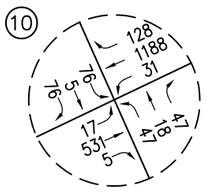
7 BORDER AVE @ EMERSON DR



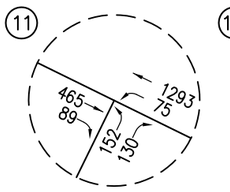
8 BORDER AVE @ PEACOCK LN



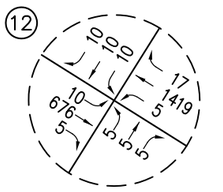
9 LINCOLN AVE @ FOOTHILL PKWY



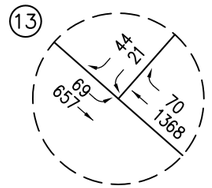
10 ELYSIA ST @ FOOTHILL PKWY



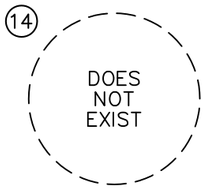
11 TRUDY WY @ FOOTHILL PKWY



12 CHASE DR @ FOOTHILL PKWY



13 BORDER AVE @ FOOTHILL PKWY



14 P STREET @ FOOTHILL PKWY

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KEY

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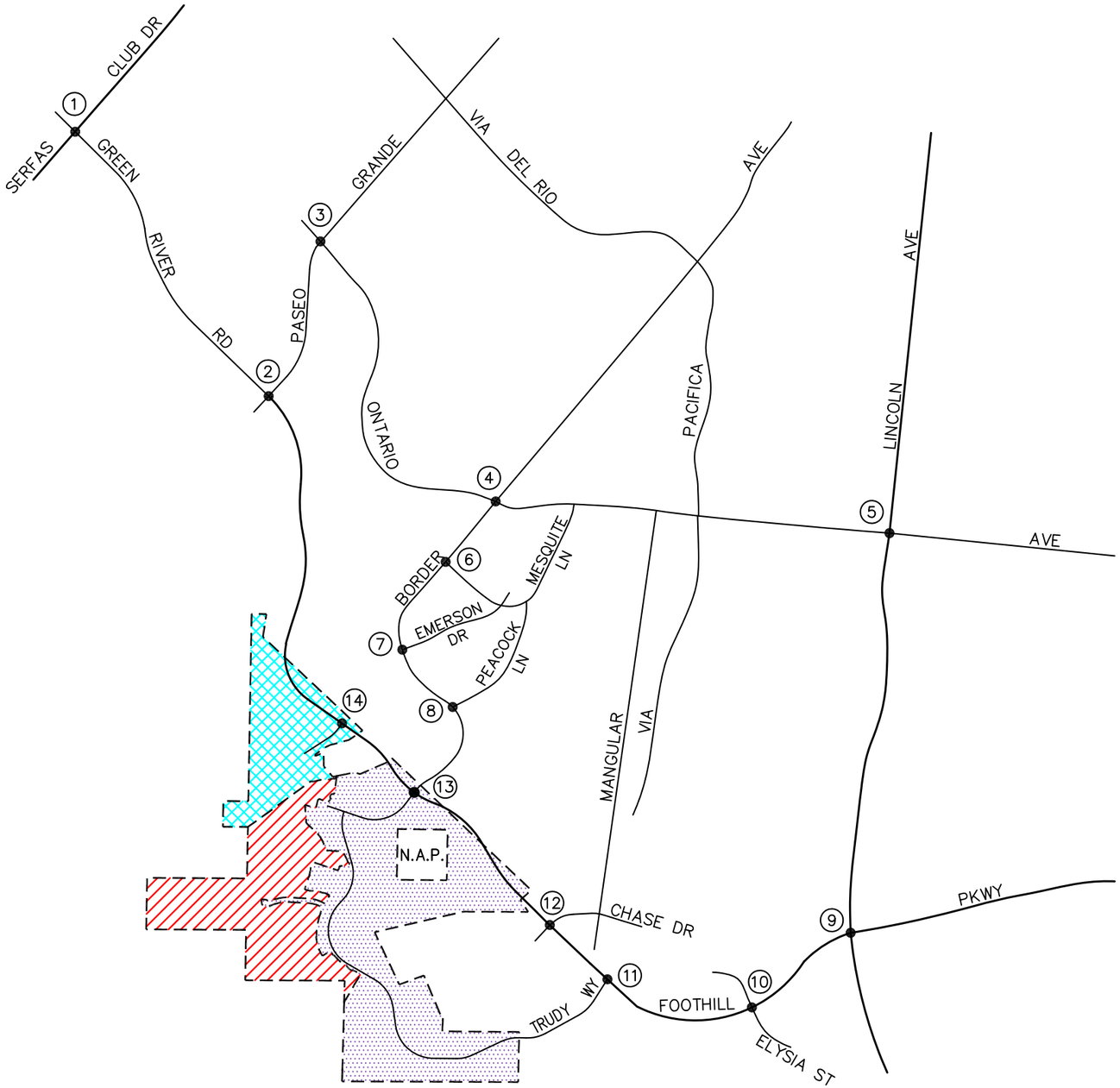
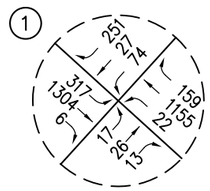
(#) = STUDY INTERSECTION

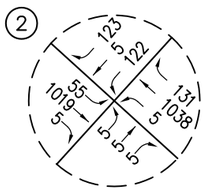
FIGURE 6–10

YEAR 2035 WITHOUT PROJECT
AM PEAK HOUR TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA

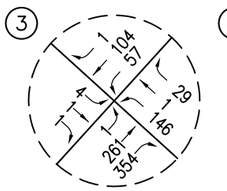




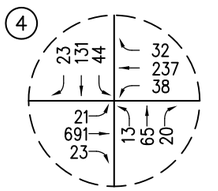
SERFAS CLUB DR @
GREEN RIVER RD



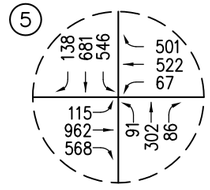
PASEO GRANDE @
GREEN RIVER RD



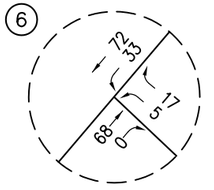
PASEO GRANDE @
ONTARIO AVE



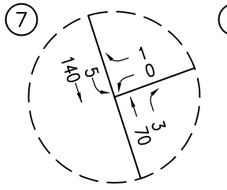
BORDER AVE @
ONTARIO AVE



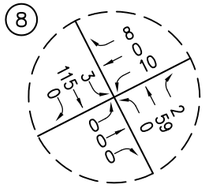
LINCOLN AVE @
ONTARIO AVE



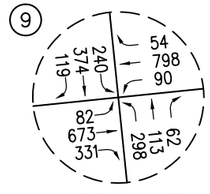
BORDER AVE @
MESQUITE LN



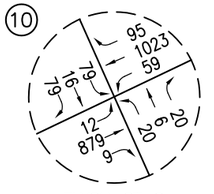
BORDER AVE @
EMERSON DR



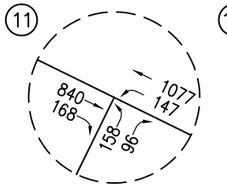
BORDER AVE @
PEACOCK LN



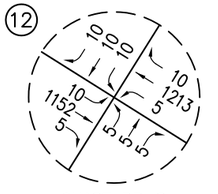
LINCOLN AVE @
FOOTHILL PKWY



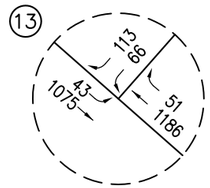
ELYSIA ST @
FOOTHILL PKWY



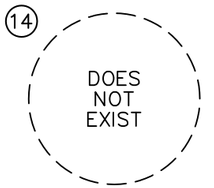
TRUDY WY @
FOOTHILL PKWY



CHASE DR @
FOOTHILL PKWY



BORDER AVE @
FOOTHILL PKWY



P STREET @
FOOTHILL PKWY

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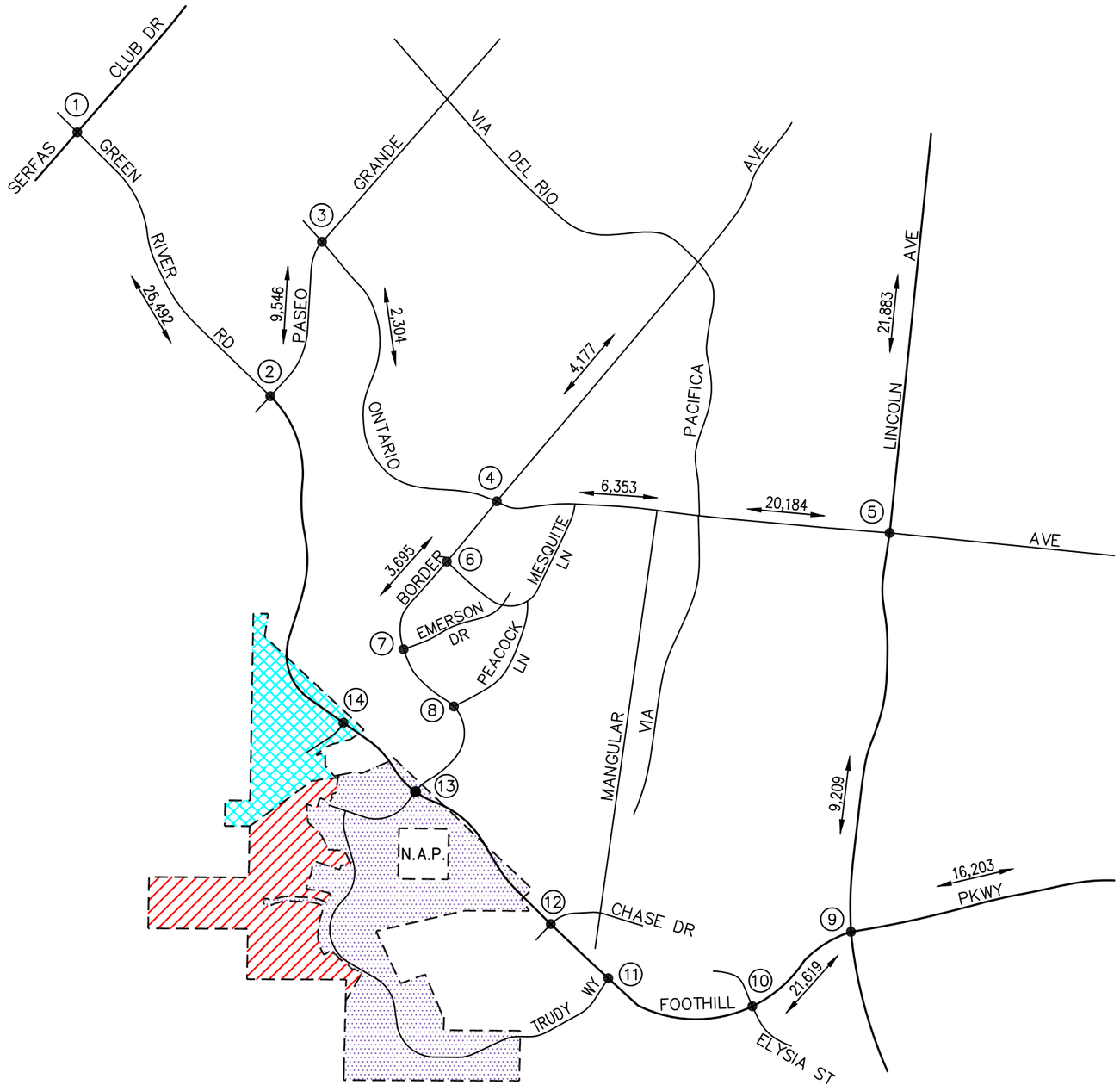
FIGURE 6–11

YEAR 2035 WITHOUT PROJECT
PM PEAK HOUR TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA



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KEY

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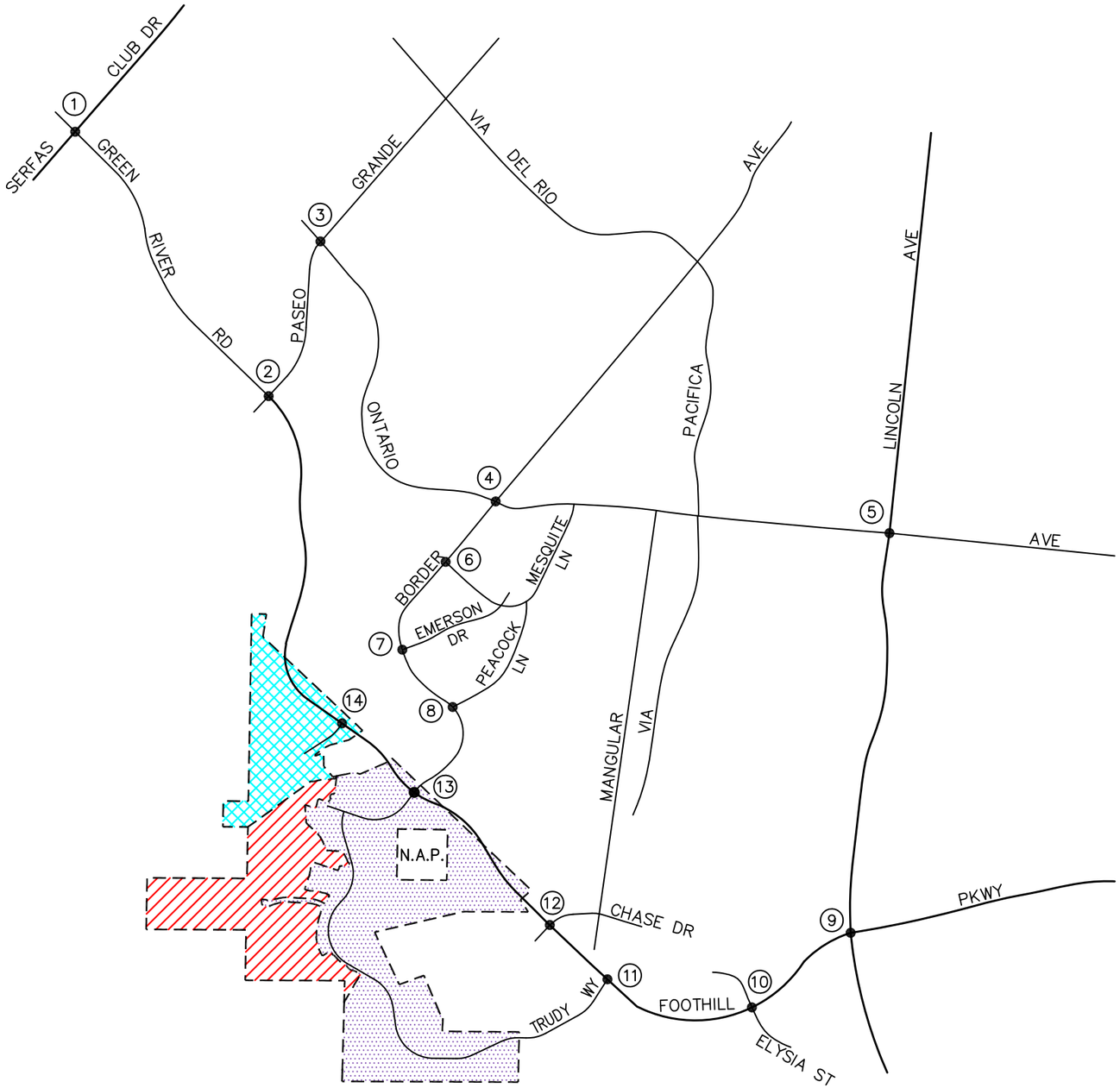
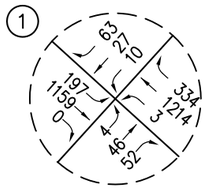
= PHASE III

(#) = STUDY INTERSECTION

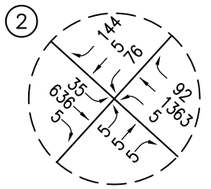
FIGURE 6-12

YEAR 2035 WITHOUT PROJECT
DAILY TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA

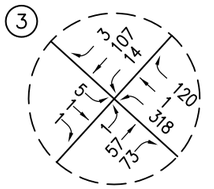




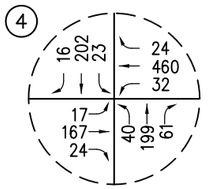
SERFAS CLUB DR @
GREEN RIVER RD



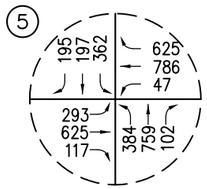
PASEO GRANDE @
GREEN RIVER RD



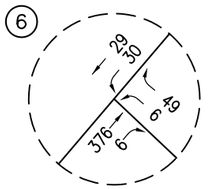
PASEO GRANDE @
ONTARIO AVE



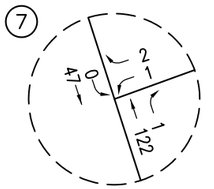
BORDER AVE @
ONTARIO AVE



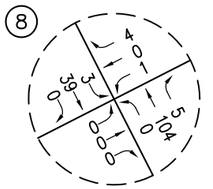
LINCOLN AVE @
ONTARIO AVE



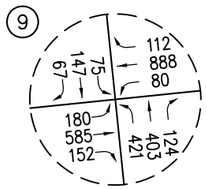
BORDER AVE @
MESQUITE LN



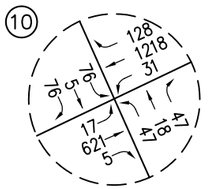
BORDER AVE @
EMERSON DR



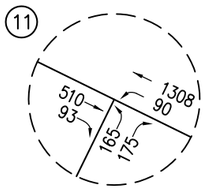
BORDER AVE @
PEACOCK LN



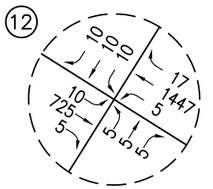
LINCOLN AVE @
FOOTHILL PKWY



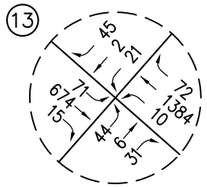
ELYSIA ST @
FOOTHILL PKWY



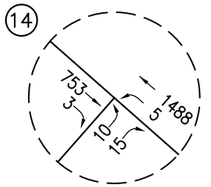
TRUDY WY @
FOOTHILL PKWY



CHASE DR @
FOOTHILL PKWY



BORDER AVE @
FOOTHILL PKWY



P STREET @
FOOTHILL PKWY

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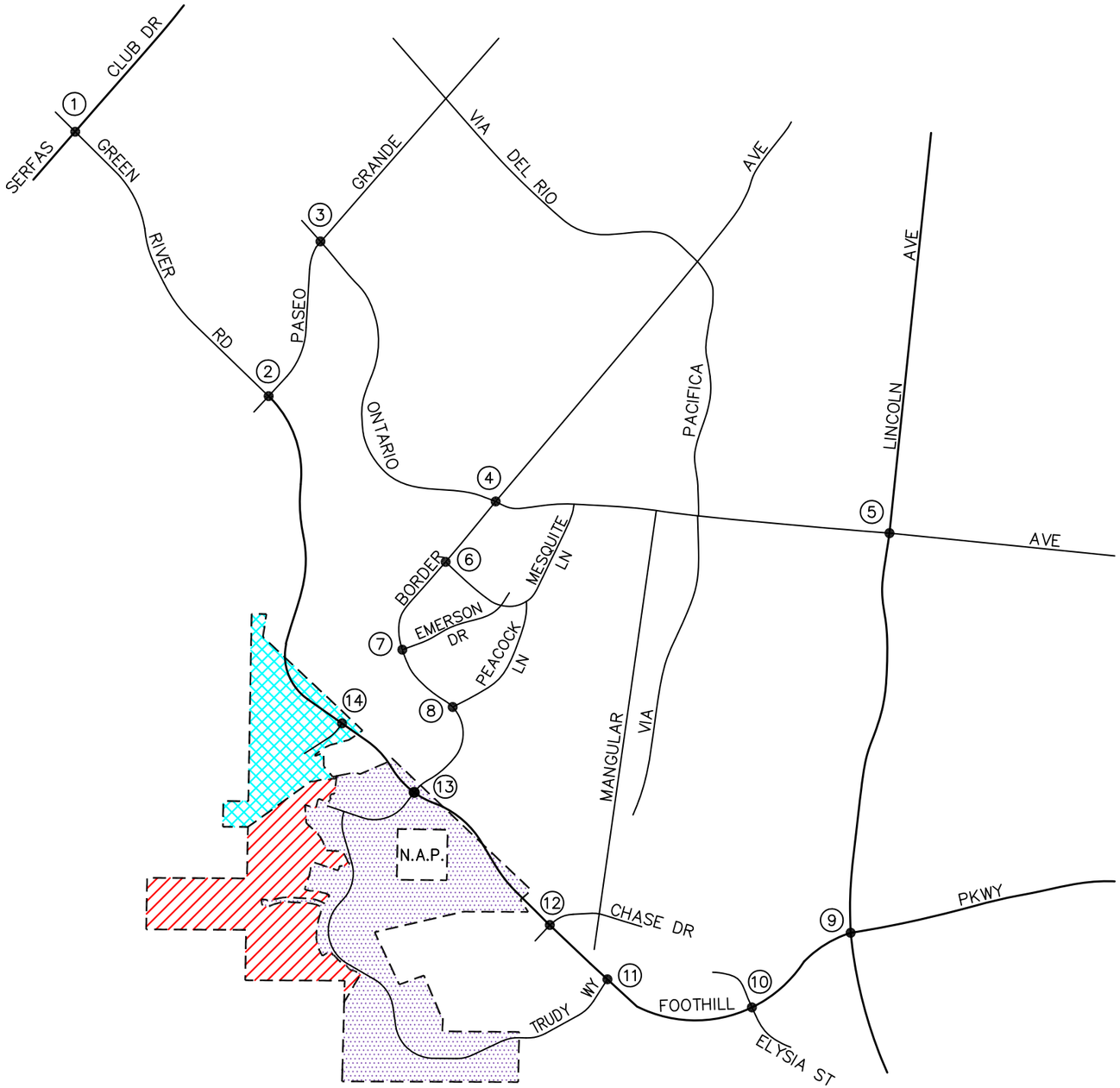
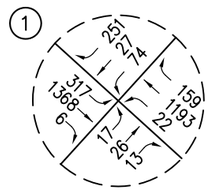
(#) = STUDY INTERSECTION

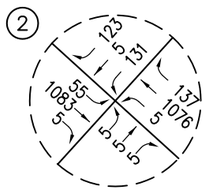
FIGURE 6–13

YEAR 2035 WITH PROJECT
AM PEAK HOUR TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA

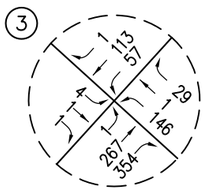




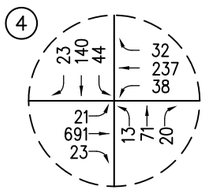
SERFAS CLUB DR @
GREEN RIVER RD



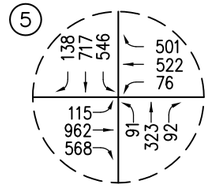
PASEO GRANDE @
GREEN RIVER RD



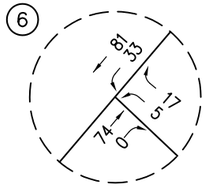
PASEO GRANDE @
ONTARIO AVE



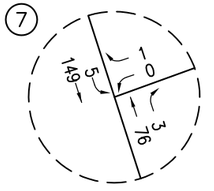
BORDER AVE @
ONTARIO AVE



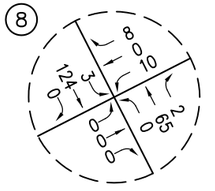
LINCOLN AVE @
ONTARIO AVE



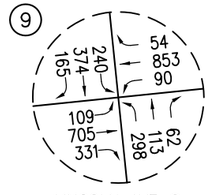
BORDER AVE @
MESQUITE LN



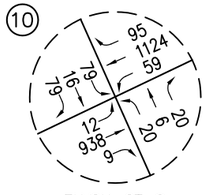
BORDER AVE @
EMERSON DR



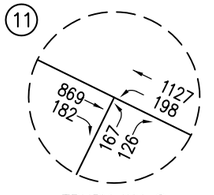
BORDER AVE @
PEACOCK LN



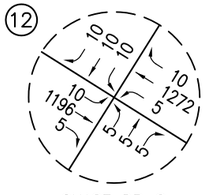
LINCOLN AVE @
FOOTHILL PKWY



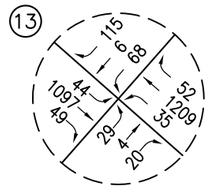
ELYSIA ST @
FOOTHILL PKWY



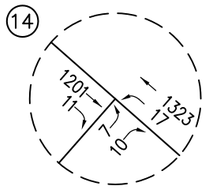
TRUDY WY @
FOOTHILL PKWY



CHASE DR @
FOOTHILL PKWY



BORDER AVE @
FOOTHILL PKWY



P STREET @
FOOTHILL PKWY

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LINSCOTT LAW & GREENSPAN engineers

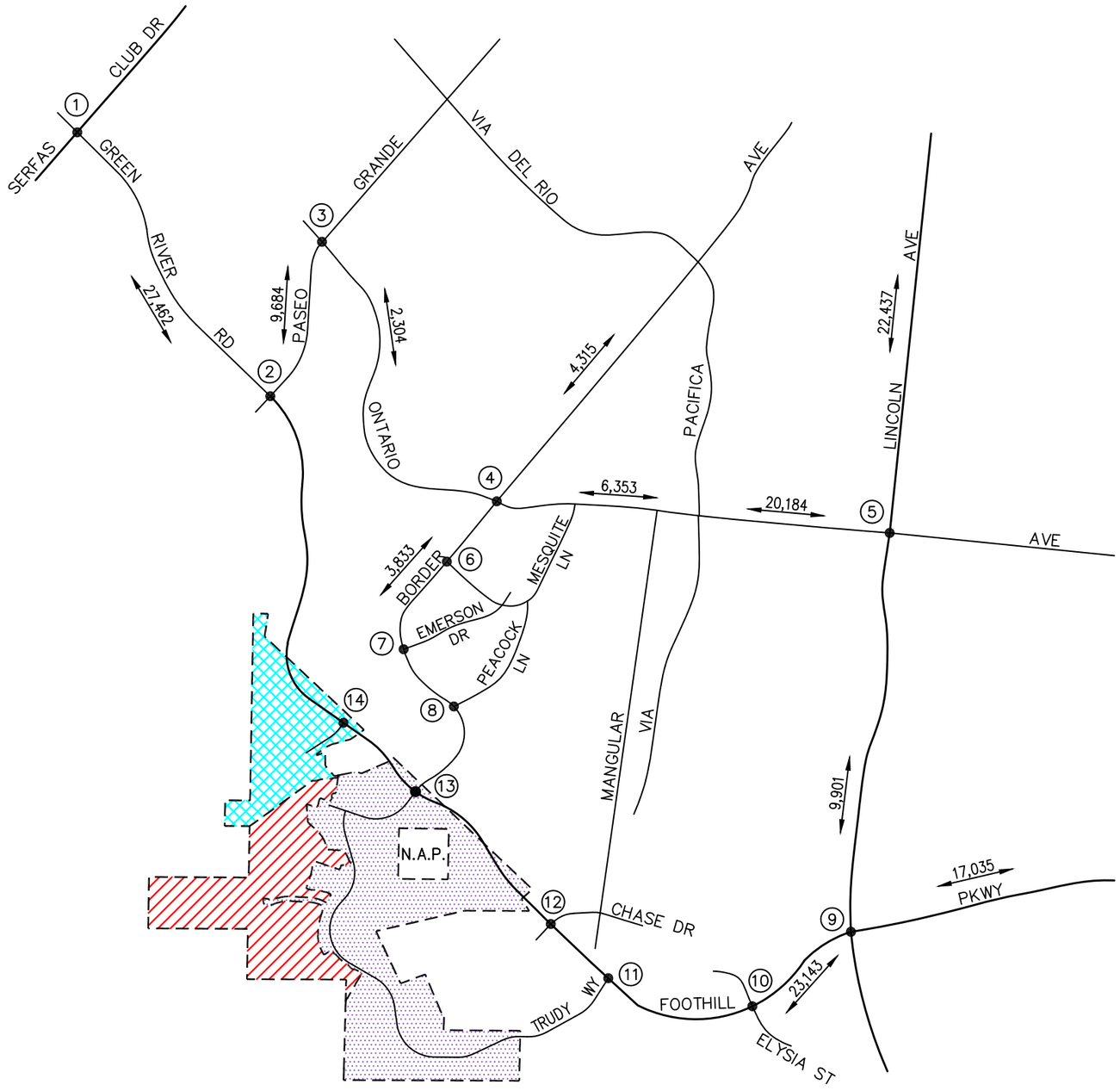
N NO SCALE

KEY

= PHASE I
= PHASE II
= PHASE III
(#) = STUDY INTERSECTION

FIGURE 6-14

YEAR 2035 WITH PROJECT
PM PEAK HOUR TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= PHASE I

= PHASE II

= PHASE III

(#) = STUDY INTERSECTION

FIGURE 6-15

YEAR 2035 WITH PROJECT
DAILY TRAFFIC VOLUMES
SKYLINE HEIGHTS, CORONA

7.0 EXISTING CONDITIONS TRAFFIC IMPACT ANALYSIS

The existing conditions analysis establishes the basis for the future forecasts for the Project. This analysis is based on existing intersection and roadway segment counts collected in February 2013. The existing conditions analysis reflects these counts as well as existing lane configurations for all analyzed intersections and roadway segments.

7.1 Existing Conditions Intersection Capacity Analysis

Table 7-1 summarizes the peak hour Level of Service results at the key study intersections for existing traffic conditions, with and without the Project. The first column (1) of Delay/LOS values in *Table 7-1* presents a summary of Existing AM and PM peak hour traffic conditions. The second column (2) in *Table 7-1* presents forecast Existing With Project traffic conditions. The third column (3) of *Table 7-1* shows whether the traffic associated with the Project will have a significant impact based on the LOS standards and the significance impact criteria defined in this report. The fourth column (4) of *Table 7-1* presents the Level of Service with the implementation of traffic mitigation improvements, if necessary.

7.1.1 *Existing Traffic Conditions*

Review of column (1) of *Table 7-1* indicates that for the Existing traffic conditions, two (2) of the eleven (11) existing key study intersections currently operate at unacceptable level of services during the PM peak hour when compared to the LOS standards defined in this report. The remaining nine (9) existing key study intersections currently operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service are:

	AM Peak Hour		PM Peak Hour	
Key Intersection	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
3. Paseo Grande at Ontario Avenue	--	--	40.0	E
4. Border Avenue at Ontario Avenue	--	--	69.9	F

7.1.2 *Existing With Project Traffic Conditions*

Review of column (2) of *Table 7-1* indicates that for the Existing With Project traffic conditions, two (2) of the thirteen (13) key study intersections are forecast to operate at unacceptable level of services during the AM and/or PM peak hours when compared to the LOS standards defined in this report. The remaining eleven (11) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service are:

	AM Peak Hour		PM Peak Hour	
Key Intersection	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
3. Paseo Grande at Ontario Avenue	46.6	E	62.0	F
4. Border Avenue at Ontario Avenue	--	--	76.1	F

Review of column (3) of *Table 7-1* indicates that two (2) of the thirteen (13) key study intersections will have a significant impact under the Existing With Project traffic conditions when compared to the LOS criteria defined in this report. However, as shown in column (4) of *Table 7-1*, the implementation of recommended mitigation measures at the impacted intersections, mitigates the impacts of the proposed Project. After implementation of the recommended mitigation measures, all the impacted intersections are forecast to operate at an acceptable LOS based on the LOS standards outlined in this report.

It should be noted that although the impacted intersection of Paseo Grande at Ontario Avenue has been identified to be signalized to achieve an acceptable level of service under the Existing With Project traffic conditions, a traffic signal is not needed under the cumulative Year 2020 and Year 2035 traffic conditions. The future traffic volumes at this intersection will be significantly reduced as a result of the construction of the Foothill Parkway Extension, which will become the primary route for vehicles travelling east-west through the southern portion of the City as opposed to the current route via Ontario Avenue. Consequently, existing traffic volumes have been re-routed from Paseo Grande and Ontario Avenue to the future Foothill Parkway, accordingly.

To supplement the level of service results as presented in *Table 7-1*, ***Figure 7-1*** graphically presents the comparison between Existing and Existing With Project traffic conditions level of service results for the AM and PM peak hours. Additionally, ***Figure 7-2*** graphically presents the comparison between Existing With Project and Existing With Project With Mitigation traffic conditions level of service results for the AM and PM peak hours.

Appendix E contains the Delay/LOS calculation worksheets for the Existing Traffic Conditions.

TABLE 7-1

EXISTING CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[7]

Key Intersection	Control Type	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Significant Impact	(4) Existing With Project With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
1. Serfas Club Drive at Green River Road	6∅ Traffic Signal	D	AM	33.8	C	34.2	C	No	--	--
			PM	34.4	C	34.4	C	No	--	--
2. Paseo Grande at Green River Road[8]	Uncontrolled	--	AM	N/A	N/A	N/A	N/A	No	--	--
			PM	N/A	N/A	N/A	N/A	No	--	--
3. Paseo Grande at Ontario Avenue[9]	All – Way Stop	D	AM	34.2	D	**46.6**	**E**	**Yes**	19.7	B
			PM	**40.0**	**E**	**62.0**	**F**	**Yes**	15.1	B
4. Border Avenue at Ontario Avenue	All – Way Stop	D	AM	25.5	D	28.7	D	No	15.2	B
			PM	**69.9**	**F**	**76.1**	**F**	**Yes**	10.8	B
5. Lincoln Avenue at Ontario Avenue	8∅ Traffic Signal	D	AM	43.5	D	43.4	D	No	--	--
			PM	39.5	D	39.8	D	No	--	--
6. Border Avenue at Mesquite Lane	All – Way Stop	D	AM	7.3	A	7.6	A	No	--	--
			PM	7.5	A	8.0	A	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[7] *Appendix E* contains the Delay/LOS calculation worksheets for all study intersections.

[8] This intersection does not have any delay since it is currently uncontrolled with only west and north legs. However, it is planned to be signalized in conjunction with the Foothill Parkway Extension project. It is proposed to be a 4-legged intersection and is going to be designed as a 6-phase traffic signal.

[9] It should be noted that although the impacted intersection of Paseo Grande at Ontario Avenue has been identified to be signalized to achieve an acceptable level of service under the Existing With Project traffic conditions, a traffic signal is not needed under the cumulative Year 2020 and Year 2035 traffic conditions. The future traffic volumes at this intersection will be significantly reduced as a result of the construction of the Foothill Parkway Extension, which will become the primary route for vehicles travelling east-west through the southern portion of the City as opposed to the current route via Ontario Avenue. Consequently, existing traffic volumes have been re-routed from Paseo Grande and Ontario Avenue to the future Foothill Parkway, accordingly.

TABLE 7-1 (CONTINUED)

EXISTING CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[10]

Key Intersection	Control Type	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Significant Impact	(4) Existing With Project With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
7. Border Avenue at Emerson Drive	All – Way Stop	D	AM	7.1	A	7.5	A	No	--	--
			PM	7.3	A	7.7	A	No	--	--
8. Border Avenue at Peacock Lane	All – Way Stop	D	AM	6.9	A	7.4	A	No	--	--
			PM	7.0	A	7.6	A	No	--	--
9. Lincoln Avenue at Foothill Parkway	8∅ Traffic Signal	D	AM	26.3	C	27.2	C	No	--	--
			PM	27.7	C	28.7	C	No	--	--
10. Elysia Street at Foothill Parkway	All – Way Stop	D	AM	9.2	A	9.6	A	No	--	--
			PM	8.9	A	9.5	A	No	--	--
11. Trudy Way at Foothill Parkway	One – Way Stop	D	AM	8.5	A	9.1	A	No	--	--
			PM	8.6	A	9.1	A	No	--	--
12. Chase Drive at Foothill Parkway[11]	Does Not Exist	--	AM	--	--	--	--	--	--	--
			PM	--	--	--	--	--	--	--

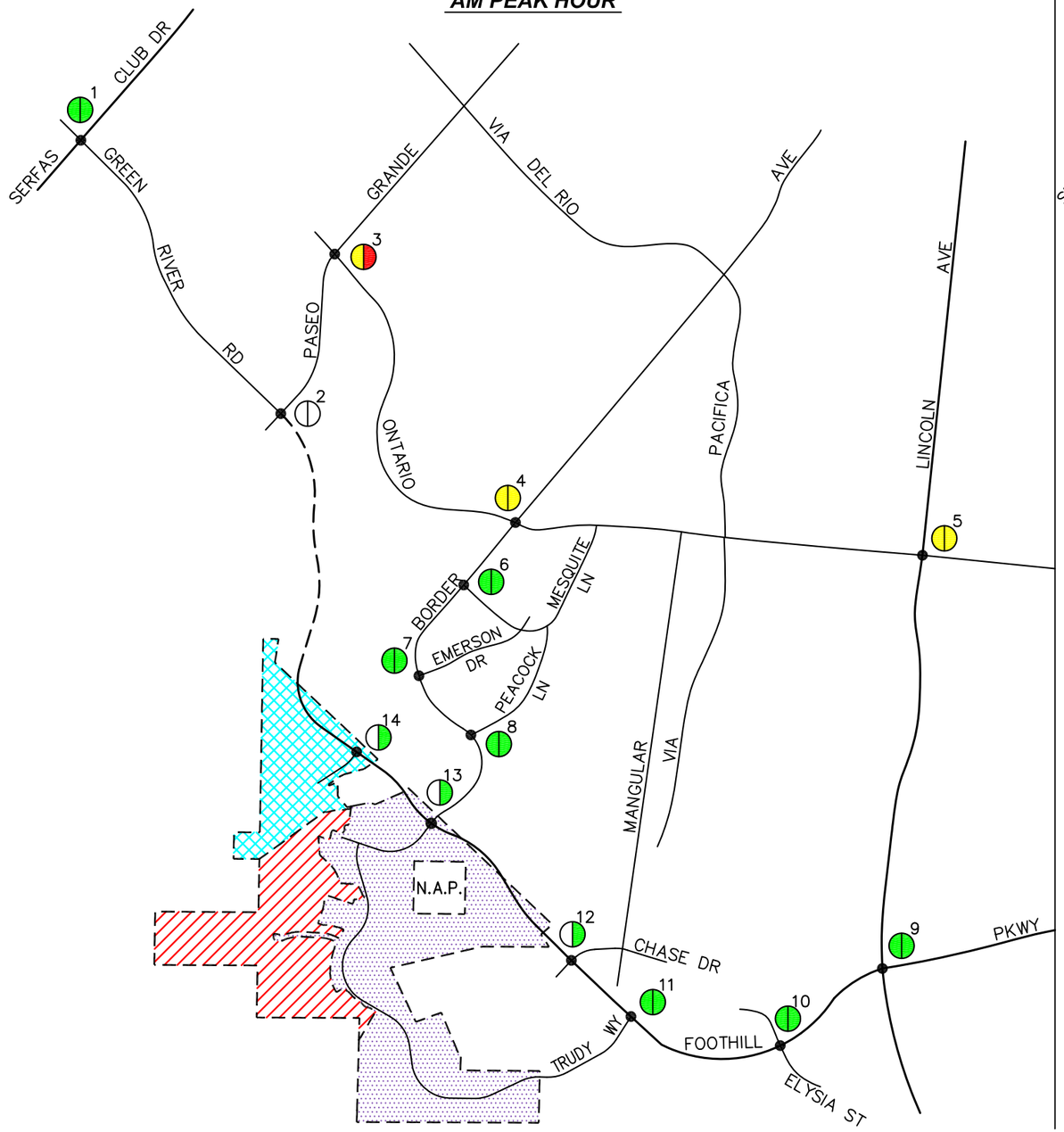
Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

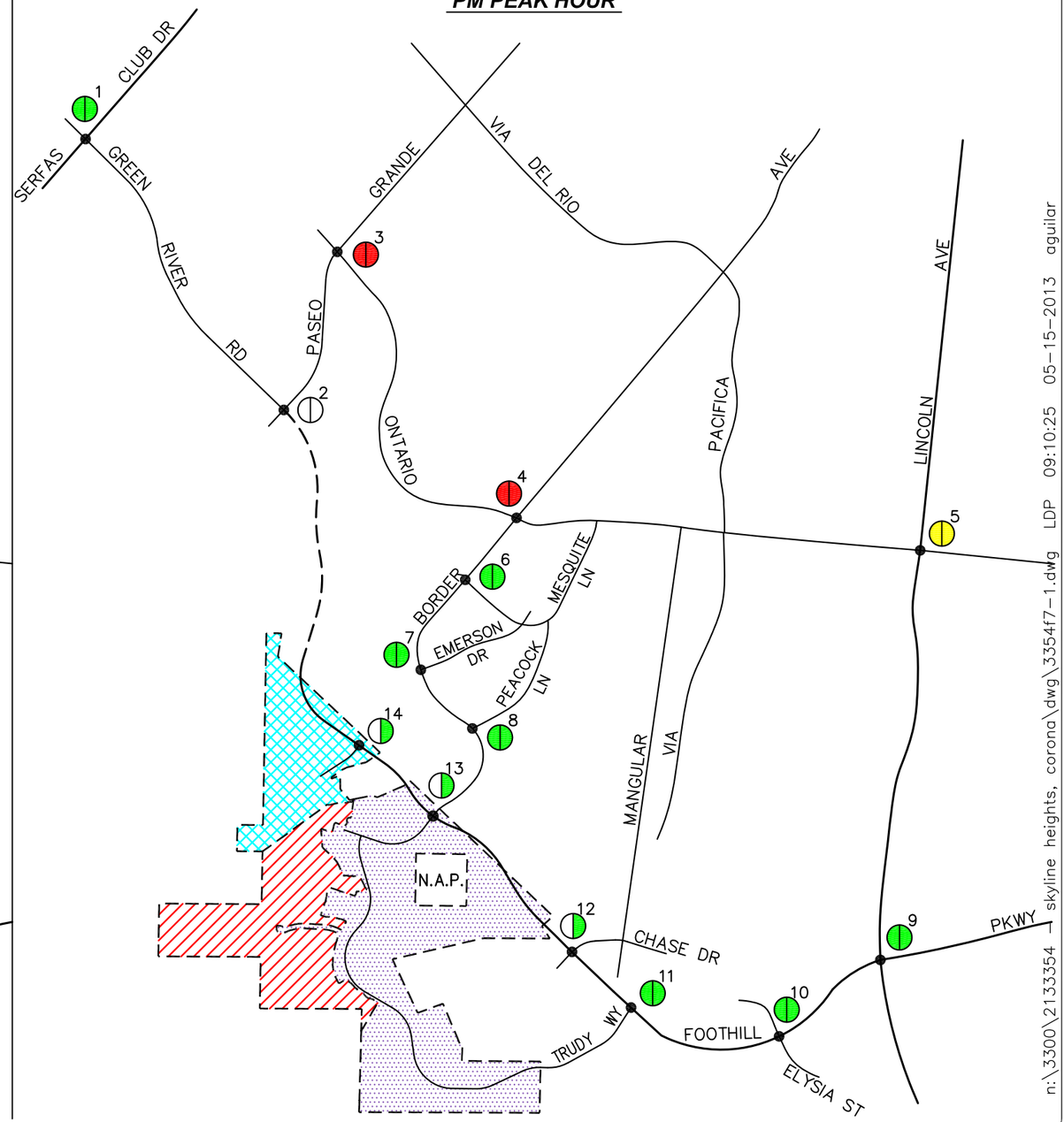
[10] *Appendix E* contains the Delay/LOS calculation worksheets for all study intersections.

[11] Intersection currently does not exist.

AM PEAK HOUR



PM PEAK HOUR



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EXISTING LOS RESULTS

EXISTING WITH PROJECT LOS RESULTS

KEY

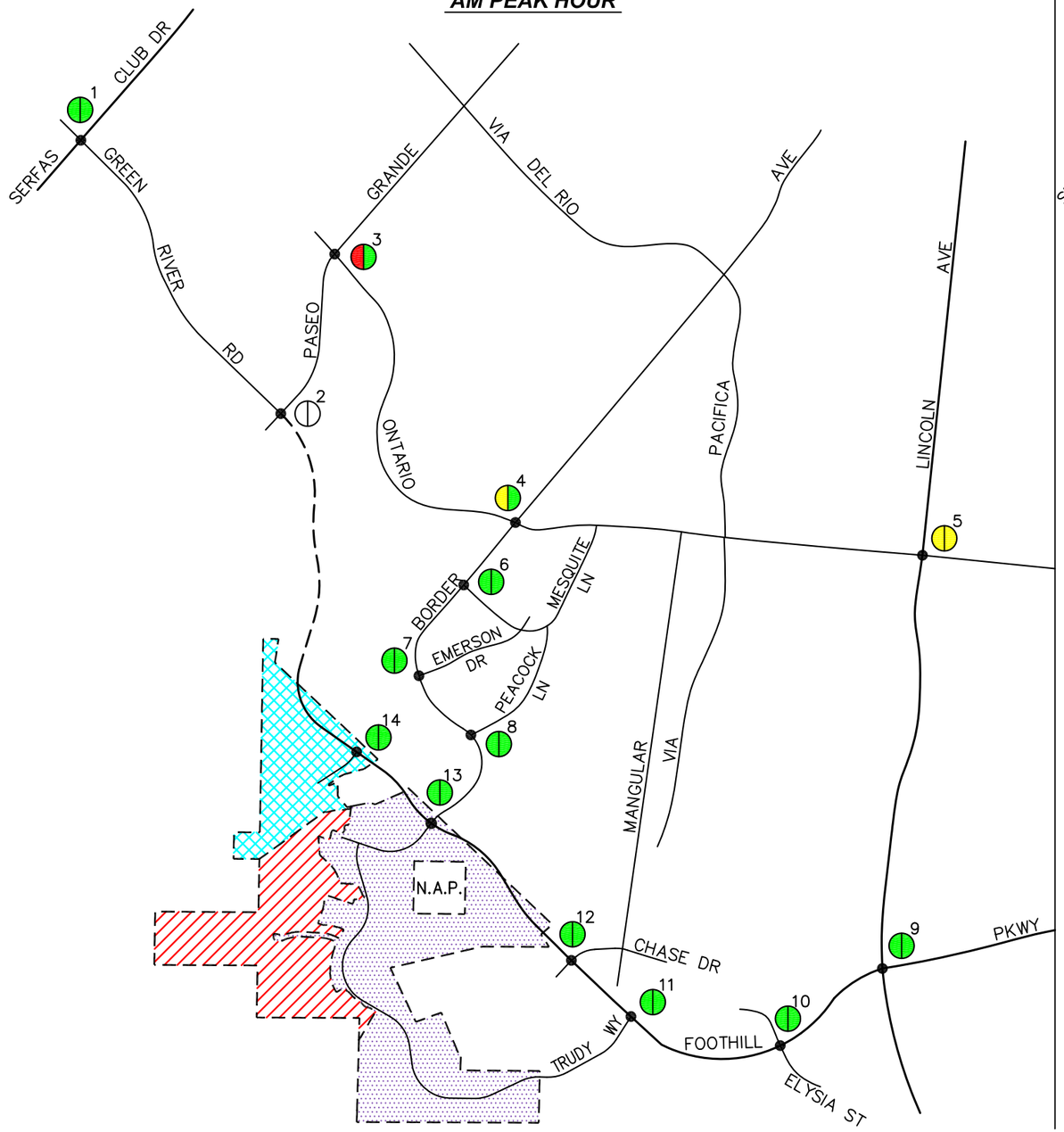
- = LOS E/F (UNACCEPTABLE)
- = LOS D
- = LOS A/B/C
- # = STUDY INTERSECTION
- = PHASE I
- = PHASE II
- = PHASE III

FIGURE 7-1

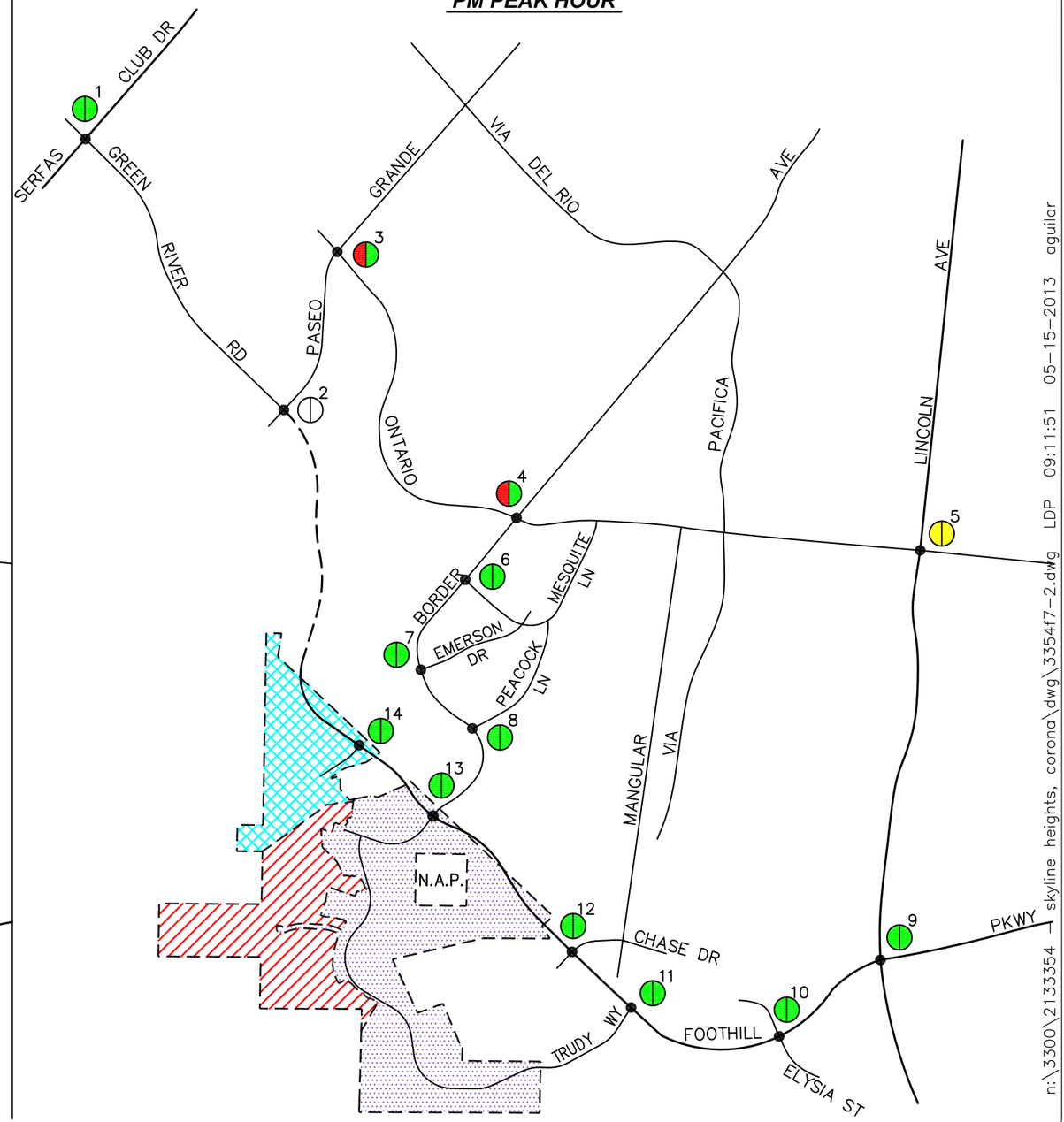
EXISTING VS. EXISTING WITH PROJECT AM AND PM PEAK HOUR LEVEL OF SERVICE RESULTS COMPARISON

SKYLINE HEIGHTS, CORONA

AM PEAK HOUR



PM PEAK HOUR



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N NO SCALE

EXISTING WITH PROJECT LOS RESULTS

EXISTING WITH PROJECT WITH MITIGATION LOS RESULTS

KEY

- = LOS E/F (UNACCEPTABLE)
- = LOS D
- = LOS A/B/C
- # = STUDY INTERSECTION
- = PHASE I
- = PHASE II
- = PHASE III

FIGURE 7-2

EXISTING WITH PROJECT VS. EXISTING WITH PROJECT WITH MITIGATION AM AND PM PEAK HOUR LEVEL OF SERVICE RESULTS COMPARISON

SKYLINE HEIGHTS, CORONA

TABLE 7-1 (CONTINUED)

EXISTING CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[12]

Key Intersection	Control Type	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Significant Impact	(4) Existing With Project With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
13. Border Avenue/"B" Street at Foothill Parkway[13]	6∅ Traffic Signal[14]	D	AM	--	--	25.2	C	No	--	--
			PM	--	--	25.0	C	No	--	--
14. "P" Street at Foothill Parkway[13]	One – Way Stop[15]	D	AM	--	--	8.4	A	No	--	--
			PM	--	--	8.4	A	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[12] *Appendix E* contains the Delay/LOS calculation worksheets for all study intersections.

[13] Intersection currently does not exist.

[14] In conjunction with the Project development, this intersection is planned to be a 6∅ Traffic Signal under the "With" Project traffic conditions.

[15] In conjunction with the Project development, this intersection is planned to be One-Way Stop-Controlled under the "With" Project traffic conditions.

7.2 Existing Conditions Roadway Segment Analysis

Table 7-2 summarizes the daily level of service results at the eleven (11) key study roadway segments during a "typical" weekday for the existing traffic conditions with and without the Project. The first column (1) of LOS E Capacity values in *Table 7-2* presents the daily roadway segment capacities from the *City of Corona General Plan Technical Background Report Page 3-27, dated March 2004* and *City of Corona Public Works Department Traffic Impact Study Guidelines Exhibit C, dated July 2006*. The second column (2) lists the number of travel lanes and the third column (3) indicates the Existing daily traffic volumes, Volume to Capacity (V/C) ratio and Level of Service (LOS). The fourth column (4) in *Table 7-2* forecasts the Existing With Project traffic conditions. The fifth column (5) of *Table 7-2* presents the increase in the V/C ratio and indicates whether the traffic associated with the Project will have a significant impact based on the LOS standards and the significance impact criteria defined in this report.

7.2.1 *Existing Traffic Conditions*

Review of column (3) of *Table 7-2* indicates that for the Existing traffic conditions, one (1) of the eleven (11) existing key study roadway segment currently operates at an unacceptable level of service on a daily basis when compared to the LOS standards defined in this report. The remaining ten (10) existing key study roadway segment currently operate at acceptable levels of service on a daily basis. The roadway segment operating at adverse level of service is.

	Key Roadway Segment	Daily Volume	V/C Ratio	LOS
4.	Paseo Grande *between* Ontario Avenue and Green River Road	12,357	0.951	E

7.2.2 *Existing With Project Traffic Conditions*

Review of column (4) of *Table 7-2* indicates that for the Existing With Project traffic conditions, one (1) of the eleven (11) key study roadway segments is forecast to operate at unacceptable level of service on a daily basis when compared to the LOS standards defined in this report. The remaining ten (10) key study intersections are forecast to operate at acceptable levels of service on a daily basis. The roadway segment operating at an adverse level of service is:

	Key Roadway Segment	Daily Volume	V/C Ratio	LOS
4.	Paseo Grande *between* Ontario Avenue and Green River Road	13,187	1.014	F

Review of column (5) of *Table 7-2* indicates that one (1) of the eleven (11) key study roadways segment will have a significant impact under the Existing With Project traffic conditions when compared to the LOS criteria defined in this report. However, the implementation of recommended mitigation measures at the impacted roadway segment, mitigates the impacts of the proposed Project. After implementation of the recommended mitigation measures, the impacted roadway

segment is forecast to operate at an acceptable LOS based on the LOS standards outlined in this report.

It should be noted that although the impacted roadway segment of Paseo Grande between Ontario Avenue and Green River Road has been identified to be improved to a 4-Lane Secondary Roadway with an LOS E Capacity of 25,900 VPD to achieve an acceptable level of service under the Existing With Project traffic conditions, this improvement is not needed under the cumulative Year 2020 and Year 2035 traffic conditions. The future traffic volumes at this roadway segment will be significantly reduced as a result of the construction of the Foothill Parkway Extension, which will become the primary route for vehicles travelling east-west through the southern portion of the City as opposed to the current route via Ontario Avenue. Consequently, existing traffic volumes have been re-routed from Paseo Grande and Ontario Avenue to the future Foothill Parkway, accordingly.

TABLE 7-2

EXISTING CONDITIONS DAILY ROADWAY SEGMENT ANALYSIS SUMMARY

Key Roadway Segment	Type of Arterial	(1) LOS E Capacity[16] (VPD)	(2) Lanes	(3) Existing Traffic Conditions			(4) Existing With Project Traffic Conditions			(5) Significant Impact	
				Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	V/C Inc.	Yes/ No
1. Green River Road *between* Serfas Club Drive and Paseo Grande	Divided Collector	19,450[17]	2D	12,398	0.637	B	13,228	0.680	B	0.043	No
2. Paseo Grande *between* Ontario Avenue and Green River Road	Collector	13,000	2U	**12,357**	**0.951**	**E**	**13,187**	**1.014**	**F**	**0.063**	**Yes[18]**
3. Ontario Avenue *between* Paseo Grande and Border Avenue	Collector	13,000	2D	10,413	0.801	D	11,383	0.876	D	0.075	No
4. Border Avenue *between* Via Pacifica and Ontario Avenue	Collector	13,000	2D	3,362	0.259	A	3,500	0.269	A	0.010	No

Notes:

- VPD = Vehicles Per Day
- V/C = Volume to Capacity Ratio
- LOS = Level of Service, please refer to *Table 3-3* for the LOS definitions
- D = Divided
- U = Undivided
- **Bold "V/C"/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[16] Source: *City of Corona General Plan Technical Background Report Page 3-27, dated March 2004* and *City of Corona Public Works Department Traffic Impact Study Guidelines Exhibit C, dated July 2006.*

[17] LOS E capacity derived by interpolating between Collector and Secondary [(13,000+25,900)/2=19,450], as neither the *City of Corona General Plan Technical Background Report Page 3-27, dated March 2004* or *City of Corona Public Works Department Traffic Impact Study Guidelines Exhibit C, dated July 2006* have the LOS E capacity for a Divided Collector.

[18] It should be noted that although the impacted roadway segment of Paseo Grande between Ontario Avenue and Green River Road has been identified to be improved to a 4-Lane Secondary Roadway with an LOS E Capacity of 25,900 VPD to achieve an acceptable level of service under the Existing With Project traffic conditions, this improvement is not needed under the cumulative Year 2020 and Year 2035 traffic conditions. The future traffic volumes at this roadway segment will be significantly reduced as a result of the construction of the Foothill Parkway Extension, which will become the primary route for vehicles travelling east-west through the southern portion of the City as opposed to the current route via Ontario Avenue. Consequently, existing traffic volumes have been re-routed from Paseo Grande and Ontario Avenue to the future Foothill Parkway, accordingly.

TABLE 7-2 (CONTINUED)

EXISTING CONDITIONS DAILY ROADWAY SEGMENT ANALYSIS SUMMARY

Key Roadway Segment	Type of Arterial	(1) LOS E Capacity[19] (VPD)	(2) Lanes	(3) Existing Traffic Conditions			(4) Existing With Project Traffic Conditions			(5) Significant Impact	
				Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	V/C Inc.	Yes/ No
5. Ontario Avenue *between* Border Avenue and Via Pacifica	Major Arterial	18,000	2D	11,873	0.660	B	11,873	0.660	B	0.000	No
6. Ontario Avenue *between* Via Pacifica and Lincoln Avenue	Major Arterial	34,100	4D	25,677	0.753	C	25,677	0.753	C	0.000	No
7. Lincoln Avenue *between* Citron Street and Ontario Avenue	Secondary Arterial	25,900	4D	20,521	0.792	C	21,213	0.819	D	0.027	No
8. Border Avenue *between* Ontario Avenue and Foothill Parkway	Collector	13,000	2D	3,097	0.238	A	4,205	0.323	A	0.085	No

Notes:

- VPD = Vehicles Per Day
- V/C = Volume to Capacity Ratio
- LOS = Level of Service, please refer to *Table 3-3* for the LOS definitions
- D = Divided
- U = Undivided
- **Bold "V/C"/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[19] Source: *City of Corona General Plan Technical Background Report Page 3-27, dated March 2004* and *City of Corona Public Works Department Traffic Impact Study Guidelines Exhibit C, dated July 2006.*

TABLE 7-2 (CONTINUED)

EXISTING CONDITIONS DAILY ROADWAY SEGMENT ANALYSIS SUMMARY

Key Roadway Segment	Type of Arterial	(1) LOS E Capacity[20] (VPD)	(2) Lanes	(3) Existing Traffic Conditions			(4) Existing With Project Traffic Conditions			(5) Significant Impact	
				Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	V/C Inc.	Yes/ No
9. Lincoln Avenue *between* Ontario Avenue and Foothill Parkway	Major Arterial	34,100	4D	16,785	0.492	A	17,616	0.517	A	0.025	No
10. Foothill Parkway *between* Elysia Street and Lincoln Avenue	Secondary Arterial	25,900	4D	4,941	0.191	A	6,603	0.255	A	0.064	No
11. Foothill Parkway *between* Lincoln Avenue and Highgrove Street	Secondary Arterial	25,900	4D	6,352	0.245	A	7,182	0.277	A	0.032	No

Notes:

- VPD = Vehicles Per Day
- V/C = Volume to Capacity Ratio
- LOS = Level of Service, please refer to *Table 3-3* for the LOS definitions
- D = Divided
- U = Undivided
- **Bold "V/C"/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[20] Source: *City of Corona General Plan Technical Background Report Page 3-27, dated March 2004* and *City of Corona Public Works Department Traffic Impact Study Guidelines Exhibit C, dated July 2006.*

8.0 YEAR 2020 CONDITIONS TRAFFIC IMPACT ANALYSIS

The relative impacts of the added Project traffic volumes generated by proposed Project during the AM peak hour, PM peak hour and Daily conditions was evaluated based on analysis of future Year 2020 operating conditions at the fourteen (14) key study intersections and eleven (11) key roadway segments, with and without the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future Delay/V/C relationships and service level characteristics at each study intersection and roadway segment. The significance of the potential impacts of the Project at each key intersection and roadway segment was then evaluated using the traffic impact criteria mentioned in this report.

8.1 Year 2020 Conditions Intersection Capacity Analysis

Table 8-1 summarizes the AM and PM peak hour Level of Service results at the key study intersections for the Year 2020 traffic conditions. The first column (1) of Delay/LOS values in *Table 8-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 7-1*). The second column (2) presents forecast Year 2020 Without Project traffic conditions and the third column (3) identifies forecast Year 2020 With Project traffic conditions. The fourth column (4) indicates whether the traffic associated with the Project will have a significant impact based on the significant impact criteria mentioned in this report. The fifth column (5) presents the resultant level of service with the inclusion of recommended traffic improvements, where needed, to achieve an acceptable level of service.

It should be noted that the planned improvements at Paseo Grande at Green River Road/Foothill Parkway [Extension], Trudy Way at Foothill Parkway, Chase Drive at Foothill Parkway and Border Avenue at Foothill Parkway have been included in the background traffic conditions for Year 2020 and are discussed in more detail in ***Section 10.0*** of this report.

Additionally, as a result of the Foothill Parkway Extension project, it was assumed that a significant portion of vehicles currently travelling along Paseo Grande to/from Ontario Avenue would travel along Foothill Parkway in the future. Thusly, the appropriate traffic volumes have been re-routed from Paseo Grande and Ontario Avenue to future Foothill Parkway, accordingly, and are reflected in the Year 2020 traffic analysis.

8.1.1 *Year 2020 Without Project Traffic Conditions*

Review of column (2) of *Table 8-1* indicates that for the Year 2020 Without Project traffic conditions, one (1) of the thirteen (13) key study intersections is forecast to operate at an unacceptable level of service during the PM peak hour when compared to the LOS standards defined in this report. The remaining twelve (12) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersection operating at an adverse level of service is:

Key Intersection	AM Peak Hour Delay (s/v)	AM Peak Hour LOS	PM Peak Hour Delay (s/v)	PM Peak Hour LOS
4. Border Avenue at Ontario Avenue	--	--	36.0	E

8.1.2 *Year 2020 With Project Traffic Conditions*

Review of column (3) of *Table 8-1* indicates that for the Year 2020 With Project traffic conditions one (1) of the fourteen (14) key study intersections is forecast to operate at an unacceptable level of service during the PM peak hour when compared to the LOS standards defined in this report. The remaining thirteen (13) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersection operating at an adverse level of service is:

Key Intersection	AM Peak Hour Delay (s/v)	AM Peak Hour LOS	PM Peak Hour Delay (s/v)	PM Peak Hour LOS
4. Border Avenue at Ontario Avenue	--	--	37.5	E

Review of column (4) of *Table 8-1* indicates that one (1) of the fourteen (14) key study intersections will have a significant impact under the Year 2020 With Project traffic conditions when compared to the LOS criteria defined in this report. However, as shown in column (5) of *Table 8-1*, the implementation of recommended mitigation measures at the impacted intersection mitigates the impact of the proposed Project, as well as future traffic. After implementation of the recommended mitigation measures, the impacted intersection is forecast to operate at an acceptable LOS based on the LOS standards outlined in this report.

To supplement the level of service results as presented in *Table 8-1*, ***Figure 8-1*** graphically presents the comparison between Year 2020 Without Project and Year 2020 With Project traffic conditions level of service results for the AM and PM peak hours. Additionally, ***Figure 8-2*** graphically presents the comparison between Year 2020 With Project and Year 2020 With Project With Mitigation traffic conditions level of service results for the AM and PM peak hours.

Appendix F contains the Delay/LOS calculation worksheets for the Year 2020 Traffic Conditions.

TABLE 8-1

YEAR 2020 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[21]

	Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2020 Without Project Traffic Conditions		(3) Year 2020 With Project Traffic Conditions		(4) Significant Impact	(5) Year 2020 With Project With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
1.	Serfas Club Drive at	D	AM	33.8	C	27.2	C	27.5	C	No	--	--
	Green River Road		PM	34.4	C	30.3	C	30.5	C	No	--	--
2.	Paseo Grande at	D	AM	N/A	N/A	26.8	C	26.4	C	No	--	--
	Green River Road/Foothill Pkwy[22]		PM	N/A	N/A	27.2	C	27.1	C	No	--	--
3.	Paseo Grande at	D	AM	34.2	D	10.4	B	10.4	B	No	--	--
	Ontario Avenue[23]		PM	**40.0**	**E**	10.2	B	10.3	B	No	--	--
4.	Border Avenue at	D	AM	25.5	D	18.0	C	18.2	C	No	15.3	B
	Ontario Avenue		PM	**69.9**	**F**	**36.0**	**E**	**37.5**	**E**	**Yes**	10.3	B
5.	Lincoln Avenue at	D	AM	43.5	D	39.3	D	39.3	D	No	--	--
	Ontario Avenue		PM	39.5	D	38.1	D	38.1	D	No	--	--
6.	Border Avenue at	D	AM	7.3	A	7.8	A	7.8	A	No	--	--
	Mesquite Lane		PM	7.5	A	7.5	A	7.5	A	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[21] *Appendices E* and *F* contain the Delay/LOS calculation worksheets for all study intersections.

[22] Under Existing traffic conditions, this intersection does not have any delay since it is currently uncontrolled with only west and north legs. However, it is planned to be signalized in conjunction with the Foothill Parkway Extension project. It is proposed to be a 4-legged intersection and is going to be designed as a 6-phase traffic signal. These improvements have been assumed in the background traffic conditions for Year 2020 traffic conditions.

[23] Although the impacted intersection of Paseo Grande at Ontario Avenue has been identified to be signalized to achieve an acceptable level of service under the Existing With Project traffic conditions, a traffic signal is not needed under the cumulative Year 2020 and Year 2035 traffic conditions. The future traffic volumes at this intersection will be significantly reduced as a result of the construction of the Foothill Parkway Extension, which will become the primary route for vehicles travelling east-west through the southern portion of the City as opposed to the current route via Ontario Avenue. Consequently, existing traffic volumes have been re-routed from Paseo Grande and Ontario Avenue to the future Foothill Parkway, accordingly.

TABLE 8-1 (CONTINUED)

YEAR 2020 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[24]

Key Intersection		Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2020 Without Project Traffic Conditions		(3) Year 2020 With Project Traffic Conditions		(4) Significant Impact	(5) Year 2020 With Project With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
7.	Border Avenue at Emerson Drive	D	AM	7.1	A	7.3	A	7.3	A	No	--	--
			PM	7.3	A	7.5	A	7.5	A	No	--	--
8.	Border Avenue at Peacock Lane	D	AM	6.9	A	7.1	A	7.2	A	No	--	--
			PM	7.0	A	7.3	A	7.3	A	No	--	--
9.	Lincoln Avenue at Foothill Parkway	D	AM	26.3	C	26.7	C	27.7	C	No	--	--
			PM	27.7	C	28.5	C	28.6	C	No	--	--
10.	Elysia Street at Foothill Parkway	D	AM	9.2	A	10.8	B	11.6	B	No	--	--
			PM	8.9	A	10.5	B	11.7	B	No	--	--
11.	Trudy Way at Foothill Parkway	D	AM	8.5	A	10.4	B	11.1	B	No	--	--
			PM	8.6	A	11.8	B	13.6	B	No	--	--
12.	Chase Drive at Foothill Parkway[25]	D	AM	--	--	15.9	B	16.3	B	No	--	--
			PM	--	--	17.5	B	17.7	B	No	--	--

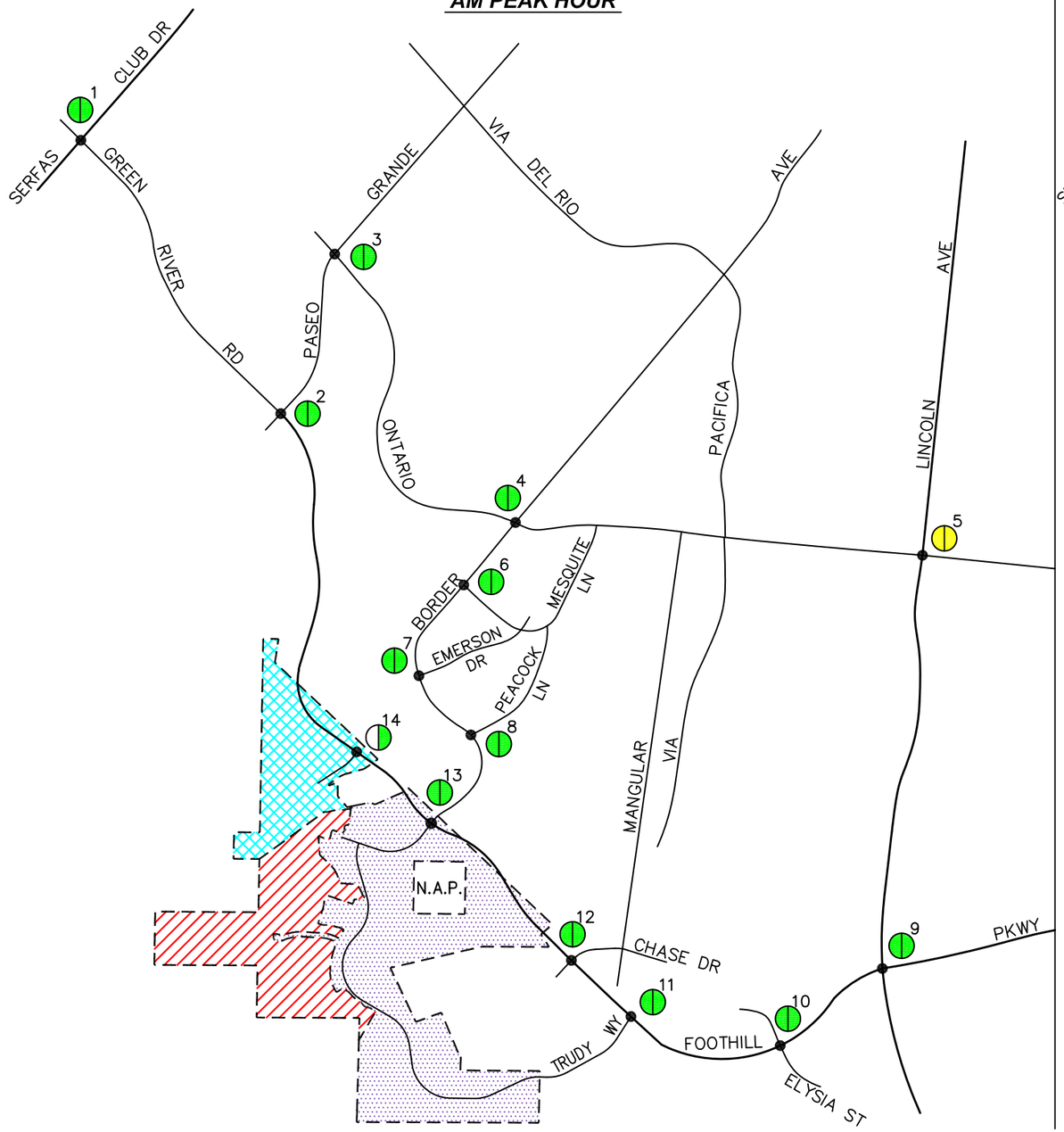
Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

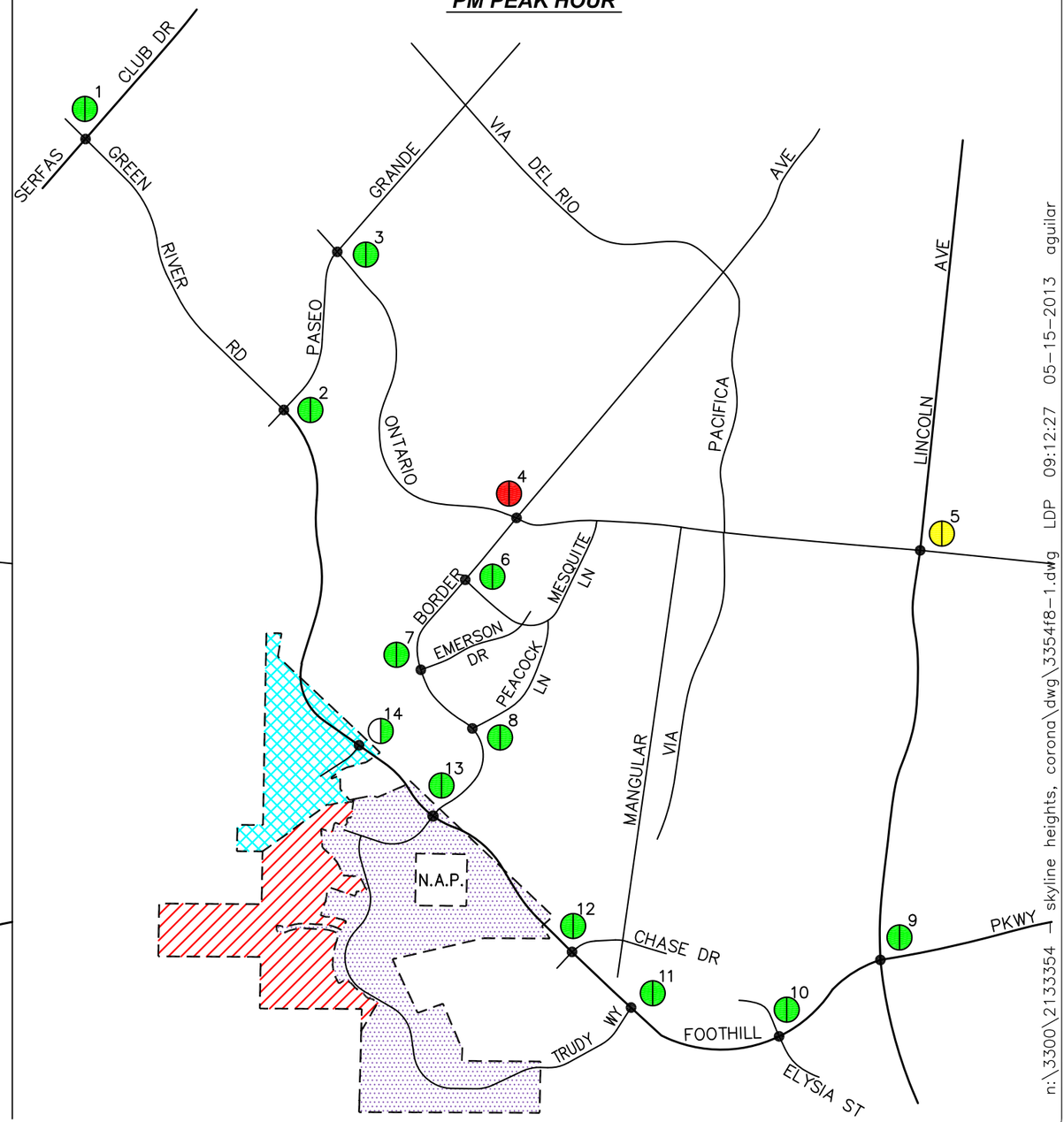
[24] *Appendices E* and *F* contain the Delay/LOS calculation worksheets for all study intersections.

[25] Intersection currently does not exist. However, it is planned to be a signalized intersection in conjunction with the Foothill Parkway Extension project. It is proposed to be a 4-legged intersection and is going to be designed as a 6-phase traffic signal. This planned improvement has been assumed in the Year 2020 background traffic conditions.

AM PEAK HOUR



PM PEAK HOUR



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

YEAR 2020 WITHOUT PROJECT LOS RESULTS

YEAR 2020 WITH PROJECT LOS RESULTS

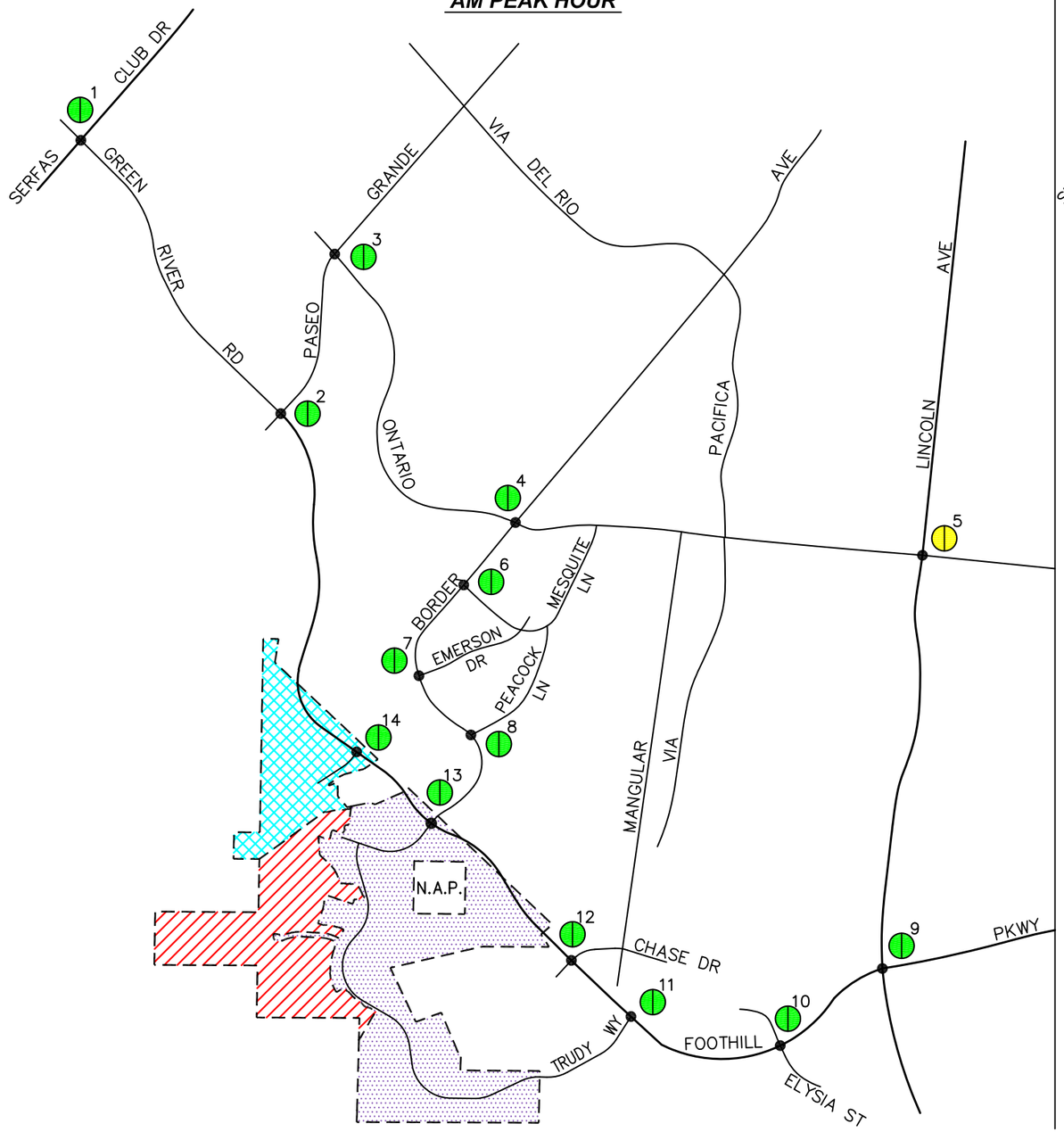
KEY

- = LOS E/F (UNACCEPTABLE)
- = LOS D
- = LOS A/B/C
- # = STUDY INTERSECTION
- = PHASE I
- = PHASE II
- = PHASE III

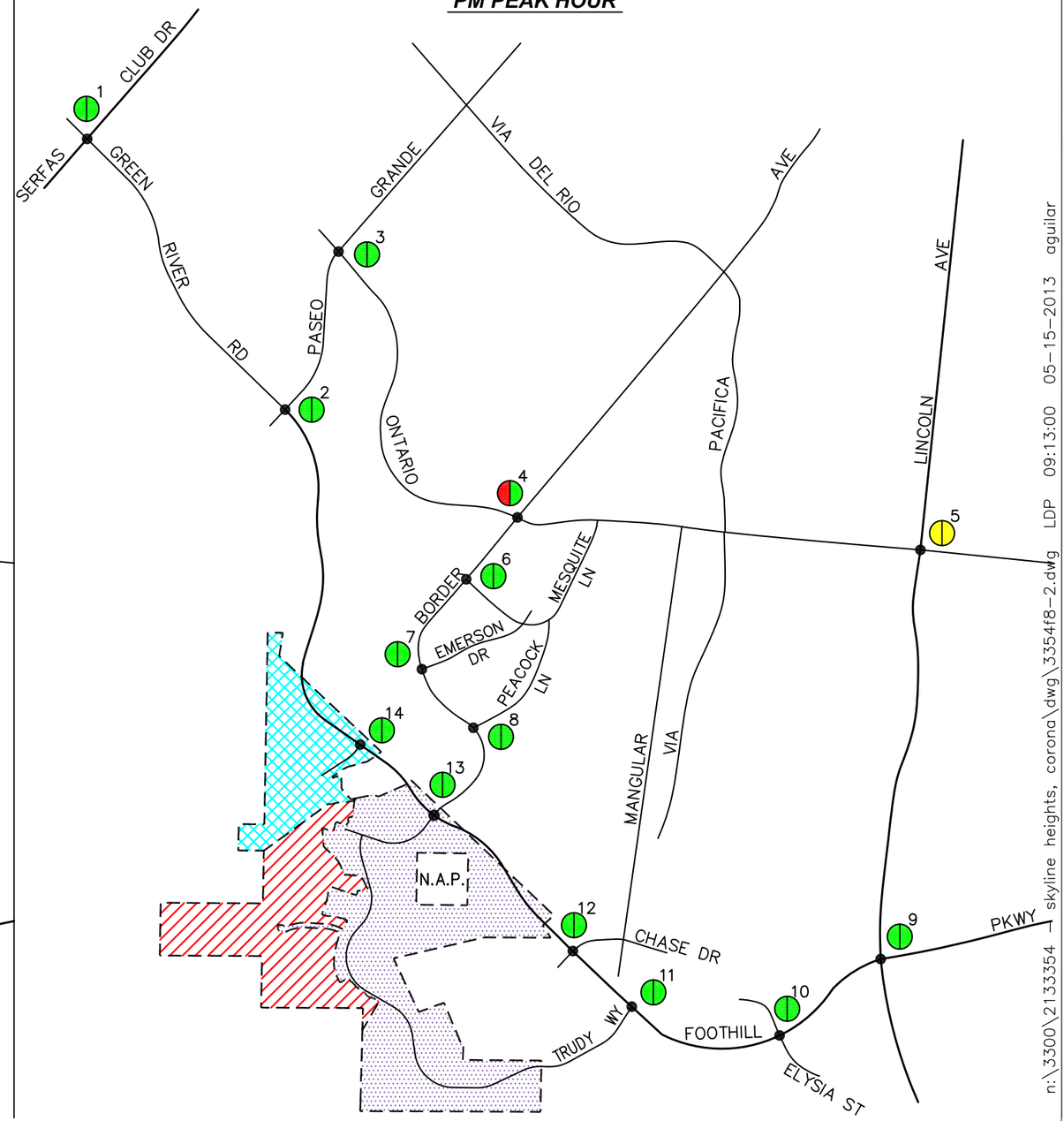
FIGURE 8-1

YEAR 2020 WITHOUT PROJECT VS.
YEAR 2020 WITH PROJECT AM AND PM PEAK HOUR
LEVEL OF SERVICE RESULTS COMPARISON
SKYLINE HEIGHTS, CORONA

AM PEAK HOUR



PM PEAK HOUR



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

YEAR 2020 WITH PROJECT LOS RESULTS

YEAR 2020 WITH PROJECT WITH MITIGATION LOS RESULTS

KEY

- = LOS E/F (UNACCEPTABLE)
- = LOS D
- = LOS A/B/C
- # = STUDY INTERSECTION
- = PHASE I
- = PHASE II
- = PHASE III

FIGURE 8-2

YEAR 2020 WITH PROJECT VS. YEAR 2020 WITH PROJECT WITH MITIGATION AM AND PM PEAK HOUR LEVEL OF SERVICE RESULTS COMPARISON

SKYLINE HEIGHTS, CORONA

TABLE 8-1 (CONTINUED)

YEAR 2020 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[26]

Key Intersection		Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2020 Without Project Traffic Conditions		(3) Year 2020 With Project Traffic Conditions		(4) Significant Impact	(5) Year 2020 With Project With Mitigation	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
13.	Border Avenue/"B" Street at Foothill Parkway[27]	D	AM	--	--	8.8	A	23.6	C	No	--	--
			PM	--	--	9.4	A	22.6	C	No	--	--
14.	"P" Street at Foothill Parkway[28]	D	AM	--	--	--	--	9.7	A	No	--	--
			PM	--	--	--	--	10.4	B	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[26] *Appendices E* and *F* contain the Delay/LOS calculation worksheets for all study intersections.

[27] Intersection currently does not exist. However, it is planned to be a signalized intersection in conjunction with the Foothill Parkway Extension project. It is proposed to be a 3-legged intersection and is going to be designed as a 3-phase traffic signal. This planned improvement has been assumed in the Year 2020 background traffic conditions. Further, in conjunction with the Project development, this intersection is proposed to add the south leg and planned to be a 6∅ Traffic Signal under the Year 2020 With Project traffic conditions

[28] Intersection currently does not exist. In conjunction with the Project development, this intersection is planned to be One-Way Stop-Controlled under the "With" Project traffic conditions

8.2 Year 2020 Conditions Roadway Segment Analysis

Table 8-2 summarizes the daily level of service results at the eleven (11) key study roadway segments during a "typical" weekday for the Year 2020 traffic conditions. The first column (1) of LOS E Capacity values in *Table 8-2* presents the daily roadway segment capacities from the *City of Corona General Plan Technical Background Report Page 3-27, dated March 2004* and *City of Corona Public Works Department Traffic Impact Study Guidelines Exhibit C, dated July 2006*. The second column (2) lists the number of travel lanes and the third column (3) indicates the Existing daily traffic volumes, Volume to Capacity (V/C) ratio and Level of Service (LOS) (which were also presented in *Table 7-2*). The fourth column (4) forecasts Year 2020 Without Project traffic conditions. The fifth column (5) in *Table 8-2* forecasts the Year 2020 With Project traffic conditions. The sixth column (6) of *Table 8-2* presents the increase in the V/C ratio and indicates whether the traffic associated with the Project will have a significant impact based on the LOS standards and the significance impact criteria defined in this report.

8.2.1 *Year 2020 Without Project Traffic Conditions*

Review of column (4) of *Table 8-2* indicates that based on the LOS standards defined in this report, all eleven (11) key study roadway segments are forecast to operate at acceptable levels of service for the Year 2020 Without Project traffic conditions.

8.2.2 *Year 2020 With Project Traffic Conditions*

Review of column (5) of *Table 8-2* indicates that based on the LOS standards defined in this report, all eleven (11) key study roadway segments are forecast to operate at acceptable levels of service for the Year 2020 With Project traffic conditions. Similarly, as shown in column (6) of *Table 8-2*, none of the eleven (11) key study roadway segments will be significantly impacted based on the LOS criteria defined in this report for the Year 2020 With Project traffic conditions.

TABLE 8-2

YEAR 2020 CONDITIONS DAILY ROADWAY SEGMENT ANALYSIS SUMMARY

Key Roadway Segment	Type of Arterial	(1) LOS E Capacity[29] (VPD)	(2) Lanes	(3) Existing Traffic Conditions			(4) Year 2020 Without Project Traffic Conditions			(5) Year 2020 With Project Traffic Conditions			(6) Significant Impact	
				Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	V/C Inc.	Yes/ No
1. Green River Road *between* Serfas Club Drive and Paseo Grande	Major Arterial	34,100[30]	4D	12,398	0.637[31]	B	16,303	0.478	A	17,273	0.507	A	0.029	No
2. Paseo Grande *between* Ontario Avenue and Green River Road	Collector	13,000	2D	**12,357**	**0.951**	**E**[32]	7,893	0.607	B	8,031	0.618	B	0.011	No
3. Ontario Avenue *between* Paseo Grande and Border Avenue	Collector	13,000	2D	10,413	0.801	D	1,959	0.151	A	1,959	0.151	A	0.000	No
4. Border Avenue *between* Via Pacifica and Ontario Avenue	Collector	13,000	2D	3,362	0.259	A	3,539	0.272	A	3,677	0.283	A	0.011	No

Notes:

- VPD = Vehicles Per Day, V/C = Volume to Capacity Ratio, D = Divided, U = Undivided
- LOS = Level of Service, please refer to *Table 3-3* for the LOS definitions
- **Bold "V/C"/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[29] Source: *City of Corona General Plan Technical Background Report Page 3-27, dated March 2004* and *City of Corona Public Works Department Traffic Impact Study Guidelines Exhibit C, dated July 2006.*

[30] Consistent with the City of Corona General Plan Circulation Element, Green River Road will be improved from a Two-Lane Divided Collector to a Four-Lane Divided Arterial along this roadway segment prior to the Project completion Year 2020. Hence, a LOS E Capacity of 34,100 vehicles per day has been utilized for the Year 2020 traffic conditions.

[31] Existing Traffic Conditions V/C Ratio based on Divided Collector LOS E capacity of 19,450 VPD. The Divided Collector LOS E capacity has been derived by interpolating between Collector and Secondary [(13,000+25,900)/2=19,450], as neither the *City of Corona General Plan Technical Background Report Page 3-27, dated March 2004* or *City of Corona Public Works Department Impact Study Guidelines Exhibit C, dated July 2006* have the LOS E capacity for a Divided Collector.

[32] It should be noted that although the impacted roadway segment of Paseo Grande between Ontario Avenue and Green River Road has been identified to be improved to a 4-Lane Secondary Roadway with an LOS E Capacity of 25,900 VPD to achieve an acceptable level of service under the Existing With Project traffic conditions, this improvement is not needed under the cumulative Year 2020 traffic conditions. The future traffic volumes at this roadway segment will be significantly reduced as a result of the construction of the Foothill Parkway Extension, which will become the primary route for vehicles travelling east-west through the southern portion of the City as opposed to the current route via Ontario Avenue. Consequently, existing traffic volumes have been re-routed from Paseo Grande and Ontario Avenue to the future Foothill Parkway, accordingly.

TABLE 8-2 (CONTINUED)

YEAR 2020 CONDITIONS DAILY ROADWAY SEGMENT ANALYSIS SUMMARY

Key Roadway Segment	Type of Arterial	(1) LOS E Capacity[33] (VPD)	(2) Lanes	(3) Existing Traffic Conditions			(4) Year 2020 Without Project Traffic Conditions			(5) Year 2020 With Project Traffic Conditions			(6) Significant Impact	
				Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	V/C Inc.	Yes/ No
5. Ontario Avenue *between* Border Avenue and Via Pacifica	Major Arterial	18,000	2D	11,873	0.660	B	5,400	0.300	A	5,400	0.300	A	0.000	No
6. Ontario Avenue *between* Via Pacifica and Lincoln Avenue	Major Arterial	34,100	4D	25,677	0.753	C	17,157	0.503	A	17,157	0.503	A	0.000	No
7. Lincoln Avenue *between* Citron Street and Ontario Avenue	Secondary Arterial	25,900	4D	20,521	0.792	C	18,997	0.733	C	19,551	0.755	C	0.022	No
8. Border Avenue *between* Ontario Avenue and Foothill Parkway	Collector	13,000	2D	3,097	0.238	A	3,205	0.247	A	3,343	0.257	A	0.010	No

Notes:

- VPD = Vehicles Per Day
- V/C = Volume to Capacity Ratio
- LOS = Level of Service, please refer to *Table 3-3* for the LOS definitions
- D = Divided
- U = Undivided
- **Bold "V/C"/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[33] Source: *City of Corona General Plan Technical Background Report Page 3-27, dated March 2004* and *City of Corona Public Works Department Traffic Impact Study Guidelines Exhibit C, dated July 2006*.

TABLE 8-2 (CONTINUED)

YEAR 2020 CONDITIONS DAILY ROADWAY SEGMENT ANALYSIS SUMMARY

Key Roadway Segment	Type of Arterial	(1) LOS E Capacity[34] (VPD)	(2) Lanes	(3) Existing Traffic Conditions			(4) Year 2020 Without Project Traffic Conditions			(5) Year 2020 With Project Traffic Conditions			(6) Significant Impact	
				Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	V/C Inc.	Yes/ No
9. Lincoln Avenue *between* Ontario Avenue and Foothill Parkway	Major Arterial	34,100	4D	16,785	0.492	A	6,721	0.197	A	7,413	0.217	A	0.020	No
10. Foothill Parkway *between* Elysia Street and Lincoln Avenue	Secondary Arterial	25,900	4D	4,941	0.191	A	9,336	0.360	A	10,860	0.419	A	0.059	No
11. Foothill Parkway *between* Lincoln Avenue and Highgrove Street	Secondary Arterial	25,900	4D	6,352	0.245	A	8,990	0.347	A	9,820	0.379	A	0.032	No

Notes:

- VPD = Vehicles Per Day
- V/C = Volume to Capacity Ratio
- LOS = Level of Service, please refer to *Table 3-3* for the LOS definitions
- D = Divided
- U = Undivided
- **Bold "V/C"/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[34] Source: *City of Corona General Plan Technical Background Report Page 3-27, dated March 2004* and *City of Corona Public Works Department Traffic Impact Study Guidelines Exhibit C, dated July 2006*.

9.0 YEAR 2035 CONDITIONS TRAFFIC IMPACT ANALYSIS

The relative impacts of the added Project traffic volumes generated by proposed Project during the AM peak hour, PM peak hour and Daily conditions was evaluated based on analysis of future buildout Year 2035 operating conditions at the fourteen (14) key study intersections and eleven (11) key roadway segments, with and without the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future Delay/V/C relationships and service level characteristics at each study intersection and roadway segment. The significance of the potential impacts of the Project at each key intersection and roadway segment was then evaluated using the traffic impact criteria mentioned in this report.

9.1 Year 2035 Conditions Intersection Capacity Analysis

Table 9-1 summarizes the AM and PM peak hour Level of Service results at the key study intersections for the Year 2035 traffic conditions. The first column (1) of Delay/LOS values in *Table 9-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Tables 7-1* and *8-1*). The second column (2) presents forecast Year 2035 Without Project traffic conditions and the third column (3) identifies forecast Year 2035 With Project traffic conditions. The fourth column (4) indicates whether the traffic associated with the Project will have a significant impact based on the significant impact criteria mentioned in this report. The fifth column (5) presents the resultant level of service with the inclusion of recommended traffic improvements, where needed, to achieve an acceptable level of service.

It should be noted that the planned improvements at Paseo Grande at Green River Road/Foothill Parkway [Extension], Trudy Way at Foothill Parkway, Chase Drive at Foothill Parkway and Border Avenue at Foothill Parkway have been included in the background traffic conditions for Year 2035 and are discussed in more detail in ***Section 10.0*** of this report.

Additionally, as a result of the Foothill Parkway Extension project, it was assumed that a significant portion of vehicles currently travelling along Paseo Grande to/from Ontario Avenue would travel along Foothill Parkway in the future. Thusly, the appropriate traffic volumes have been re-routed from Paseo Grande and Ontario Avenue to future Foothill Parkway, accordingly, and are reflected in the Year 2035 traffic analysis.

9.1.1 *Year 2035 Without Project Traffic Conditions*

Review of column (2) of *Table 9-1* indicates that for the Year 2035 Without Project traffic conditions, three (3) of the thirteen (13) key study intersections are forecast to operate at an unacceptable level of service during the AM and/or PM peak hour when compared to the LOS standards defined in this report. The remaining ten (10) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service are:

	AM Peak Hour		PM Peak Hour	
Key Intersection	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
4. Border Avenue at Ontario Avenue	--	--	86.9	F
10. Elysia Street at Foothill Parkway	131.6	F	105.8	F
11. Trudy Way at Foothill Parkway	257.0	F	OVRFL[35]	F

9.1.2 *Year 2035 With Project Traffic Conditions*

Review of column (3) of *Table 9-1* indicates that for the Year 2035 With Project traffic conditions three (3) of the fourteen (14) key study intersections are forecast to operate at unacceptable level of services during the AM and/or PM peak hour when compared to the LOS standards defined in this report. The remaining eleven (11) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The intersections operating at adverse levels of service are:

	AM Peak Hour		PM Peak Hour	
Key Intersection	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
4. Border Avenue at Ontario Avenue	35.2	E	89.4	F
10. Elysia Street at Foothill Parkway	149.5	F	137.7	F
11. Trudy Way at Foothill Parkway	427.4	F	OVRFL[35]	F

Review of column (4) of *Table 9-1* indicates that three (3) of the fourteen (14) key study intersections will have a significant impact under the Year 2035 With Project traffic conditions when compared to the LOS criteria defined in this report. However, as shown in column (5) of *Table 9-1*, the implementation of recommended mitigation measures at the impacted intersections, mitigates the impacts of the proposed Project, as well as future buildout traffic. After implementation of the recommended mitigation measures, all the impacted intersections are forecast to operate at an acceptable LOS based on the LOS standards outlined in this report.

To supplement the level of service results as presented in *Table 9-1*, ***Figure 9-1*** graphically presents the comparison between Year 2035 Without Project and Year 2035 With Project traffic conditions level of service results for the AM and PM peak hours. Additionally, ***Figure 9-2*** graphically presents the comparison between Year 2035 With Project and Year 2035 With Project With Mitigation traffic conditions level of service results for the AM and PM peak hours.

Appendix G contains the Delay/LOS calculation worksheets for the Year 2035 Traffic Conditions.

[35] **OVRFL** = Exceeds analysis model capabilities (Overflow conditions).

TABLE 9-1

YEAR 2035 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[36]

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2035 Without Project Traffic Conditions		(3) Year 2035 With Project Traffic Conditions		(4) Significant Impact	(5) Year 2035 With Project With Mitigation	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
1. Serfas Club Drive at Green River Road	D	AM	33.8	C	32.0	C	33.5	C	No	--	--
		PM	34.4	C	39.4	D	40.6	D	No	--	--
2. Paseo Grande at Green River Road/Foothill Pkwy[37]	D	AM	N/A	N/A	28.2	C	28.8	C	No	--	--
		PM	N/A	N/A	29.1	C	29.9	C	No	--	--
3. Paseo Grande at Ontario Avenue[38]	D	AM	34.2	D	11.6	B	11.7	B	No	--	--
		PM	**40.0**	**E**	11.4	B	11.5	B	No	--	--
4. Border Avenue at Ontario Avenue	D	AM	25.5	D	34.1	D	**35.2**	**E**	**Yes**	16.0	B
		PM	**69.9**	**F**	**86.9**	**F**	**89.4**	**F**	**Yes**	11.8	B
5. Lincoln Avenue at Ontario Avenue	D	AM	43.5	D	46.9	D	47.2	D	No	--	--
		PM	39.5	D	52.0	D	52.3	D	No	--	--
6. Border Avenue at Mesquite Lane	D	AM	7.3	A	10.0	B	10.1	B	No	--	--
		PM	7.5	A	7.6	A	7.7	A	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[36] *Appendices E* and *G* contain the Delay/LOS calculation worksheets for all study intersections.

[37] Under Existing traffic conditions, this intersection does not have any delay since it is currently uncontrolled with only west and north legs. However, it is planned to be signalized in conjunction with the Foothill Parkway Extension project. It is proposed to be a 4-legged intersection and is going to be designed as a 6-phase traffic signal. These improvements have been assumed in the background traffic conditions for Year 2035 traffic conditions.

[38] Although the impacted intersection of Paseo Grande at Ontario Avenue has been identified to be signalized to achieve an acceptable level of service under the Existing With Project traffic conditions, a traffic signal is not needed under the cumulative Year 2020 and Year 2035 traffic conditions. The future traffic volumes at this intersection will be significantly reduced as a result of the construction of the Foothill Parkway Extension, which will become the primary route for vehicles travelling east-west through the southern portion of the City as opposed to the current route via Ontario Avenue. Consequently, existing traffic volumes have been re-routed from Paseo Grande and Ontario Avenue to the future Foothill Parkway, accordingly.

TABLE 9-1 (CONTINUED)

YEAR 2035 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[39]

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2035 Without Project Traffic Conditions		(3) Year 2035 With Project Traffic Conditions		(4) Significant Impact	(5) Year 2035 With Project With Mitigation	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
7. Border Avenue at Emerson Drive	D	AM	7.1	A	7.6	A	7.7	A	No	--	--
		PM	7.3	A	8.0	A	8.1	A	No	--	--
8. Border Avenue at Peacock Lane	D	AM	6.9	A	7.5	A	7.6	A	No	--	--
		PM	7.0	A	7.8	A	7.9	A	No	--	--
9. Lincoln Avenue at Foothill Parkway	D	AM	26.3	C	48.7	D	53.7	D	No	--	--
		PM	27.7	C	42.1	D	44.0	D	No	--	--
10. Elysia Street at Foothill Parkway	D	AM	9.2	A	**131.6**	**F**	**149.5**	**F**	**Yes**	17.5	B
		PM	8.9	A	**105.8**	**F**	**137.7**	**F**	**Yes**	16.4	B
11. Trudy Way at Foothill Parkway	D	AM	8.5	A	**257.0**	**F**	**427.4**	**F**	**Yes**	25.5	C
		PM	8.6	A	**OVRFL**	**F**	**OVRFL**	**F**	**Yes**	20.3	C
12. Chase Drive at Foothill Parkway[40]	D	AM	--	--	20.9	C	21.1	C	No	--	--
		PM	--	--	19.5	B	20.0	B	No	--	--

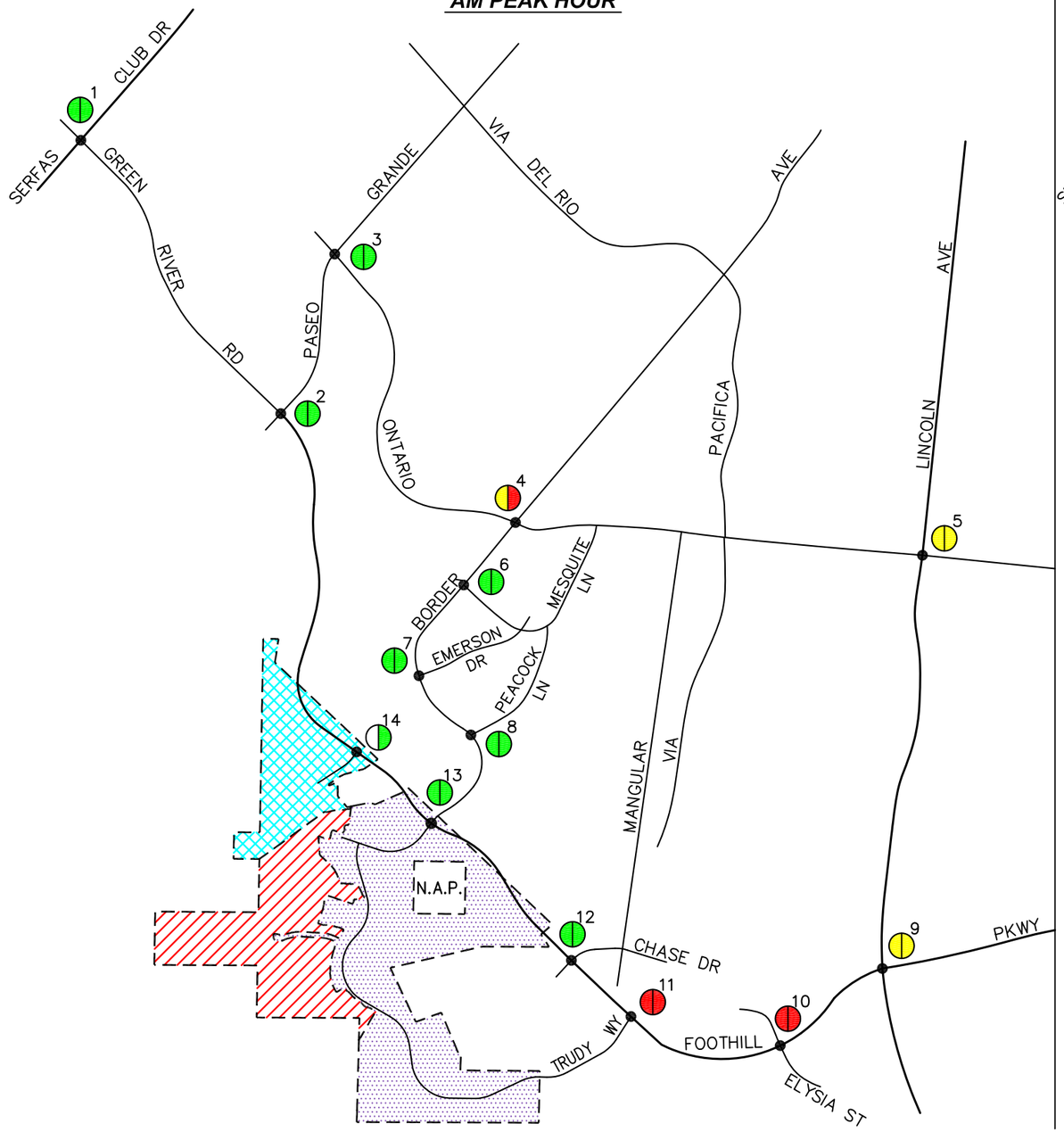
Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report
- **OVRFL** = Exceeds analysis model capabilities (Overflow conditions)

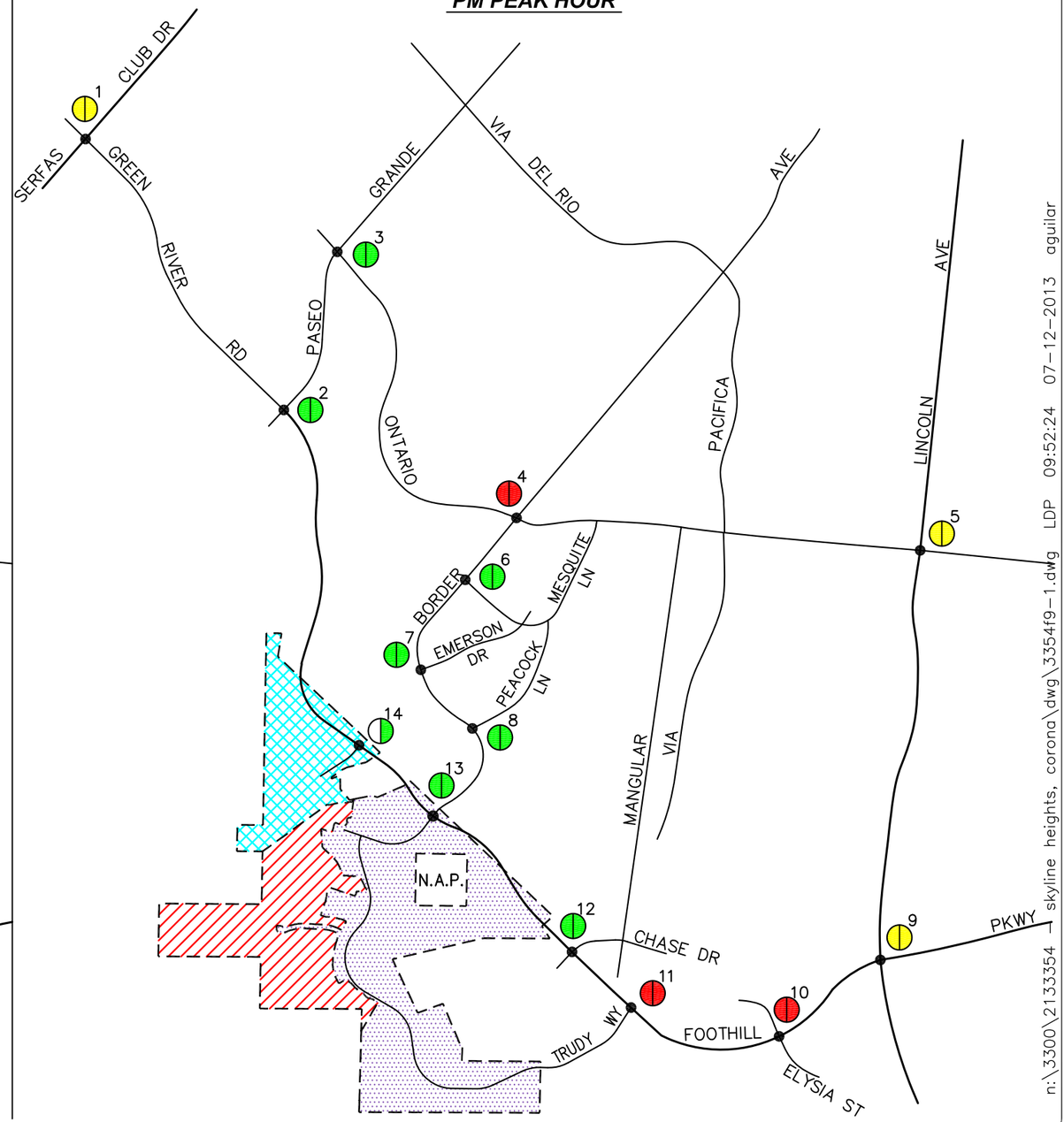
[39] *Appendices E* and *G* contain the Delay/LOS calculation worksheets for all study intersections.

[40] Intersection currently does not exist. However, it is planned to be a signalized intersection in conjunction with the Foothill Parkway Extension project. It is proposed to be a 4-legged intersection and is going to be designed as a 6-phase traffic signal. This planned improvement has been assumed in the Year 2035 background traffic conditions.

AM PEAK HOUR



PM PEAK HOUR



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

YEAR 2035 WITHOUT PROJECT LOS RESULTS

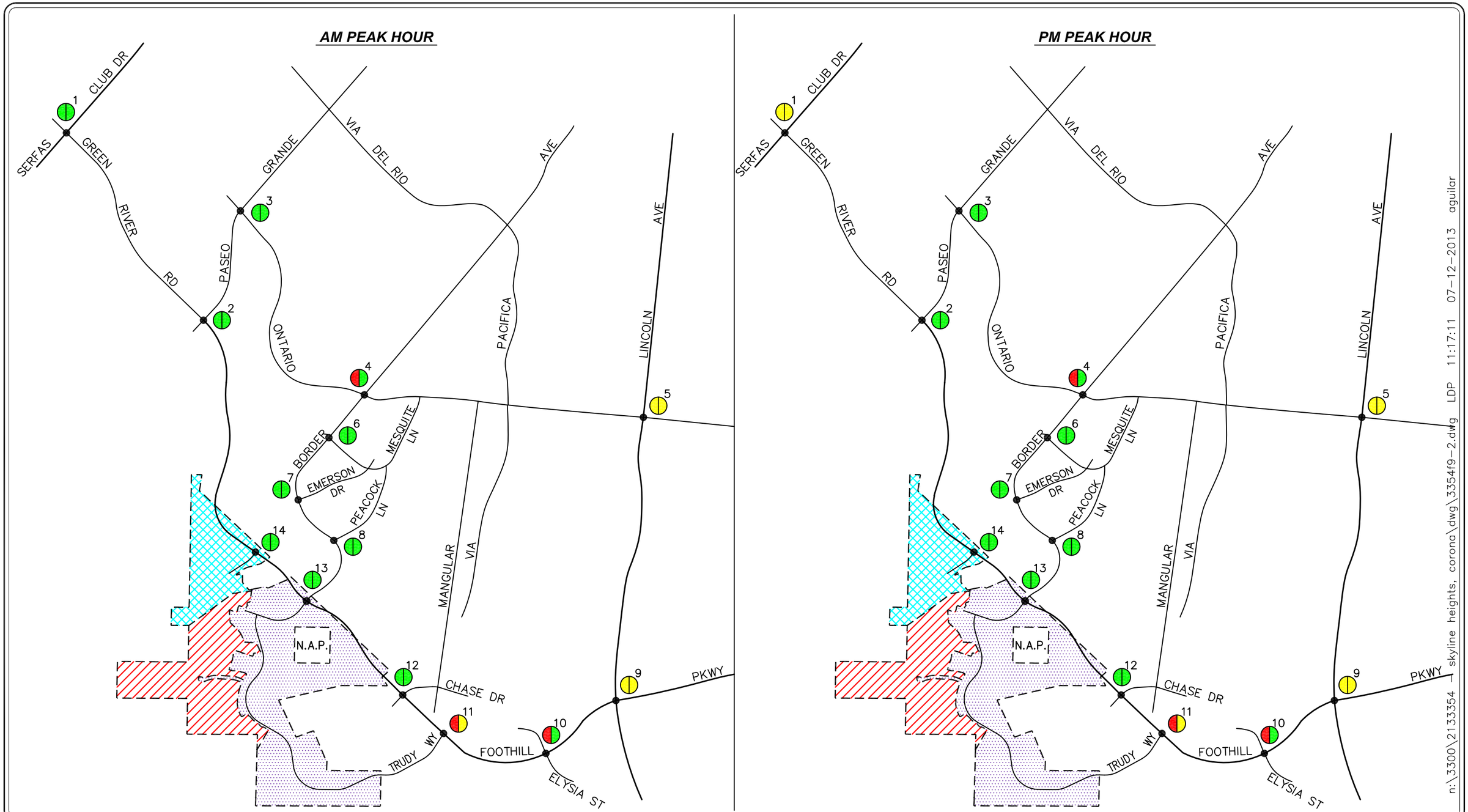
YEAR 2035 WITH PROJECT LOS RESULTS

KEY

- = LOS E/F (UNACCEPTABLE)
- = LOS D
- = LOS A/B/C
- (#) = STUDY INTERSECTION
- = PHASE I
- = PHASE II
- = PHASE III

FIGURE 9-1

YEAR 2035 WITHOUT PROJECT VS.
YEAR 2035 WITH PROJECT AM AND PM PEAK HOUR
LEVEL OF SERVICE RESULTS COMPARISON
SKYLINE HEIGHTS, CORONA



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

YEAR 2035 WITH PROJECT LOS RESULTS

YEAR 2035 WITH PROJECT WITH MITIGATION LOS RESULTS

KEY

= LOS E/F (UNACCEPTABLE)
= LOS D
= LOS A/B/C
= STUDY INTERSECTION
= PHASE I
= PHASE II
= PHASE III

FIGURE 9-2

YEAR 2035 WITH PROJECT VS. YEAR 2035 WITH PROJECT WITH MITIGATION AM AND PM PEAK HOUR LEVEL OF SERVICE RESULTS COMPARISON

SKYLINE HEIGHTS, CORONA

TABLE 9-1 (CONTINUED)

YEAR 2035 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[41]

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2035 Without Project Traffic Conditions		(3) Year 2035 With Project Traffic Conditions		(4) Significant Impact	(5) Year 2035 With Project With Mitigation	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
13. Border Avenue/"B" Street at Foothill Parkway[42]	D	AM	--	--	12.7	B	24.7	C	No	--	--
		PM	--	--	12.3	B	21.7	C	No	--	--
14. "P" Street at Foothill Parkway[43]	D	AM	--	--	--	--	13.8	B	No	--	--
		PM	--	--	--	--	17.9	C	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[41] *Appendices E* and *G* contain the Delay/LOS calculation worksheets for all study intersections.

[42] Intersection currently does not exist. However, it is planned to be a signalized intersection in conjunction with the Foothill Parkway Extension project. It is proposed to be a 3-legged intersection and is going to be designed as a 3-phase traffic signal. This planned improvement has been assumed in the Year 2035 background traffic conditions. Further, in conjunction with the Project development, this intersection is proposed to add the south leg and planned to be a 6∅ Traffic Signal under the Year 2035 With Project traffic conditions

[43] Intersection currently does not exist. In conjunction with the Project development, this intersection is planned to be One-Way Stop-Controlled under the "With" Project traffic conditions

9.2 Year 2035 Conditions Roadway Segment Analysis

Table 9-2 summarizes the daily level of service results at the eleven (11) key study roadway segments during a "typical" weekday for the Year 2035 traffic conditions. The first column (1) of LOS E Capacity values in *Table 9-2* presents the daily roadway segment capacities from the *City of Corona General Plan Technical Background Report Page 3-27, dated March 2004* and *City of Corona Public Works Department Traffic Impact Study Guidelines Exhibit C, dated July 2006*. The second column (2) lists the number of travel lanes and the third column (3) indicates the Existing daily traffic volumes, Volume to Capacity (V/C) ratio and Level of Service (LOS) (which were also presented in *Tables 7-2* and *8-2*). The fourth column (4) forecasts Year 2035 Without Project traffic conditions. The fifth column (5) in *Table 9-2* forecasts the Year 2035 With Project traffic conditions. The sixth column (6) of *Table 9-2* presents the increase in the V/C ratio and indicates whether the traffic associated with the Project will have a significant impact based on the LOS standards and the significance impact criteria defined in this report.

9.2.1 *Year 2035 Without Project Traffic Conditions*

Review of column (4) of *Table 9-2* indicates that based on the LOS standards defined in this report, all eleven (11) key study roadway segments are forecast to operate at acceptable levels of service for the Year 2035 Without Project traffic conditions.

9.2.2 *Year 2035 With Project Traffic Conditions*

Review of column (5) of *Table 9-2* indicates that based on the LOS standards defined in this report, all eleven (11) key study roadway segments are forecast to operate at acceptable levels of service for the Year 2035 With Project traffic conditions. Similarly, as shown in column (6) of *Table 9-2*, none of the eleven (11) key study roadway segments will be significantly impacted based on the LOS criteria defined in this report for the Year 2035 With Project traffic conditions.

TABLE 9-2

YEAR 2035 CONDITIONS DAILY ROADWAY SEGMENT ANALYSIS SUMMARY

Key Roadway Segment	Type of Arterial	(1) LOS E Capacity[44] (VPD)	(2) Lanes	(3) Existing Traffic Conditions			(4) Year 2035 Without Project Traffic Conditions			(5) Year 2035 With Project Traffic Conditions			(6) Significant Impact	
				Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	V/C Inc.	Yes/ No
1. Green River Road *between* Serfas Club Drive and Paseo Grande	Major Arterial	34,100[45]	4D	12,398	0.637[46]	B	26,492	0.777	C	27,462	0.805	D	0.028	No
2. Paseo Grande *between* Ontario Avenue and Green River Road	Collector	13,000	2D	**12,357**	**0.951**	**E**[47]	9,546	0.734	C	9,684	0.745	C	0.011	No
3. Ontario Avenue *between* Paseo Grande and Border Avenue	Collector	13,000	2D	10,413	0.801	D	2,304	0.177	A	2,304	0.177	A	0.000	No
4. Border Avenue *between* Via Pacifica and Ontario Avenue	Collector	13,000	2D	3,362	0.259	A	4,177	0.321	A	4,315	0.332	A	0.011	No

Notes:

- VPD = Vehicles Per Day, V/C = Volume to Capacity Ratio, D = Divided, U = Undivided
- LOS = Level of Service, please refer to *Table 3-3* for the LOS definitions
- **Bold "V/C"/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[44] Source: *City of Corona General Plan Technical Background Report Page 3-27, dated March 2004* and *City of Corona Public Works Department Traffic Impact Study Guidelines Exhibit C, dated July 2006.*

[45] Consistent with the City of Corona General Plan Circulation Element, Green River Road will be improved from a Two-Lane Divided Collector to a Four-Lane Divided Arterial along this roadway segment prior to the Project completion Year 2020. Hence, a LOS E Capacity of 34,100 vehicles per day has been utilized for the Year 2035 traffic conditions.

[46] Existing Traffic Conditions V/C Ratio based on Divided Collector LOS E capacity of 19,450 VPD. The Divided Collector LOS E capacity has been derived by interpolating between Collector and Secondary [(13,000+25,900)/2=19,450], as neither the *City of Corona General Plan Technical Background Report Page 3-27, dated March 2004* or *City of Corona Public Works Department Impact Study Guidelines Exhibit C, dated July 2006* have the LOS E capacity for a Divided Collector.

[47] It should be noted that although the impacted roadway segment of Paseo Grande between Ontario Avenue and Green River Road has been identified to be improved to a 4-Lane Secondary Roadway with an LOS E Capacity of 25,900 VPD to achieve an acceptable level of service under the Existing With Project traffic conditions, this improvement is not needed under the cumulative Year 2035 traffic conditions. The future traffic volumes at this roadway segment will be significantly reduced as a result of the construction of the Foothill Parkway Extension, which will become the primary route for vehicles travelling east-west through the southern portion of the City as opposed to the current route via Ontario Avenue. Consequently, existing traffic volumes have been re-routed from Paseo Grande and Ontario Avenue to the future Foothill Parkway, accordingly.

TABLE 9-2 (CONTINUED)

YEAR 2035 CONDITIONS DAILY ROADWAY SEGMENT ANALYSIS SUMMARY

Key Roadway Segment	Type of Arterial	(1) LOS E Capacity[48] (VPD)	(2) Lanes	(3) Existing Traffic Conditions			(4) Year 2035 Without Project Traffic Conditions			(5) Year 2035 With Project Traffic Conditions			(6) Significant Impact	
				Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	V/C Inc.	Yes/ No
5. Ontario Avenue *between* Border Avenue and Via Pacifica	Major Arterial	18,000	2D	11,873	0.660	B	6,353	0.353	A	6,353	0.353	A	0.000	No
6. Ontario Avenue *between* Via Pacifica and Lincoln Avenue	Major Arterial	34,100	4D	25,677	0.753	C	20,184	0.592	A	20,184	0.592	A	0.000	No
7. Lincoln Avenue *between* Citron Street and Ontario Avenue	Secondary Arterial	25,900	4D	20,521	0.792	C	21,883	0.845	D	22,437	0.866	D	0.021	No
8. Border Avenue *between* Ontario Avenue and Foothill Parkway	Collector	13,000	2D	3,097	0.238	A	3,695	0.284	A	3,833	0.295	A	0.011	No

Notes:

- VPD = Vehicles Per Day
- V/C = Volume to Capacity Ratio
- LOS = Level of Service, please refer to *Table 3-3* for the LOS definitions
- D = Divided
- U = Undivided
- **Bold "V/C"/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[48] Source: *City of Corona General Plan Technical Background Report Page 3-27, dated March 2004* and *City of Corona Public Works Department Traffic Impact Study Guidelines Exhibit C, dated July 2006*.

TABLE 9-2 (CONTINUED)

YEAR 2035 CONDITIONS DAILY ROADWAY SEGMENT ANALYSIS SUMMARY

Key Roadway Segment	Type of Arterial	(1) LOS E Capacity[49] (VPD)	(2) Lanes	(3) Existing Traffic Conditions			(4) Year 2035 Without Project Traffic Conditions			(5) Year 2035 With Project Traffic Conditions			(6) Significant Impact	
				Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	V/C Inc.	Yes/ No
9. Lincoln Avenue *between* Ontario Avenue and Foothill Parkway	Major Arterial	34,100	4D	16,785	0.492	A	9,209	0.270	A	9,901	0.290	A	0.020	No
10. Foothill Parkway *between* Elysia Street and Lincoln Avenue	Secondary Arterial	25,900	4D	4,941	0.191	A	21,619	0.835	D	23,143	0.894	D	0.059	No
11. Foothill Parkway *between* Lincoln Avenue and Highgrove Street	Secondary Arterial	25,900	4D	6,352	0.245	A	16,203	0.626	B	17,035	0.658	B	0.032	No

Notes:

- VPD = Vehicles Per Day
- V/C = Volume to Capacity Ratio
- LOS = Level of Service, please refer to *Table 3-3* for the LOS definitions
- D = Divided
- U = Undivided
- **Bold "V/C"/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[49] Source: *City of Corona General Plan Technical Background Report Page 3-27, dated March 2004* and *City of Corona Public Works Department Traffic Impact Study Guidelines Exhibit C, dated July 2006*.

10.0 PROJECT-SPECIFIC TRAFFIC IMPROVEMENTS

For those intersections and roadway segments where projected traffic volumes are expected to result in significant impacts, this report recommends traffic improvements that change the intersection and/or roadway segments geometry to increase capacity. These capacity improvements involve roadway widening and/or re-striping to reconfigure (add lanes) roadways to specific approaches of a key intersection and/or roadway segments. The identified improvements are expected to:

- Address the impact of existing traffic, Project traffic and future non-project (ambient traffic growth and related projects) traffic, and
- Improve Levels of Service to an acceptable range and/or to pre-project conditions.

10.1 Existing With Project Traffic Conditions

10.1.1 *Intersections*

10.1.1.1 Planned Improvements

The planned improvements listed below have been assumed in the background traffic conditions for the Existing With Project traffic conditions to be completed by the Project, since the Foothill Parkway Westerly Extension is not assumed in this analysis condition:

- Intersection 11 – Trudy Way at Foothill Parkway: Widen and/or restripe Foothill Parkway to provide a second eastbound through lane and a second westbound through lane.
- Intersection 13 – Border Avenue/"B" Street at Foothill Parkway: Install a traffic signal and design for six-phase operation. Construct the south leg of "B" Street at this intersection and provide a shared northbound left-through-right turn lane. Construct the north leg of Border Avenue at this intersection and provide an exclusive southbound left-turn lane and a shared southbound through-right turn-lane. Construct the west leg of Foothill Parkway at this intersection and provide an exclusive eastbound left-turn lane, an eastbound through lane and a shared eastbound through-right turn-lane. Construct the east leg of Foothill Parkway at this intersection and provide an exclusive westbound left-turn lane, a westbound through lane and a shared eastbound through-right turn-lane. It should be noted that this planned traffic signal is a master-planned traffic signal to be installed by the City as part of the Foothill Parkway Westerly Extension Project.
- Intersection 14 – "P" Street at Foothill Parkway: Construct a one-way stop-controlled intersection. Construct the south leg of "P" Street at this intersection and provide an exclusive northbound left-turn lane and an exclusive northbound right-turn lane. Construct the west leg of Foothill Parkway at this intersection and provide an eastbound through lane and a shared eastbound through-right turn-lane. Construct the east leg of Foothill Parkway at this intersection and provide an exclusive westbound left-turn lane and two westbound through lanes.

10.1.1.2 Recommended Improvements

The results of the Existing With Project traffic conditions level of service analyses indicate that the proposed Project will significantly impact two (2) of the of fourteen (14) key study intersections. The remaining twelve (12) key intersections are forecast to operate at acceptable levels of service under the Existing With Project traffic conditions. The improvements listed below have been identified to address the traffic impacts at the intersections significantly impacted by the Existing With Project traffic:

- Intersection 3 – Paseo Grande at Ontario Avenue: Install a traffic signal and design for two-phase operation. It should be noted that although this impacted intersection has been identified to be signalized to achieve an acceptable level of service under the Existing With Project traffic conditions, the traffic signal is not needed under the Year 2020 and Year 2035 traffic conditions. The traffic volumes at this intersection are reduced due to the construction of the Foothill Parkway Extension, which will become the primary route for vehicles travelling east-west through the southern portion of the City as opposed to the current route via Ontario Avenue. Consequently, existing traffic volumes have been re-routed from Paseo Grande and Ontario Avenue to the future Foothill Parkway, accordingly.
- Intersection 4 - Border Avenue at Ontario Avenue: Install a traffic signal and design for two-phase operation. Restripe the eastbound shared left-through lane and the exclusive right-turn lane on Ontario Avenue to an exclusive left-turn lane and a shared through-right turn lane. Restripe the westbound shared left-through lane and the exclusive right-turn lane on Ontario Avenue to an exclusive left-turn lane and a shared through-right turn lane. It should be noted that this planned traffic signal is a master-planned traffic signal to be installed by the City.

Figure 10-1 presents the planned and recommended traffic improvements and intersection controls at the key study intersections for the Existing With Project traffic conditions capacity analyses detailed in the previous sections.

10.1.2 *Roadway Segments*

10.1.2.1 Planned Improvements

There are no planned improvements for the Existing With Project traffic conditions.

10.1.2.2 Recommended Improvements

The results of the Existing With Project traffic conditions level of service analyses indicate that the proposed Project will significantly impact one (1) of the of eleven (11) key study roadway segments. The remaining ten (10) key roadway segments are forecast to operate at acceptable levels of service under the Existing With Project traffic conditions. The improvements listed below have been identified to address the traffic impact at the roadway segment significantly impacted by the Existing With Project traffic:

- Roadway Segment 2 – Paseo Grande *between* Ontario Avenue and Green River Road: Improve this roadway segment to a 4-Lane Secondary Roadway to achieve an acceptable level of service under the Existing With Project traffic conditions, this improvement is not needed under the cumulative Year 2020 and Year 2035 traffic conditions. The future traffic volumes at this roadway segment will be significantly reduced as a result of the construction of the Foothill Parkway Extension, which will become the primary route for vehicles travelling east-west through the southern portion of the City as opposed to the current route via Ontario Avenue. Consequently, existing traffic volumes have been re-routed from Paseo Grande and Ontario Avenue to the future Foothill Parkway, accordingly.

10.2 Year 2020 Traffic Conditions

10.2.1 *Intersections*

10.2.1.1 Planned Improvements

The planned improvements listed below have been assumed in the background traffic conditions for the Year 2020 traffic conditions to be completed by the either the Project or the City as part of a funded improvement project:

- Intersection 2 – Paseo Grande at Green River Road/Foothill Parkway: Install a traffic signal and design for six-phase operation. Widen the west leg of Green River Road at this intersection to provide a 2nd exclusive eastbound left-turn lane, an eastbound through lane and a shared eastbound through-right turn lane. Construct the east leg of Foothill Parkway at this intersection to provide an exclusive westbound left-turn lane, two westbound through lanes and an exclusive right-turn lane. Construct the south leg of Paseo Grande at this intersection to provide a shared northbound left-through-right lane. Widen the north leg of Paseo Grande at this intersection to provide an exclusive southbound left-turn lane and a shared southbound through-right lane. It should be noted that these planned roadway improvements will be constructed as part of the Foothill Parkway Westerly Extension Project. In addition, this planned traffic signal (with the construction of the south and east legs) is a master-planned traffic signal to be installed by the City as part of the Foothill Parkway Westerly Extension Project
- Intersection 11 – Trudy Way at Foothill Parkway: Widen and/or restripe Foothill Parkway to provide a second eastbound through lane and a second westbound through lane as part of the Foothill Parkway Westerly Extension Project.
- Intersection 12 – Chase Drive at Foothill Parkway: Install a traffic signal and design for six-phase operation. Construct the south leg of Chase Drive at this intersection and provide a shared northbound left-through-right turn lane. Construct the north leg of Chase Drive at this intersection and provide an exclusive southbound left-turn lane and a shared southbound through-right turn-lane. Construct the west leg of Foothill Parkway at this intersection and provide an exclusive eastbound left-turn lane, an eastbound through lane and a shared eastbound through-right turn-lane. Construct the east leg of Foothill Parkway at this intersection and provide an exclusive westbound

left-turn lane, a westbound through lane and a shared eastbound through-right turn-lane. It should be noted that these planned roadway improvements will be constructed as part of the Foothill Parkway Westerly Extension Project. In addition, this planned traffic signal is a master-planned traffic signal to be installed by the City as part of the Foothill Parkway Westerly Extension Project.

- Intersection 13 – Border Avenue/"B" Street at Foothill Parkway: Install a traffic signal and design for six-phase operation. Construct the south leg of "B" Street at this intersection and provide a shared northbound left-through-right turn lane. Construct the north leg of Border Avenue at this intersection and provide an exclusive southbound left-turn lane and a shared southbound through-right turn-lane. Construct the west leg of Foothill Parkway at this intersection and provide an exclusive eastbound left-turn lane, an eastbound through lane and a shared eastbound through-right turn-lane. Construct the east leg of Foothill Parkway at this intersection and provide an exclusive westbound left-turn lane, a westbound through lane and a shared eastbound through-right turn-lane. It should be noted that these planned roadway improvements will be constructed as part of the Foothill Parkway Westerly Extension Project except the south leg of the intersection, which is the Project access. In addition this planned traffic signal is a master-planned traffic signal to be installed by the City as part of the Foothill Parkway Westerly Extension Project

- Intersection 14 – "P" Street at Foothill Parkway: Construct a one-way stop-controlled intersection. Construct the south leg of "P" Street at this intersection and provide an exclusive northbound left-turn lane and an exclusive northbound right-turn lane. Construct the west leg of Foothill Parkway at this intersection and provide an eastbound through lane and a shared eastbound through-right turn-lane. Construct the east leg of Foothill Parkway at this intersection and provide an exclusive westbound left-turn lane and two westbound through lanes. It should be noted that these planned roadway improvements will be constructed as part of the Foothill Parkway Westerly Extension Project except the south leg of the intersection, which is the Project access.

10.2.1.2 Recommended Improvements

The results of the Year 2020 With Project traffic conditions level of service analyses indicate that the proposed Project will significantly impact one (1) of the of fourteen (14) key study intersections. The remaining thirteen (13) key intersections are forecast to operate at acceptable levels of service under the Year 2020 With Project traffic conditions. The improvements listed below have been identified to address the traffic impacts at the intersection significantly impacted by the Year 2020 With Project traffic:

- Intersection 4 - Border Avenue at Ontario Avenue: Install a traffic signal and design for two-phase operation. Restripe the eastbound shared left-through lane and the exclusive right-turn lane on Ontario Avenue to an exclusive left-turn lane and a shared through-right turn lane. Restripe the westbound shared left-through lane and the exclusive right-turn lane on Ontario Avenue to an exclusive left-turn lane and a

shared through-right turn lane. It should be noted that this planned traffic signal is a master-planned traffic signal to be installed by the City.

Figure 10-2 presents the planned and recommended traffic improvements and intersection controls at the key study intersections for the Year 2020 With Project traffic conditions capacity analyses detailed in the previous sections.

10.2.2 *Roadway Segments*

10.2.2.1 Planned Improvements

The planned roadway segment improvements listed below have been assumed in the background traffic conditions for the Year 2020 traffic conditions:

- Roadway Segment 1 – Green River Road *between* Serfas Club Drive and Paseo Grande: Consistent with the City of Corona General Plan Circulation Element, Green River Road will be improved from a Two-Lane Divided Collector to a Four-Lane Divided Arterial along this roadway segment prior to the Project completion Year 2020.

10.2.2.2 Recommended Improvements

The results of the roadway segment analyses for Year 2020 With Project traffic conditions indicate that the proposed Project is not forecast to have a significant impact at any of the eleven (11) key roadway segments. As there are no significant impacts, no traffic mitigation measures are required or recommended for the roadway segments.

10.3 Year 2035 Traffic Conditions

10.3.1 *Intersections*

10.3.1.1 Planned Improvements

The planned improvements listed below have been assumed in the background traffic conditions for the Year 2035 traffic conditions:

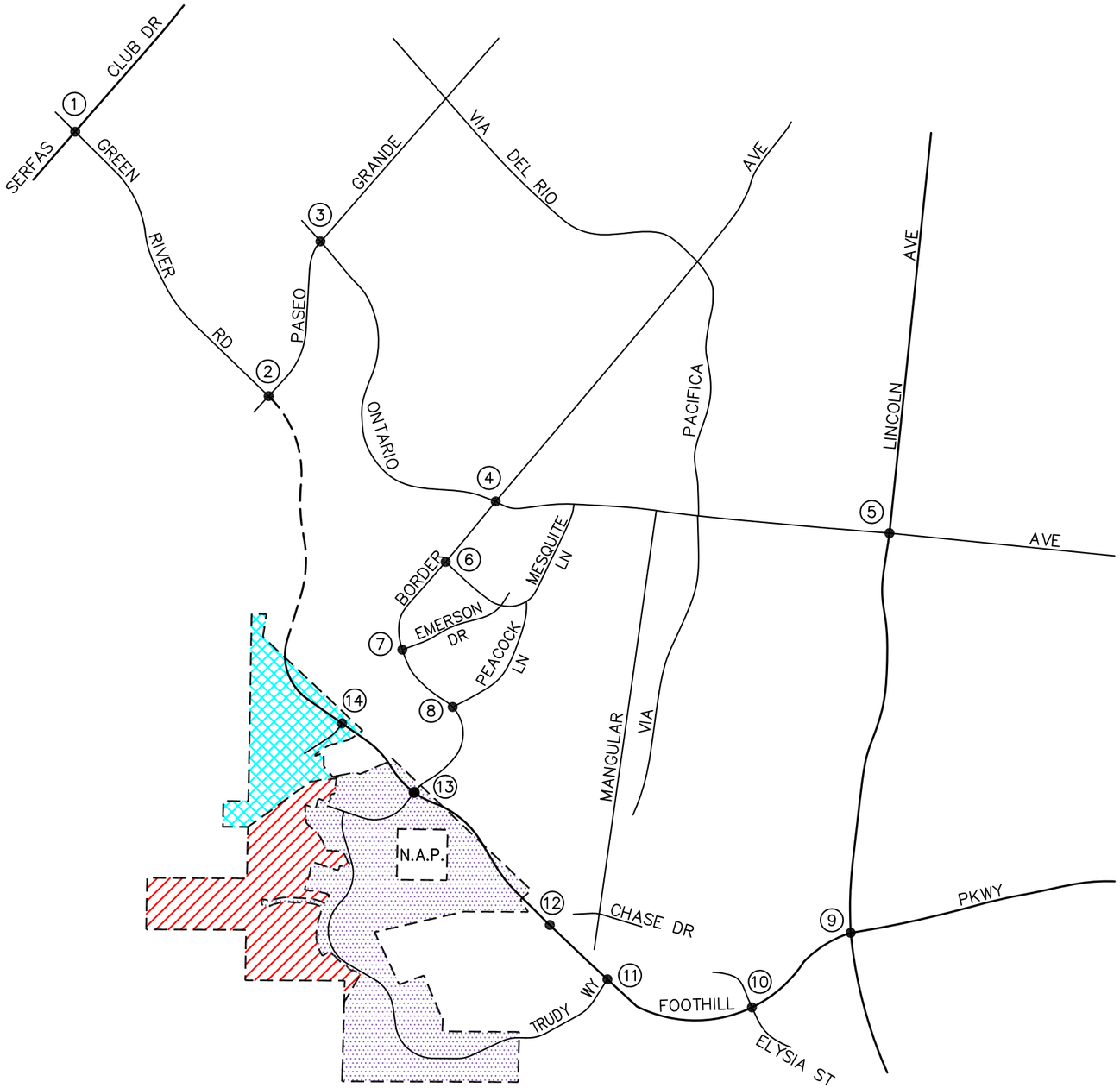
- Intersection 2 – Paseo Grande at Green River Road/Foothill Parkway: Install a traffic signal and design for six-phase operation. Widen the west leg of Green River Road at this intersection to provide a 2nd exclusive eastbound left-turn lane, an eastbound through lane and a shared eastbound through-right turn lane. Construct the east leg of Foothill Parkway at this intersection to provide an exclusive westbound left-turn lane, two westbound through lanes and an exclusive right-turn lane. Construct the south leg of Paseo Grande at this intersection to provide a shared northbound left-through-right lane. Widen the north leg of Paseo Grande at this intersection to provide an exclusive southbound left-turn lane and a shared southbound through-right lane. It should be noted that these planned roadway improvements will be constructed as part of the Foothill Parkway Westerly Extension Project. In addition, this planned traffic signal (with the construction of the south and east legs) is a master-planned traffic signal to be installed by the City as part of the Foothill Parkway Westerly Extension Project.

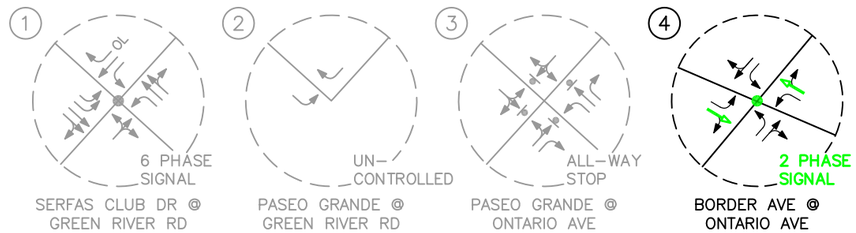
- Intersection 11 – Trudy Way at Foothill Parkway: Widen and/or restripe Foothill Parkway to provide a second eastbound through lane and a second westbound through lane as part of the Foothill Parkway Westerly Extension Project.

- Intersection 12 – Chase Drive at Foothill Parkway: Install a traffic signal and design for six-phase operation. Construct the south leg of Chase Drive at this intersection and provide a shared northbound left-through-right turn lane. Construct the north leg of Chase Drive at this intersection and provide an exclusive southbound left-turn lane and a shared southbound through-right turn-lane. Construct the west leg of Foothill Parkway at this intersection and provide an exclusive eastbound left-turn lane, an eastbound through lane and a shared eastbound through-right turn-lane. Construct the east leg of Foothill Parkway at this intersection and provide an exclusive westbound left-turn lane, a westbound through lane and a shared eastbound through-right turn-lane. It should be noted that these planned roadway improvements will be constructed as part of the Foothill Parkway Westerly Extension Project. In addition, this planned traffic signal is a master-planned traffic signal to be installed by the City as part of the Foothill Parkway Westerly Extension Project.

- Intersection 13 – Border Avenue/"B" Street at Foothill Parkway: Install a traffic signal and design for six-phase operation. Construct the south leg of "B" Street at this intersection and provide a shared northbound left-through-right turn lane. Construct the north leg of Border Avenue at this intersection and provide an exclusive southbound left-turn lane and a shared southbound through-right turn-lane. Construct the west leg of Foothill Parkway at this intersection and provide an exclusive eastbound left-turn lane, an eastbound through lane and a shared eastbound through-right turn-lane. Construct the east leg of Foothill Parkway at this intersection and provide an exclusive westbound left-turn lane, a westbound through lane and a shared eastbound through-right turn-lane. It should be noted that these planned roadway improvements will be constructed as part of the Foothill Parkway Westerly Extension Project except the south leg of the intersection, which is the Project access. In addition this planned traffic signal is a master-planned traffic signal to be installed by the City as part of the Foothill Parkway Westerly Extension Project.

- Intersection 14 – "P" Street at Foothill Parkway: Construct a one-way stop-controlled intersection. Construct the south leg of "P" Street at this intersection and provide an exclusive northbound left-turn lane and an exclusive northbound right-turn lane. Construct the west leg of Foothill Parkway at this intersection and provide an eastbound through lane and a shared eastbound through-right turn-lane. Construct the east leg of Foothill Parkway at this intersection and provide an exclusive westbound left-turn lane and two westbound through lanes. It should be noted that these planned roadway improvements will be constructed as part of the Foothill Parkway Westerly Extension Project except the south leg of the intersection, which is the Project access.





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LINSCOTT LAW & GREENSPAN engineers

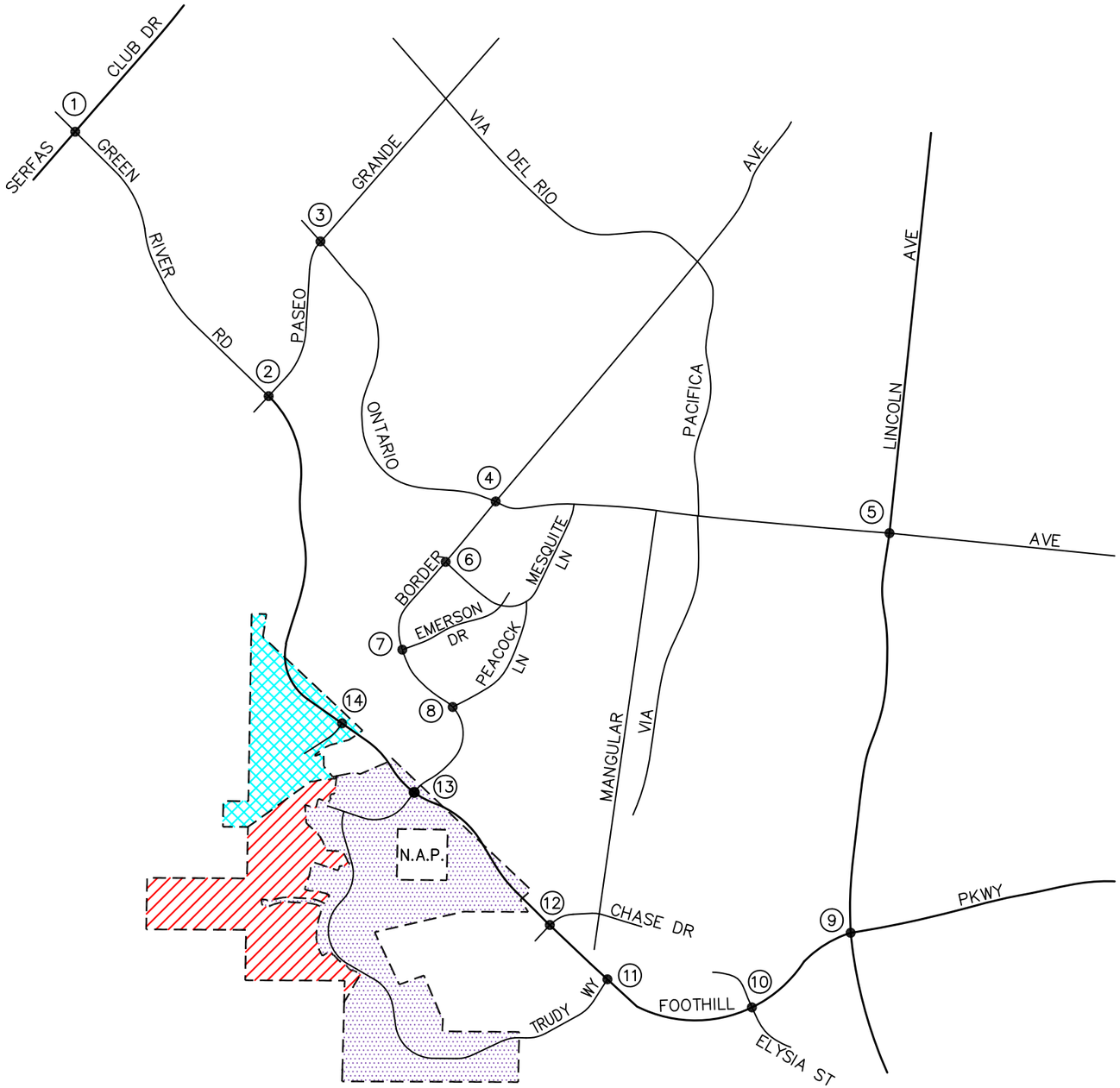
N NO SCALE

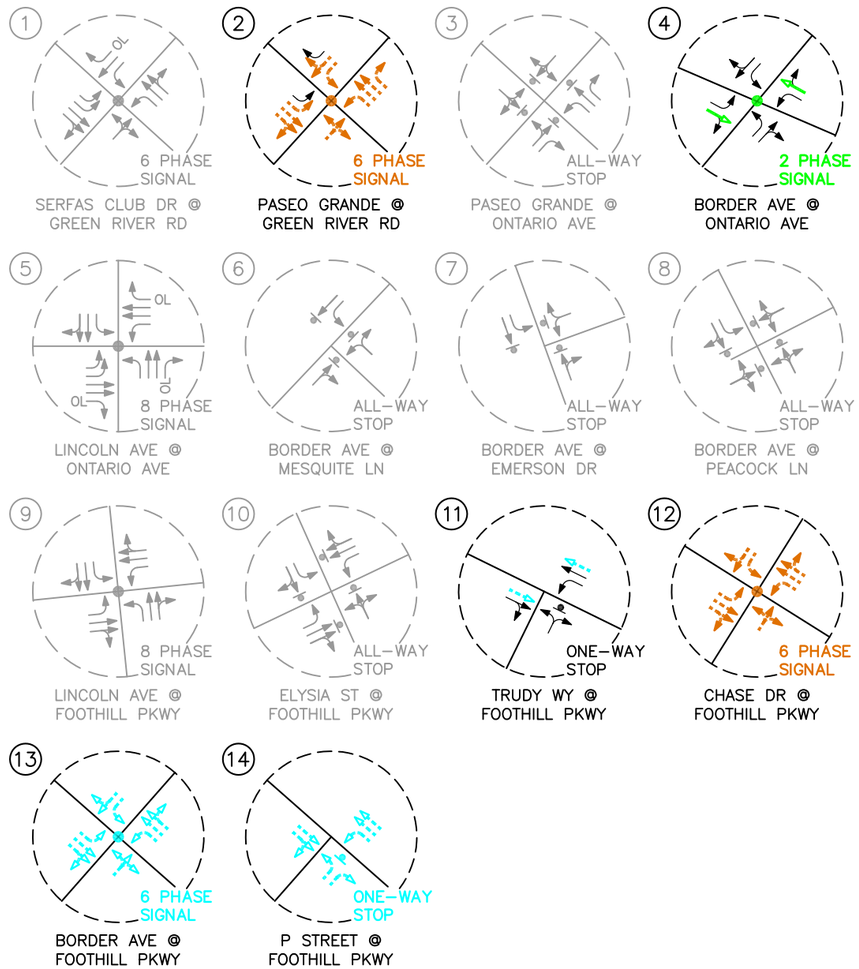
KEY

= APPROACH LANE ASSIGNMENT
= EXISTING WITH PROJECT PLANNED IMPROVEMENTS
= EXISTING WITH PROJECT RECOMMENDED IMPROVEMENTS
= FUTURE ROADWAY
= PHASE I
= PHASE II
= PHASE III

FIGURE 10-1

EXISTING WITH PROJECT PLANNED AND RECOMMENDED IMPROVEMENTS
SKYLINE HEIGHTS, CORONA





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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

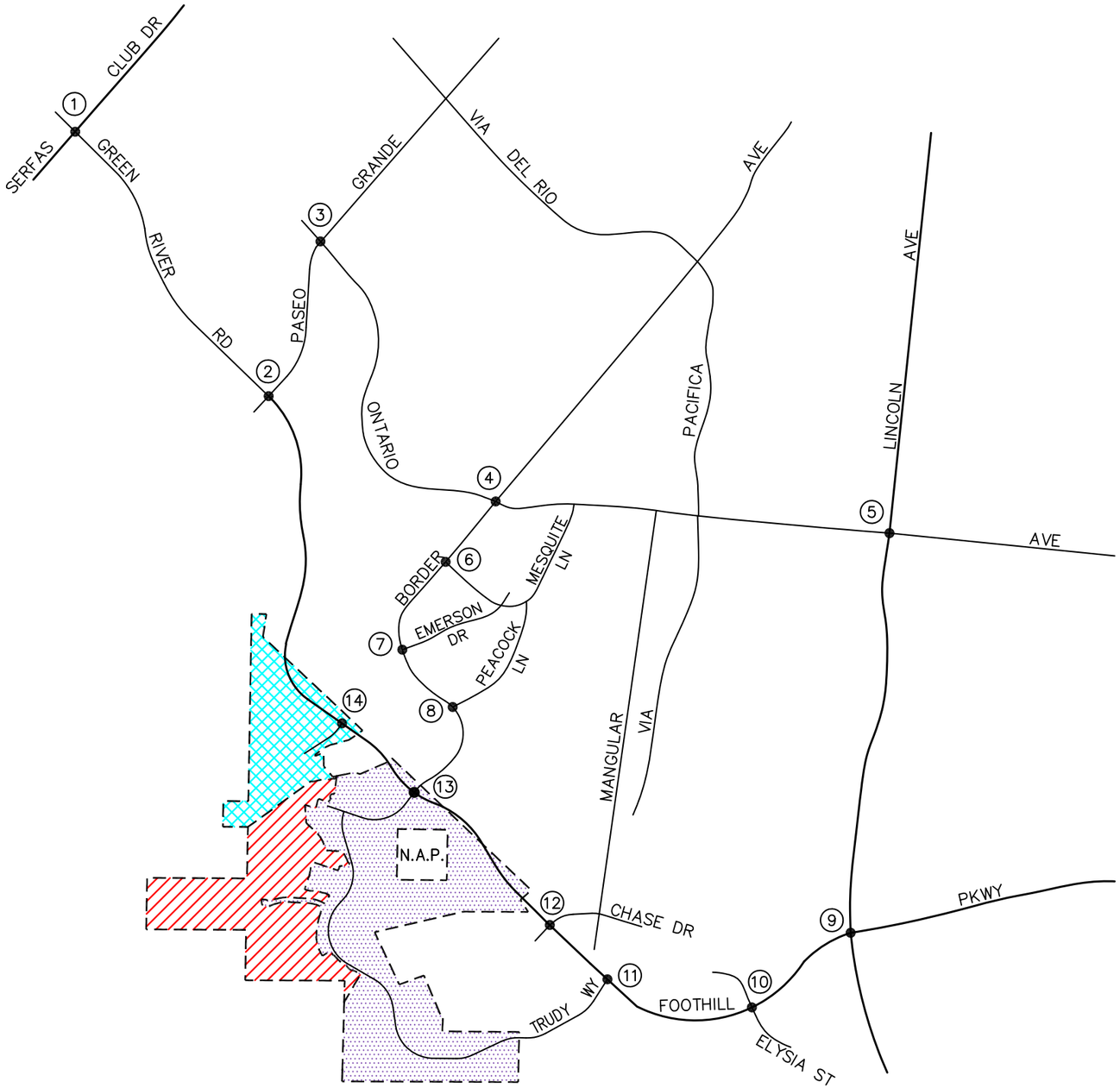
KEY

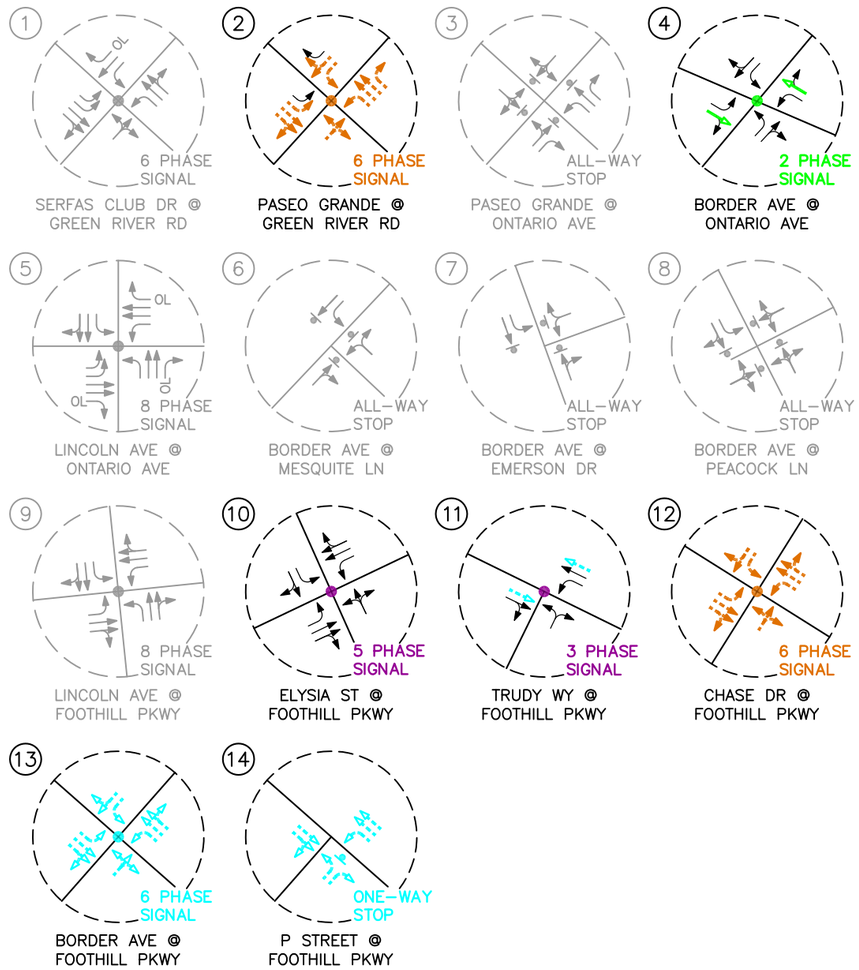
= APPROACH LANE ASSIGNMENT
= EXISTING WITH PROJECT PLANNED IMPROVEMENTS
= EXISTING WITH PROJECT RECOMMENDED IMPROVEMENTS
= YEAR 2020 PLANNED IMPROVEMENTS

= PHASE I
= PHASE II
= PHASE III

FIGURE 10-2

YEAR 2020 WITH PROJECT PLANNED AND RECOMMENDED IMPROVEMENTS
SKYLINE HEIGHTS, CORONA





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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

- = APPROACH LANE ASSIGNMENT
- = EXISTING WITH PROJECT PLANNED IMPROVEMENTS
- = EXISTING WITH PROJECT RECOMMENDED IMPROVEMENTS
- = YEAR 2020 PLANNED IMPROVEMENTS
- = YEAR 2035 RECOMMENDED IMPROVEMENTS
- = PHASE I
- = PHASE II
- = PHASE III

FIGURE 10-3

YEAR 2035 WITH PROJECT PLANNED AND RECOMMENDED IMPROVEMENTS

SKYLINE HEIGHTS, CORONA

10.3.1.2 Recommended Improvements

The results of the Year 2035 With Project traffic conditions level of service analyses indicate that the proposed Project will significantly impact three (3) of the of fourteen (14) key study intersections. The remaining eleven (11) key intersections are forecast to operate at acceptable levels of service under the Year 2035 With Project traffic conditions. The improvements listed below have been identified to address the traffic impacts at the intersections significantly impacted by the Year 2035 With Project traffic:

- Intersection 4 - Border Avenue at Ontario Avenue: Install a traffic signal and design for two-phase operation. Restripe the eastbound shared left-through lane and the exclusive right-turn lane on Ontario Avenue to an exclusive left-turn lane and a shared through-right turn lane. Restripe the westbound shared left-through lane and the exclusive right-turn lane on Ontario Avenue to an exclusive left-turn lane and a shared through-right turn lane. It should be noted that this planned traffic signal is a master-planned traffic signal to be installed by the City.
- Intersection 10 - Elysia Street at Foothill Parkway: Install a traffic signal and design for five-phase operation. ***Appendix H*** contains the traffic signal warrant analysis worksheets.
- Intersection 11 - Trudy Way at Foothill Parkway: Install a traffic signal and design for three-phase operation. *Appendix H* contains the traffic signal warrant analysis worksheets.

Figure 10-3 presents the planned and recommended traffic improvements and intersection controls at the key study intersections for the Year 2035 With Project traffic conditions capacity analyses detailed in the previous sections.

10.3.2 *Roadway Segments*

10.3.2.1 Planned Improvements

The planned roadway segment improvements listed below have been assumed in the background traffic conditions for the Year 2035 traffic conditions:

- Roadway Segment 1 – Green River Road *between* Serfas Club Drive and Paseo Grande: Consistent with the City of Corona General Plan Circulation Element, Green River Road will be improved from a Two-Lane Divided Collector to a Four-Lane Divided Arterial along this roadway segment prior to the Project completion Year 2020.

10.3.2.2 Recommended Improvements

The results of the roadway segment analyses for Year 2035 With Project traffic conditions indicate that the proposed Project is not forecast to have a significant impact at any of the eleven (11) key roadway segments. As there are no significant impacts, no traffic mitigation measures are required or recommended for the roadway segments.

11.0 PROJECT FAIR SHARE ANALYSIS

The transportation impacts associated with the development of the proposed Project were determined based on the future conditions analysis with and without the proposed Project. The key study locations forecast to operate at adverse levels of service are discussed below. As such, the proposed Project's "fair-share" of the recommended traffic improvements has been calculated for the key study locations that are forecast to operate at adverse levels of service in the Existing With Project, Year 2020 and Year 2035 traffic conditions.

11.1 Existing With Project Traffic Conditions

11.1.1 *Intersections*

It should be noted that although the impacted intersection of Paseo Grande at Ontario Avenue has been identified to be signalized to achieve an acceptable level of service under the Existing With Project traffic conditions, the signal is not needed under the Year 2020 and Year 2035 traffic conditions. The traffic volumes at this intersection are reduced due to the construction of the Foothill Parkway Extension, which will become the primary route for vehicles travelling east-west through the southern portion of the City as opposed to the current route via Ontario Avenue. Consequently, existing traffic volumes have been re-routed from Paseo Grande and Ontario Avenue to the future Foothill Parkway, accordingly.

Additionally, the intersection of Border Avenue at Ontario Avenue is in the City's Fee Program as a master-planned traffic signal to be installed by the City.

11.1.2 *Roadway Segments*

It should be noted that although the impacted roadway segment of Paseo Grande between Ontario Avenue and Green River Road has been identified to be improved to a 4-Lane Secondary Roadway with an LOS E Capacity of 25,900 VPD to achieve an acceptable level of service under the Existing With Project traffic conditions, this improvement is not needed under the cumulative Year 2020 and Year 2035 traffic conditions. The future traffic volumes at this roadway segment will be significantly reduced as a result of the construction of the Foothill Parkway Extension, which will become the primary route for vehicles travelling east-west through the southern portion of the City as opposed to the current route via Ontario Avenue. Consequently, existing traffic volumes have been re-routed from Paseo Grande and Ontario Avenue to the future Foothill Parkway, accordingly.

11.2 Year 2020 With Project Traffic Conditions

11.2.1 *Intersections*

It should be noted that the intersection of Border Avenue at Ontario Avenue is in the City's Fee Program as a master-planned traffic signal to be installed by the City.

11.2.2 *Roadway Segments*

The results of the roadway segment analyses summarized in *Table 8-2* indicate that the proposed Project is <u>not</u> forecast to have a significant impact at any of the eleven (11) key roadway segments. As there are no significant impacts, no Project fair share calculation is needed.

11.3 Year 2035 With Project Traffic Conditions

11.3.1 *Intersections*

Table 11-1 presents the AM and PM peak hour Project fair share percentage at the key study intersections that are forecast to operate at adverse levels of service in the Year 2035 With Project traffic conditions. As presented in *Table 11-1*, the first column (1) presents the increase in intersection delay due to Project traffic only. The second column (2) presents the total intersection delay of the intersection. The third column (3) presents the acceptable LOS delay as defined in *Section 5.1 of the Highway Capacity Manual 2000*. The fourth column (4) represents the Project's fair share based on the following formula:

- Project Fair Share (4) = Column (1)/[Column (2) – Column (3)]*100

The Project fair share percentages (worse time period impacted) for the two (2) impacted intersections for the Year 2035 With Project traffic conditions are shown below:

- Elysia Street at Foothill Parkway 31.06%
- Trudy Way at Foothill Parkway 43.43%

It should be noted that the intersection of Border Avenue at Ontario Avenue is in the City's Fee Program as a master-planned traffic signal to be installed by the City.

11.3.2 *Roadway Segments*

The results of the roadway segment analyses summarized in *Table 9-2* indicate that the proposed Project is not forecast to have a significant impact at any of the eleven (11) key roadway segments. As there are no significant impacts, no Project fair share calculation is needed.

TABLE 11-1

YEAR 2035 INTERSECTION FAIR SHARE CONTRIBUTION

Key Intersection		Impacted Time Period	(1) Project Only Delay Increase (s/v)	(2) Total Delay of Intersection (s/v)	(3) Maximum Acceptable Delay at LOS D (s/v)	(4) Project Fair Share Responsibility
10.	Elysia Street at	AM	17.9	149.5	35.0	15.63%
	Foothill Parkway	PM	31.9	137.7	35.0	**31.06%**
11.	Trudy Way at	AM	170.4	427.4	35.0	**43.43%**
	Foothill Parkway	PM	750.0	1,851.6	35.0	41.29%

Notes:

- Net Project Percent Increase (4) = Column (1) / [Column (2) – Column (3)]
- **Bold Project Fair Share Responsibility** is based on worse case

12.0 TRAFFIC SIGNAL WARRANT ANALYSIS

The level of service analyses at the key unsignalized impacted study intersections that are recommended to be signalized and that are not master-planned traffic signals to be installed by the City is supplemented with an assessment of the need for signalization of the intersections. This assessment is made on the basis of signal warrant criteria adopted by Caltrans. For this study, the need for signalization is assessed on the basis of the peak-hour traffic signal warrant. Warrant #3 described in the *California Manual on Uniform Traffic Control Devices (MUTCD).* Warrant #3 has two parts: 1) Part A evaluates peak hour vehicle delay for traffic on the minor street approach with the highest delay and 2) Part B evaluates peak-hour traffic volumes on the major and minor streets. This method provides an indication of whether peak-hour traffic conditions or peak-hour traffic volume levels are, or would be, sufficient to justify installation of a traffic signal. Other traffic signal warrants are available, however, they cannot be checked under future conditions (Without Project/Build-out without and with Project) because they rely on data for which forecasts are not available (such as accidents, pedestrian volume, and four- or eight-hour vehicle volumes).

The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants are satisfied. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections.

It should be noted that although the impacted intersection of Paseo Grande at Ontario Avenue has been identified to be signalized to achieve an acceptable level of service under the Existing With Project traffic conditions, the signal is not needed under the Year 2020 and Year 2035 traffic conditions. The traffic volumes at this intersection are reduced due to the construction of the Foothill Parkway Extension, which will become the primary route for vehicles travelling east-west through the southern portion of the City as opposed to the current route via Ontario Avenue. Consequently, existing traffic volumes have been re-routed from Paseo Grande and Ontario Avenue to the future Foothill Parkway, accordingly.

12.1 Existing With Project Traffic Conditions

No unsignalized intersections are recommended to be signalized under the Existing With Project traffic conditions, hence no traffic signal warrant analysis has been conducted.

12.2 Year 2020 With Project Traffic Conditions

No unsignalized intersections are recommended to be signalized under the Year 2020 With Project traffic conditions, hence no traffic signal warrant analysis has been conducted.

12.3 Year 2035 With Project Traffic Conditions

The results of the peak-hour traffic signal warrant analysis for Year 2035 With Project traffic conditions are summarized in *Table 12-1*. The results indicate that the following two (2) key

unsignalized impacted intersections have future traffic conditions that would exceed the volume thresholds of Warrant #3, Part A and/or Part B for the AM and/or PM peak hour:

- 10. Elysia Street at Foothill Parkway
- 11. Trudy Way at Foothill Parkway

The Year 2035 With Project Traffic Conditions Traffic Signal Warrant Analysis worksheets are contained in ***Appendix H***.

TABLE 12-1

YEAR 2035 INTERSECTION TRAFFIC SIGNAL WARRANT ANALYSIS SUMMARY[50]

Key Intersection		Time Period	Year 2035 With Project Traffic Conditions	
			Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?
10.	Elysia Street at Foothill Parkway	AM	N/A	**Yes**
		PM	N/A	**Yes**
11.	Trudy Way at Foothill Parkway	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**

Notes:

- Signal Warrant checks based on Warrant 3, Part A - Peak-Hour Delay Warrant and Part B - Peak-Hour Volume Warrant contained in the *California MUTCD.*

[50] *Appendix H* contains the Traffic Signal Warrant Analysis worksheets for the key unsignalized impacted study intersections.

13.0 SITE ACCESS AND INTERNAL CIRCULATION EVALUATION

13.1 Site Access

Project access will be provided via three access points; "P" Street, "B" Street, and Trudy Way. ***Tables 7-1***, ***8-1*** and ***9-1*** summarize the levels of service at the intersections of Trudy Way at Foothill Parkway (Intersection #11), Border Avenue/"B" Street at Foothill Parkway (Intersection #13) and "P" Street at Foothill Parkway (Intersection #14) which provide access to the Project site for Existing With Project, Year 2020 With Project and Year 2035 With Project traffic conditions, respectively. The access points along Trudy Way and "B" Street will be gated.

Figure 13-1A presents the sight distance analysis for "P" Street at Foothill Parkway. As presented in *Figure 13-1A*, adequate corner sight distance is provided for the "P" Street access based on City of Corona and Caltrans Highway Design Manual (HDM) criteria.

13.1.1 *Existing With Project Traffic Conditions*

As shown in column (2) of *Table 7-1*, the intersections of Trudy Way at Foothill Parkway, Border Avenue/"B" Street at Foothill Parkway and "P" Street at Foothill Parkway are forecast to operate at acceptable levels of service LOS C or better during the AM and PM peak hours under the Existing With Project traffic conditions. However, in order to provide additional westbound left turn storage on Foothill Parkway at Trudy Way, it is recommended that the existing median on Foothill Parkway be modified to extend the westbound left turn pocket by approximately 50 feet.

13.1.2 *Year 2020 With Project Traffic Conditions*

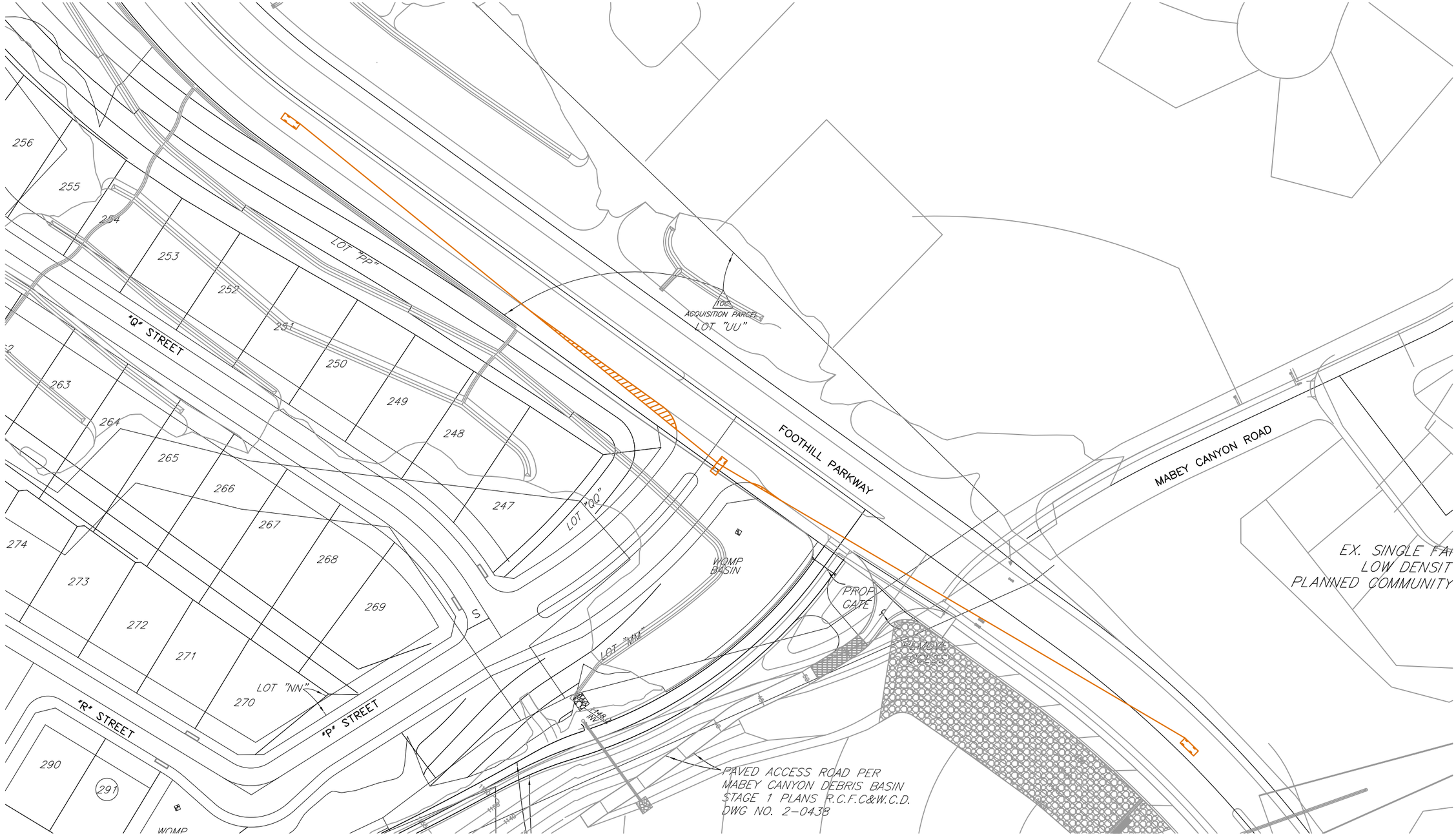
As shown in column (3) of *Table 8-1*, the intersections of Trudy Way at Foothill Parkway, Border Avenue/"B" Street at Foothill Parkway and "P" Street at Foothill Parkway are forecast to operate at acceptable levels of service LOS C or better during the AM and PM peak hours under the Year 2020 With Project traffic conditions. However, in order to provide additional westbound left turn storage on Foothill Parkway at Trudy Way, it is recommended that the existing median on Foothill Parkway be modified to extend the westbound left turn pocket by approximately 50 feet.

13.1.3 *Year 2035 With Project Traffic Conditions*

As shown in columns (3) and (4) of *Table 9-1*, the intersections of Trudy Way at Foothill Parkway, Border Avenue/"B" Street at Foothill Parkway and "P" Street at Foothill Parkway are forecast to operate at acceptable levels of service LOS C or better during the AM and PM peak hours under the Year 2035 With Project traffic conditions with the implementation of the recommended improvements. However, in order to provide additional westbound left turn storage on Foothill Parkway at Trudy Way, it is recommended that the existing median on Foothill Parkway be modified to extend the westbound left turn pocket by approximately 50 feet.

13.2 Internal Circulation Evaluation

The main Project access roadway within Phase I ("B" Street), which has been designed as a 44-foot wide Collector roadway and connects to future Foothill Parkway, is expected to carry a maximum of approximately 1,500 ADT, which is well within the City of Corona's Collector roadway ADT LOS



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LINSCOTT LAW & GREENSPAN engineers

N

SCALE: 1"=100'

SOURCE: KWC ENGINEERS (4/4/13)

CORNER SIGHT DISTANCE

DESIGN SPEED LIMIT:	50 MPH
REQUIRED CORNER SIGHT DISTANCE:	550 FEET

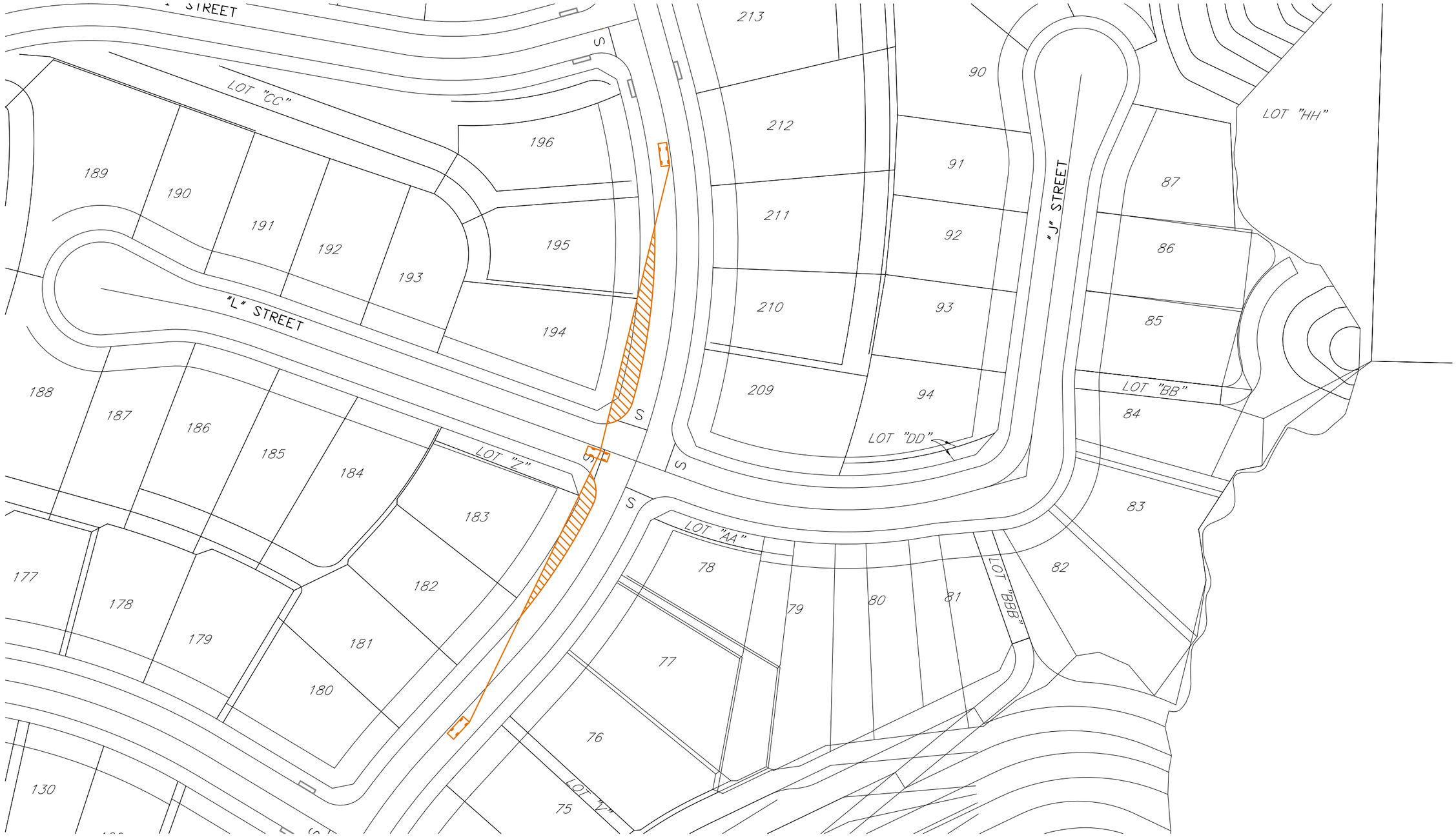
LEGEND

LIMITED USE AREA: TO ENSURE ADEQUATE SIGHT DISTANCE, HARDSCAPE AND/OR LANDSCAPE SHALL NOT BE HIGHER THAN 30 INCHES. NO FENCES OR WALLS IN LIMITED USE AREA.

FIGURE 13-1A

SIGHT DISTANCE ANALYSIS ("P" STREET)

SKYLINE HEIGHTS, CORONA



SOURCE: KWC ENGINEERS (4/4/13)

LINSCOTT LAW & GREENSPAN engineers

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SCALE: 1"=80'

STOPPING SIGHT DISTANCE

DESIGN SPEED LIMIT:	25 MPH
REQUIRED STOPPING SIGHT DISTANCE:	250 FEET

LEGEND

LIMITED USE AREA: TO ENSURE ADEQUATE SIGHT DISTANCE, HARDSCAPE AND/OR LANDSCAPE SHALL NOT BE HIGHER THAN 30 INCHES. NO FENCES OR WALLS IN LIMITED USE AREA.

FIGURE 13-1B

SIGHT DISTANCE ANALYSIS ("L" STREET)

SKYLINE HEIGHTS, CORONA

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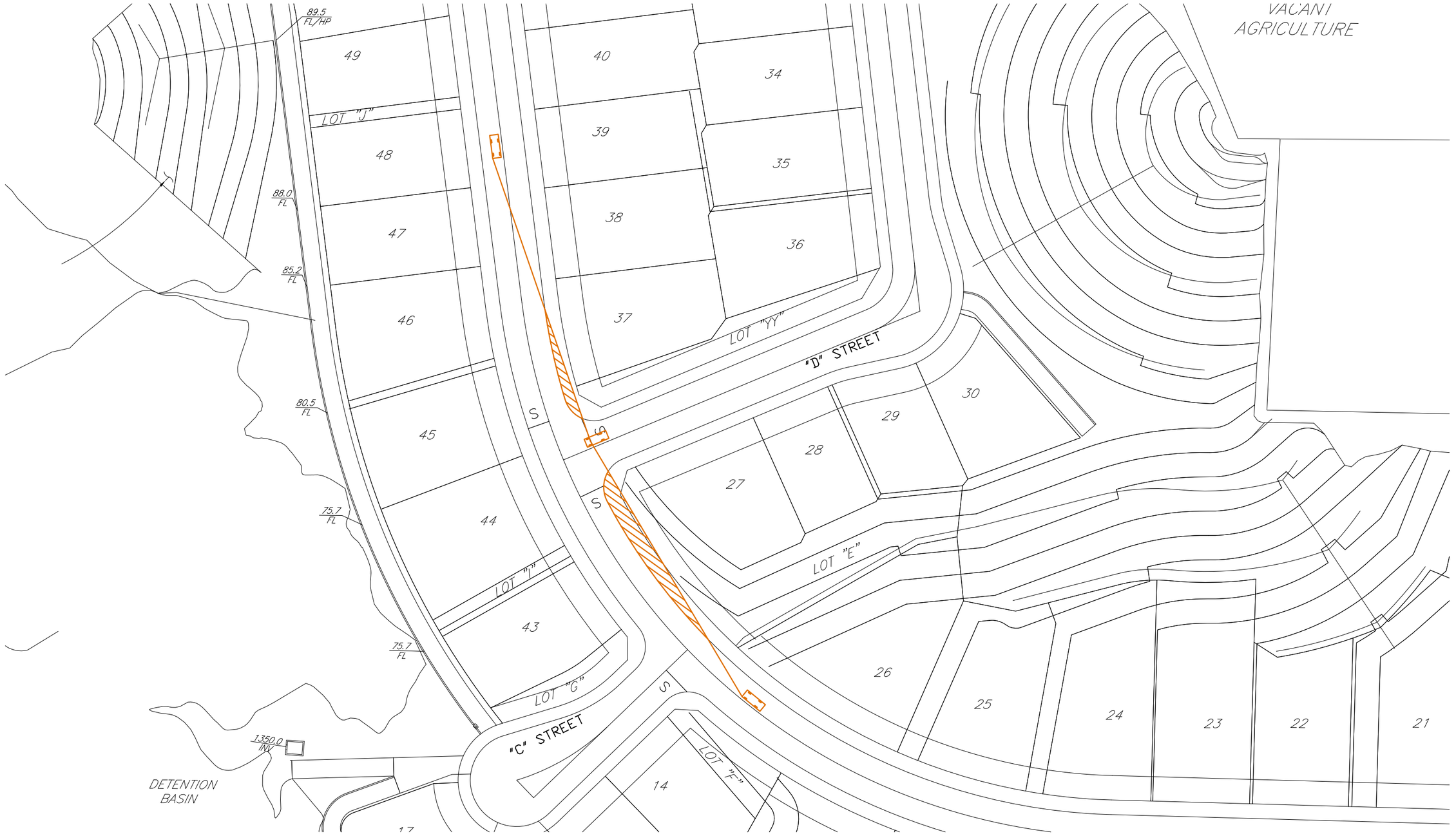

SOURCE: KWC ENGINEERS (4/4/13)

LINSCOTT LAW & GREENSPAN engineers

N

SCALE: 1"=80'

STOPPING SIGHT DISTANCE

DESIGN SPEED LIMIT:	25 MPH
REQUIRED STOPPING SIGHT DISTANCE:	250 FEET

LEGEND

LIMITED USE AREA: TO ENSURE ADEQUATE SIGHT DISTANCE, HARDSCAPE AND/OR LANDSCAPE SHALL NOT BE HIGHER THAN 30 INCHES. NO FENCES OR WALLS IN LIMITED USE AREA.

FIGURE 13-1C

SIGHT DISTANCE ANALYSIS ("D" STREET)

SKYLINE HEIGHTS, CORONA

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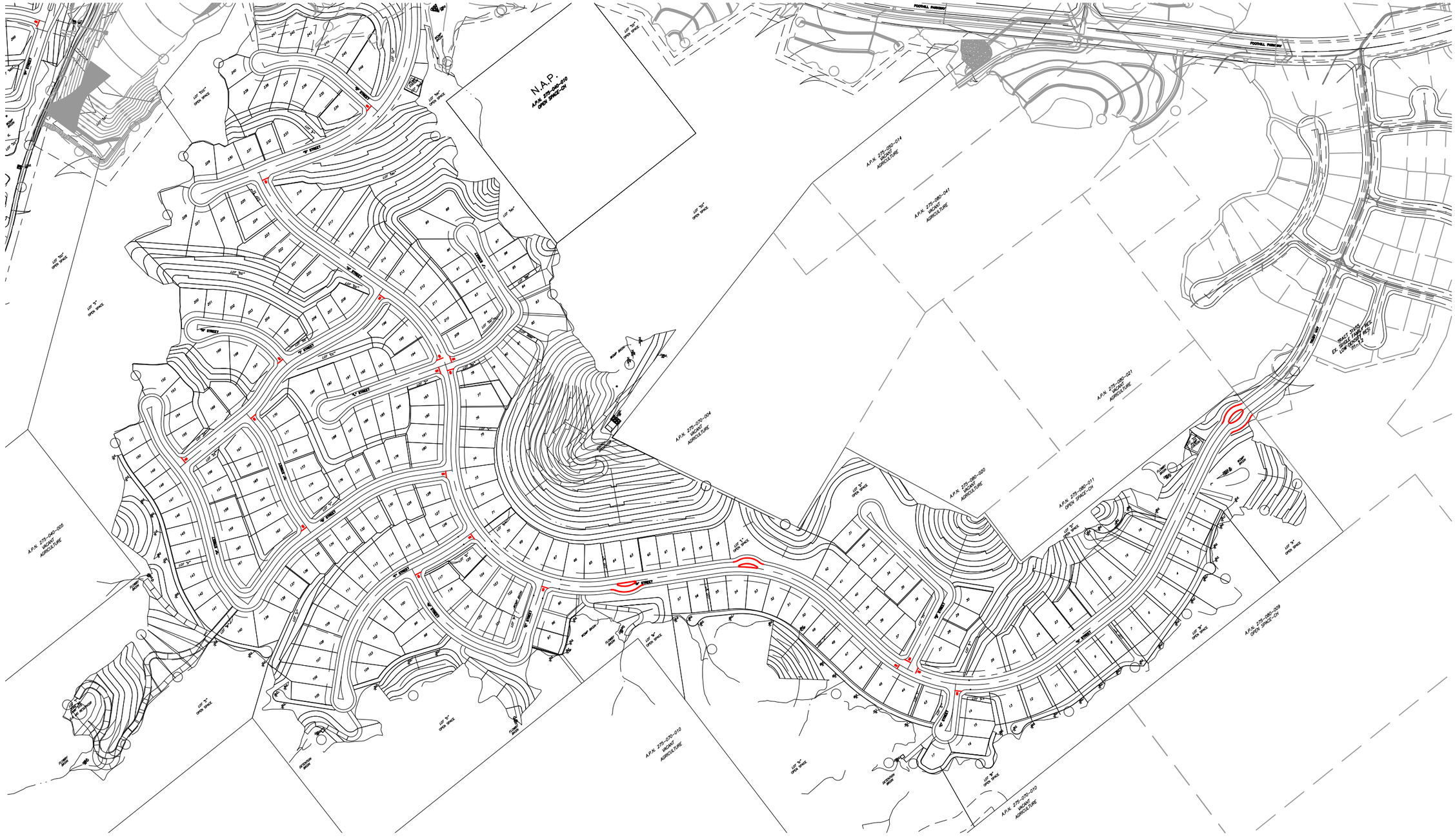

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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: KWC ENGINEERS (4/4/13)

KEY

S = "STOP" CONTROL

= NO PARKING ZONE

FIGURE 13-2A

TRAFFIC CONTROL PLAN (PHASE I AND II)
SKYLINE HEIGHTS, CORONA

LOT "RRR"
OPEN SPACE

A.P.N. 275-030-008
OPEN SPACE-CH

FOOTHILL PARKWAY

HOC ACQUISITION PARCEL
LOT "TT"

JHISHOLM TRAIL CIR.

HOC ACQUISITION PARCEL
LOT "UU"

"Q" STREET

LOT "PP"

FOOTHILL PARKWAY

MABEY CANYON ROAD

EX. SINGLE FAMILY RES.
LOW DENSITY RES.
PLANNED COMMUNITY DEVELOPMEN

WQMP BASIN

"PROP. GATE"

LOT "NN"

"R" STREET

"P" STREET

LOT "00"
OPEN SPACE

A.P.N. 275-040-001
OPEN SPACE-CH

"S" STREET

WQMP BASIN

PAVED ACCESS ROAD PER
MABEY CANYON DEBRIS BASIN
STAGE 1 PLANS R.C.F.C&W.C.D.
DWG NO. 2-0439

PAVED ACCESS ROAD PER
FOOTHILL PARKWAY PLANS
C.O.C. DWG NO. 10-056S

LOT "XX"

HOC ACQUISITION PARCEL
LOT "VV"

TEMPORARY CONSTRUCTION EASEMENT (TE) (TEMPORARY)

PROPOSED EMERGENCY FIRE ACCESS ONLY (16' WIDE PAVED ROADWAY).

LOT "CCC"
OPEN SPACE

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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: KWC ENGINEERS (4/4/13)

KEY

S = "STOP" CONTROL

= NO PARKING ZONE

FIGURE 13-2B

TRAFFIC CONTROL PLAN (PHASE III)
SKYLINE HEIGHTS, CORONA

C criteria of 10,400 vehicles per day. In addition, the main Project roadway for Phases I & II ("A" Street or Trudy Way extension), which has been designed as a 36 to 40-foot Local roadway, is expected to carry between 600 and 1,200 ADT, which is within the recommended maximum of 1,500 ADT for Local street roadways. Lastly, The main Project access roadway for Phase III ("P" Street), which has been designed as a 64-foot wide divided Collector roadway and connects to future Foothill Parkway, is expected to carry a maximum of approximately 450 ADT, which is well within the City of Corona's Collector roadway ADT LOS C criteria of 10,400 vehicles per day. All of the remaining roadways within the development have been designed as 36-foot wide local low-volume residential streets, with parking on both sides, and are expected to carry less than the recommended Local street criteria of 500 ADT.

In addition, in order to calm traffic along roadway segment of "A" Street within the development, three (3) traffic calming measure have been proposed as presented in *Figures 2-2* and *13-2*, such as a raised landscaped median treatment adjacent to Lots 53/54, Lots 62/63, and at the easterly Project boundary with the existing westerly terminus of Trudy Way, which will also be gated. These calming measures will help to reduce traffic speeds within the development by providing raised friction in addition to on-street parking. As a result, the internal roadways within the proposed Skyline Heights project are adequate to accommodate project traffic. In addition, all-way stop control is recommended at the "A" Street intersections with "L" Street and "D" Street, based on the sight distance analyses presented in ***Figure 13-1B*** and ***Figure 13-1C***. These two all-way stop locations will also contribute to the traffic calming along "A" Street.

Figure 13-2A and ***Figure 13-2B*** present the Recommended Traffic Control Plan for the Project based on our evaluation of the internal circulation design. As presented in *Figure 13-2A and Figure 13-2B*, "STOP" signs, bars and pavement messages are recommended at the appropriate intersection approaches. *Figure 13-2A* also shows recommended "No Parking" zones around the three (3) raised landscaped median treatments along "A" Street.

APPENDIX A

APPROVED TRAFFIC STUDY SCOPE OF WORK

Exhibit F

Traffic Impact Study Scope - City of Corona

Project Name:	Skyline Heights, Corona	
Project Address:	The Skyline Heights project is situated in the hills to the southwest of the City of Corona in Western Riverside County, California adjacent to Foothill Parkway. The Project area excludes the area set aside for the construction of the future Foothill Parkway westerly extension. The site is located approximately 3 miles south of the SR-71 and SR-91 Freeways and approximately 4 miles west of Interstate 15 (I-15). *(See attached Vicinity Map - Figure 1 and Existing Site - Figure 2)*	
Project Description:	The Skyline Heights project will consist of 291 DU of Single Family Residences. The site is within the City of Corona's Sphere of Influence and is proposed to be annexed to the City during the entitlement process. *(See attached Proposed Site Plan - Figure 3)*	
Case Number:		
	Consultant:	Developer:
Name:	Linscott, Law and Greenspan, Engineers	Richland Communities, Inc.
Address:	2 Executive Circle, Suite 250 Irvine, CA 92614	4100 Newport Place, Suite 800 Newport Beach, CA 92660
Telephone:	W: 949-825-6175 F: 949-825-6173	W: 949-261-7010 F: 949-261-7016
E-mail:	maberry@llgengineers.com	mbyer@richlandinvestments.com

A. Trip Generation

Proposed Land Use	Residential	Previous Land Use	Residential
Existing Zoning	Residential	Proposed Zoning	Residential

	In	Out	Total
AM Peak Hour	54	164	218
PM Peak Hour	183	108	291
Daily	1385	1385	2770

(See attached Trip Generation - Table 1)

B. Trip Distribution

See attached graphical representation *(See attached Project Trip Distribution Patterns - Figure 4 through 11)*

C. Background Traffic

Project Opening year: 2020	Growth Rate: 1% / Year

D. Study Intersections & Roadway Segments

(See Attached List of Intersections and Roadway Segments - Tables 2 & 3)

E. Specific Issues to be addressed in the Study

General Plan Buildout Analysis
Site Access and Internal Circulation
City of Corona to Confirm List of Related Projects *(See attached Related Projects List - Table 4 and Figure Showing a 2-Mile Radius from Project Site)*

Approved By:

City of Corona Traffic Engineering:

Date: 2/21/13

3354 - Skyline Heights, Corona - Revised Traffic Impact Study Scope 02-14-13.xls

LINSCOTT LAW & GREENSPAN engineers

TABLE 1
PROJECT TRIP GENERATION RATES AND FORECAST
SKYLINE HEIGHTS, CORONA

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour Enter	AM Peak Hour Exit	AM Peak Hour Total	PM Peak Hour Enter	PM Peak Hour Exit	PM Peak Hour Total
Project Trip Generation Factors [1]:							
210: Single Family Residential (TE/DU)	9.52	0.19	0.56	0.75	0.63	0.37	1.00
Proposed Project Generation Forecast:							
Single Family Residential (291 DU)	2,770	54	164	218	183	108	291
Proposed Project Trip Generation Total	**2,770**	**54**	**164**	**218**	**183**	**108**	**291**

Notes:

[1] Source: *Trip Generation, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012)* . Average rates used.

TE/DU = Trip ends per Dwelling Units

DU = Dwelling Units

LINSCOTT LAW & GREENSPAN engineers

TABLE 2
LIST OF INTERSECTIONS
SKYLINE HEIGHTS, CORONA

#	Intersection
1	Serfas Club Drive at Green River Road
2	Paseo Grande at Green River Road
3	Paseo Grande at Ontario Avenue
4	Border Avenue at Ontario Avenue
5	Lincoln Avenue at Ontario Avenue
6	Border Avenue at Mesquite Lane
7	Border Avenue at Emerson Drive
8	Border Avenue at Peacock Lane
9	Lincoln Avenue at Foothill Parkway
10	Elysia Street at Foothill Parkway
11	Trudy Way at Foothill Parkway
12	Chase Drive at Foothill Parkway [Future]
13	Border Avenue at Foothill Parkway [Future]
14	P Street at Foothill Parkway [Future]

LINSCOTT LAW & GREENSPAN engineers

TABLE 3
LIST OF ROADWAY SEGMENTS
SKYLINE HEIGHTS, CORONA

#	Roadway Segment
1	Green River Road between Serfas Club Drive and Paseo Grande
2	Paseo Grande between Ontario Avenue and Green River Road
3	Ontario Avenue between Paseo Grande and Border Avenue
4	Border Avenue between Via Pacifica and Ontario Avenue
5	Ontario Avenue between Border Avenue and Via Pacifica
6	Ontario Avenue between Via Pacifica and Lincoln Avenue
7	Lincoln Avenue between Citron Street and Ontario Avenue
8	Border Avenue between Ontario Avenue and Foothill Parkway
9	Lincoln Avenue between Ontario Avenue and Foothill Parkway
10	Foothill Parkway between Elysia Street and Lincoln Avenue
11	Foothill Parkway between Lincoln Avenue and Highgrove Street

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TABLE 4
LIST OF RELATED PROJECTS
SKYLINE HEIGHTS, CORONA

#	Related Project	Jurisdiction	Description	Units/Square Footage
1	Corona Mazda Dealership	Corona	New Car Sales	17,710 SF
2	Thomas Ranch	Corona	Apartments/Industrial Park/ Mini-Warehouse	290 DU/79,924 SF/ 134,671 SF w/ 92 R.V. Spcs
3	Sierra Bella II	Corona	Estate Homes/Community Park	250 DU/2 Acres

Notes:

SF = Square-Feet

DU = Dwelling Units

Spc. = Spaces

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A-6

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

(#) = EXISTING STUDY INTERSECTION

(#) = FUTURE STUDY INTERSECTION

(#) = EXISTING STUDY ROADWAY SEGMENT

= PHASE I

= PHASE II

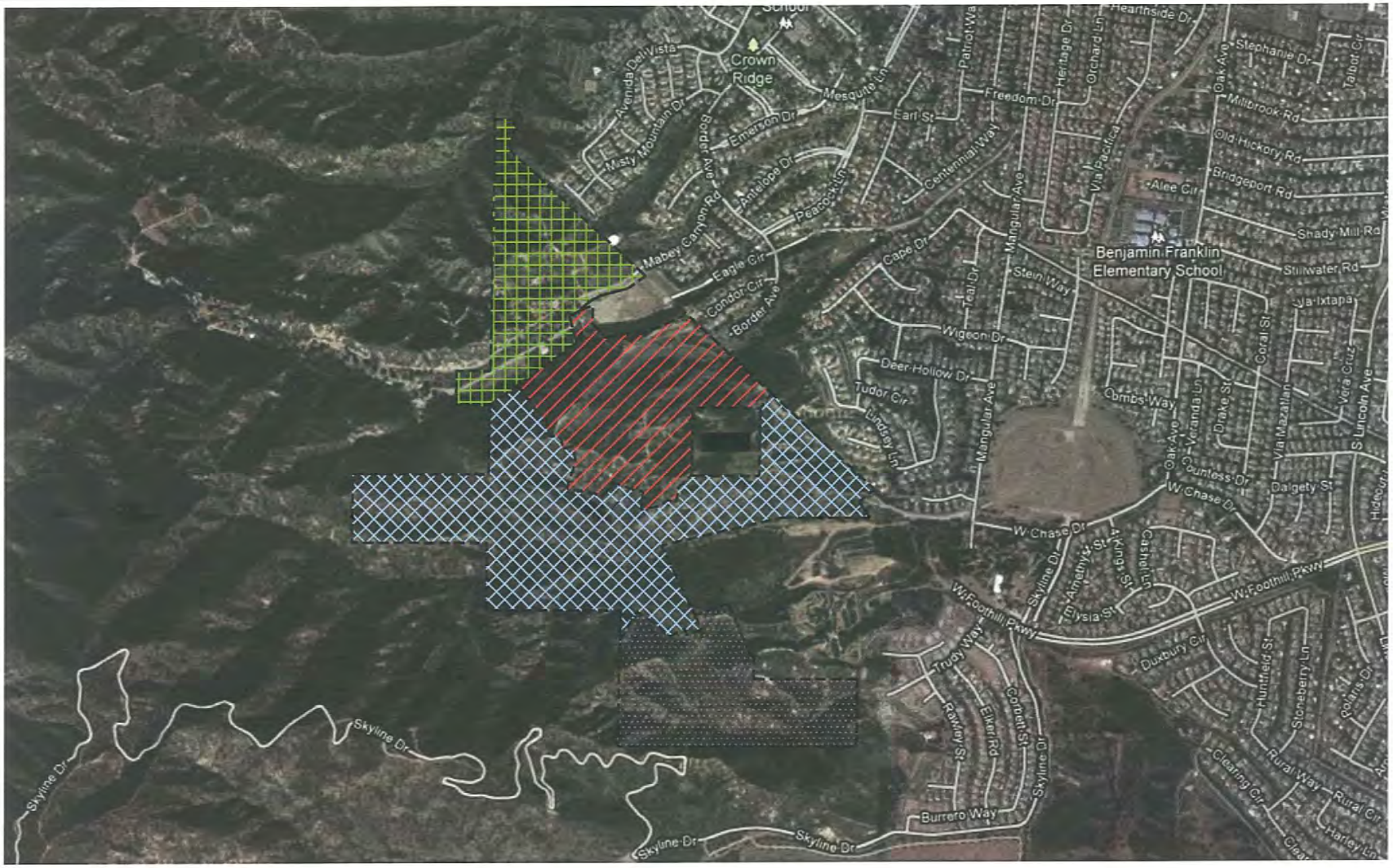
= PHASE III

= PHASE IV

FIGURE 1

VICINITY MAP

SKYLINE HEIGHTS, CORONA



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A7

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

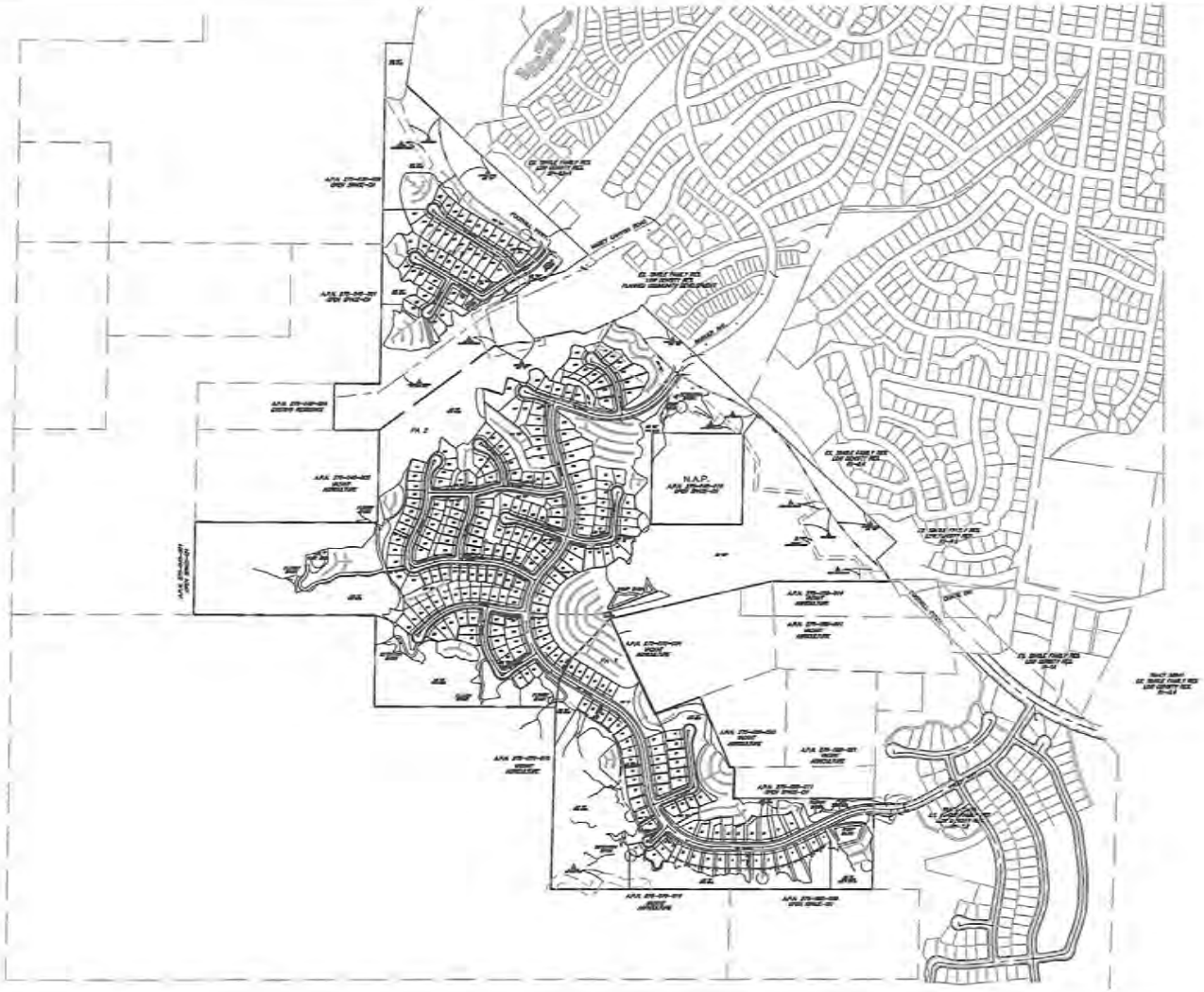
SOURCE: GOOGLE

KEY

= PHASE I
= PHASE II
= PHASE III
= PHASE IV

FIGURE 2

EXISTING SITE
SKYLINE HEIGHTS, CORONA

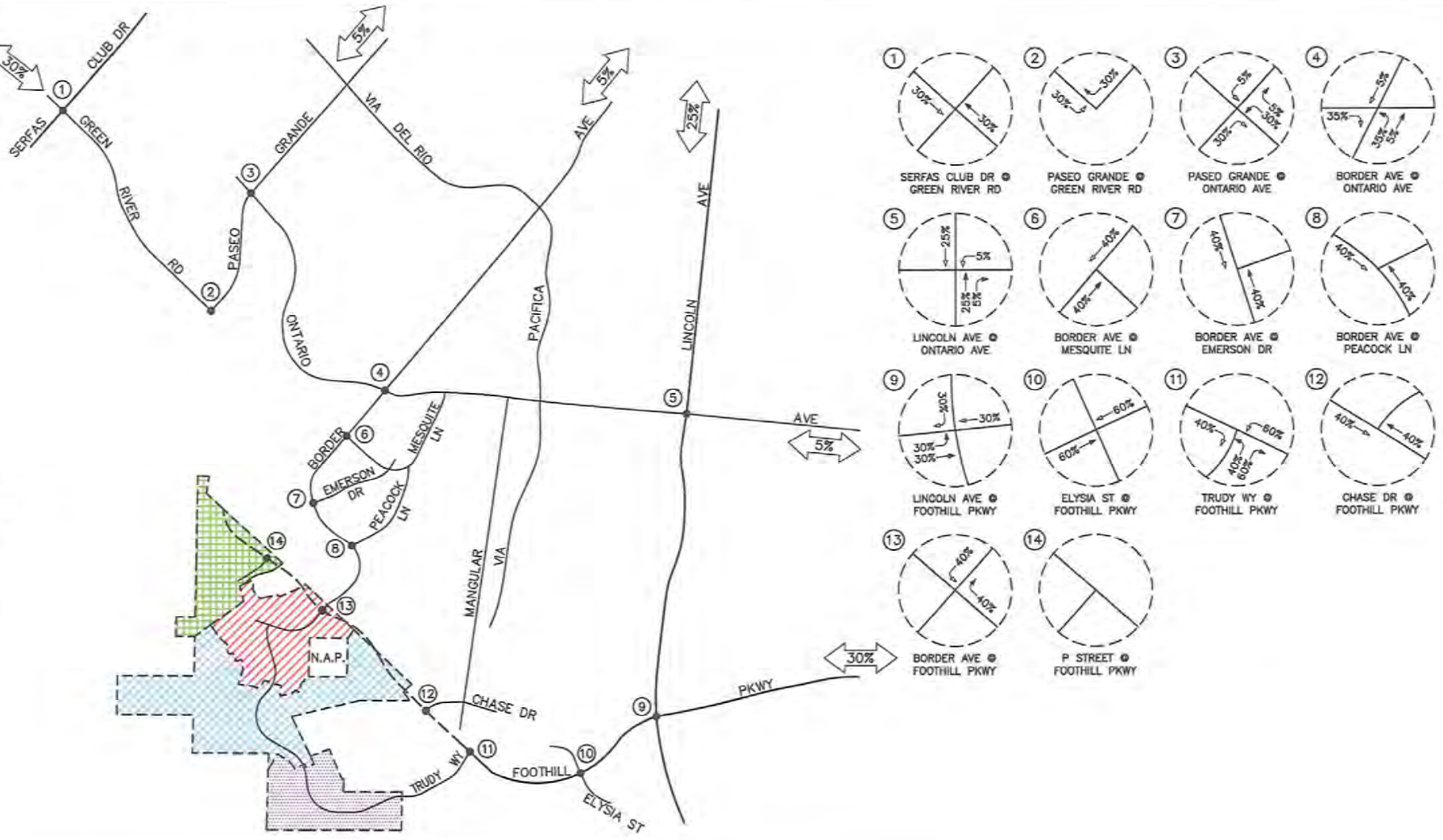


SOURCE: KWC ENGINEERS (1/7/13)

NO SCALE

FIGURE 3

PROPOSED SITE PLAN
SKYLINE HEIGHTS, CORONA



A-6

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LINSCOTT LAW & GREENSPAN ENGINEERS

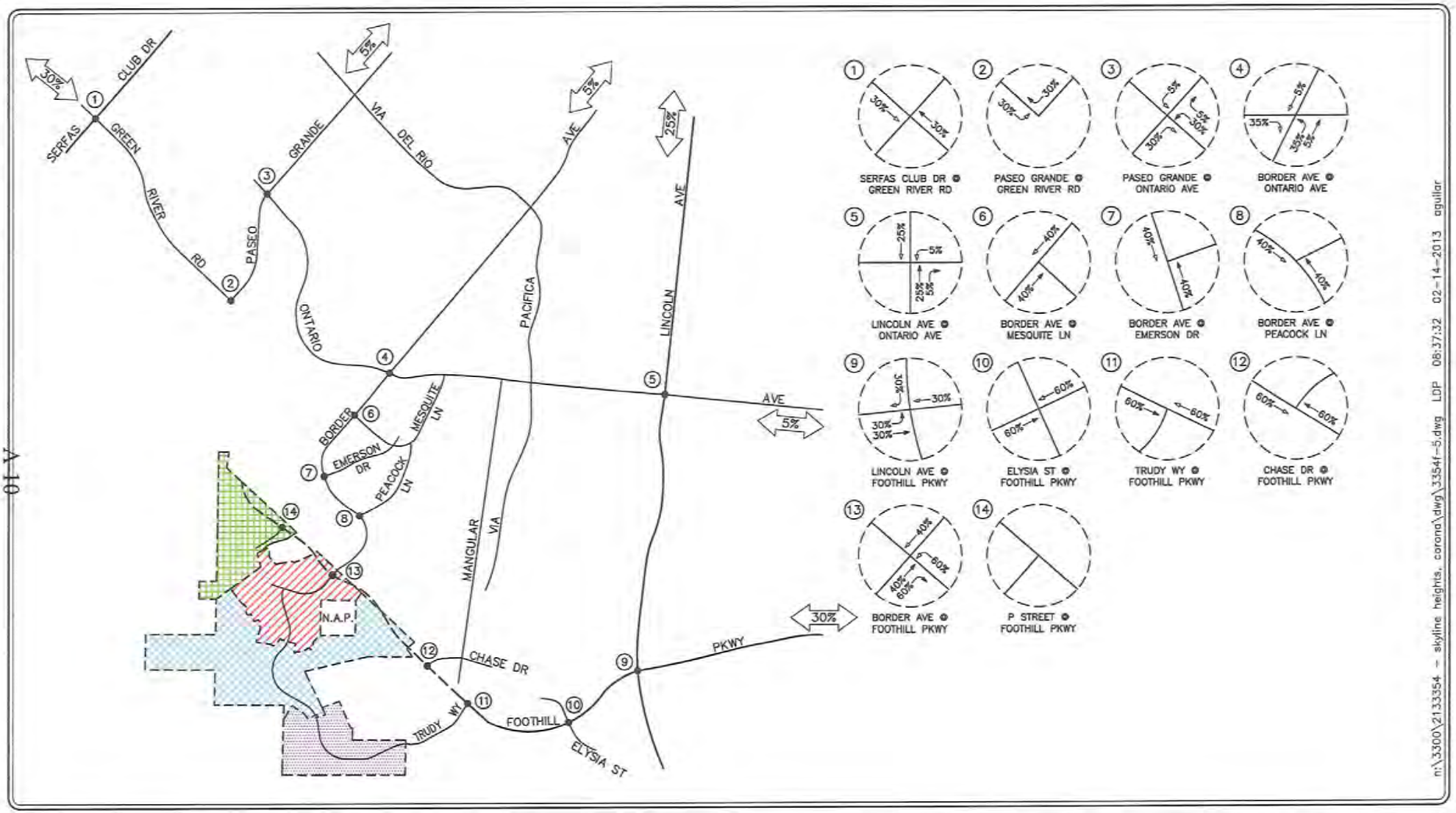
N NO SCALE

KEY

(#) = STUDY INTERSECTION
= FUTURE ROADWAY
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
= PHASE I
= PHASE II
= PHASE III
= PHASE IV

FIGURE 4

PROJECT PHASE I TRIP DISTRIBUTION PATTERN
(EXISTING CONDITIONS)
SKYLINE HEIGHTS, CORONA



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LINSCOTT LAW & GREENSPAN

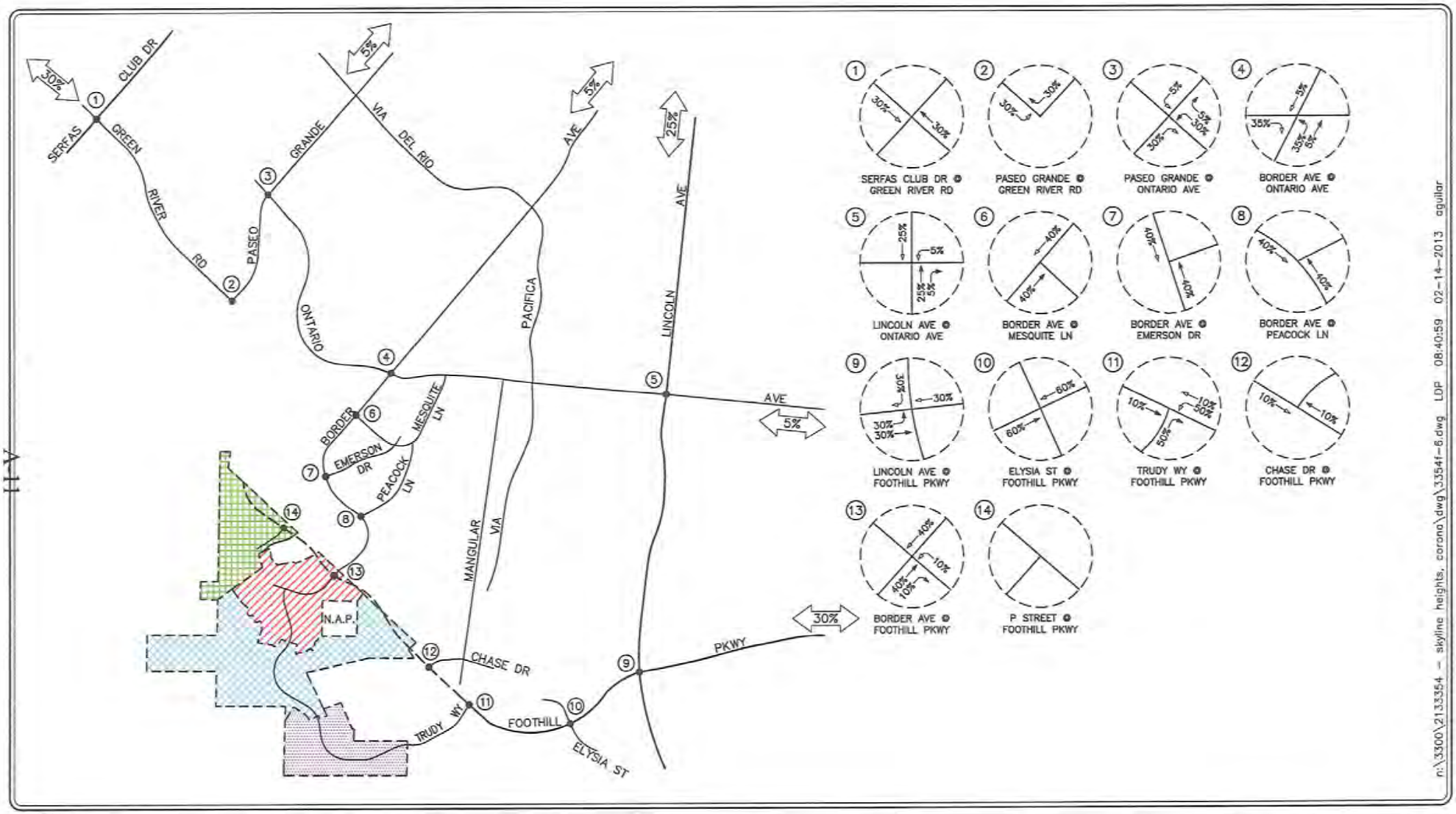
N NO SCALE

KEY

- (#) = STUDY INTERSECTION
- = FUTURE ROADWAY
- = INBOUND PERCENTAGE
- = OUTBOUND PERCENTAGE
- = PHASE I
- = PHASE II
- = PHASE III
- = PHASE IV

FIGURE 5

PROJECT PHASE II TRIP DISTRIBUTION PATTERN
(EXISTING CONDITIONS)
SKYLINE HEIGHTS, CORONA



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LINSCOTT LAW & GREENSPAN

N NO SCALE

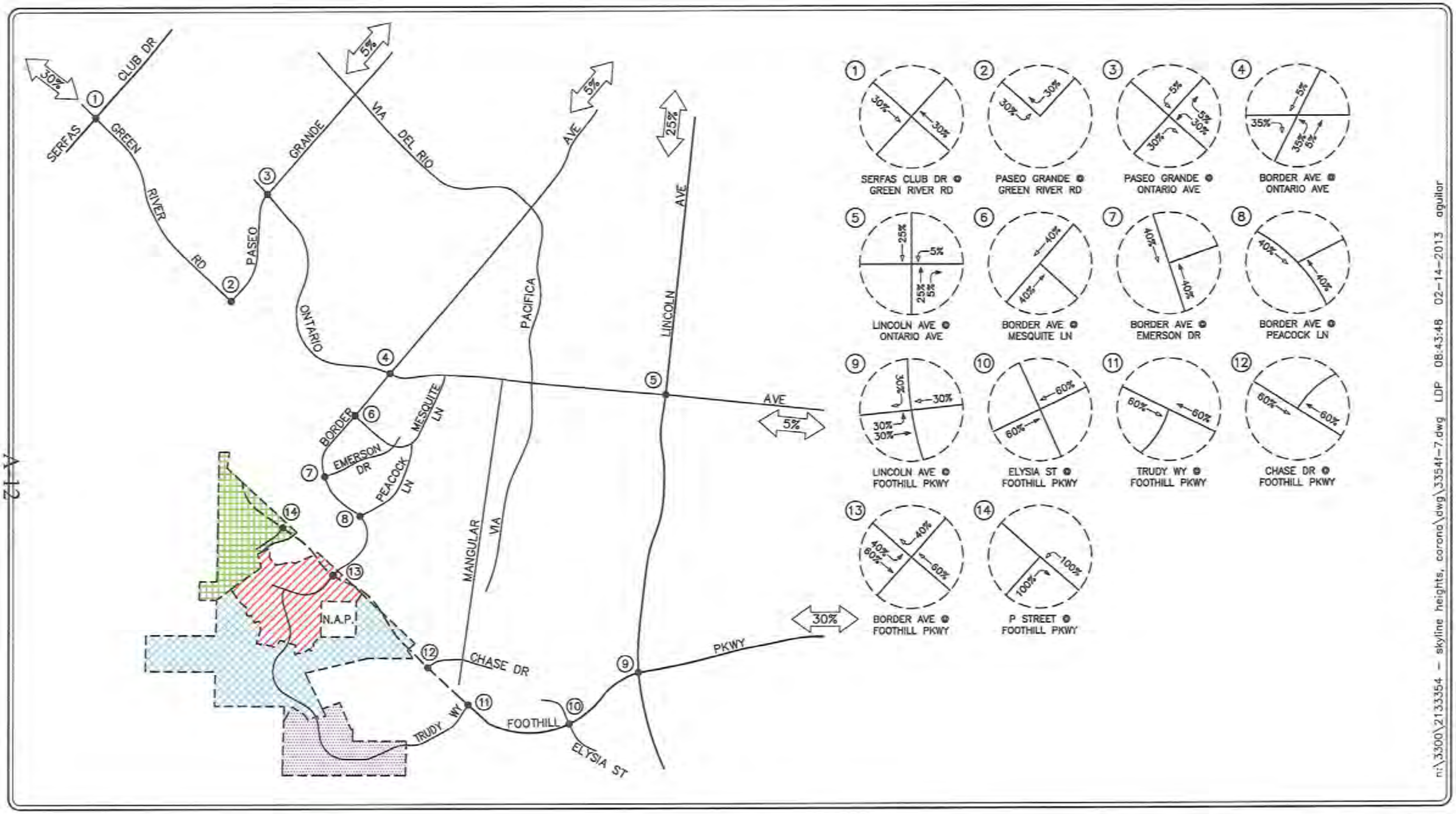
KEY

(#) = STUDY INTERSECTION
= FUTURE ROADWAY
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
= PHASE I
= PHASE II
= PHASE III
= PHASE IV

FIGURE 6

PROJECT PHASE III TRIP DISTRIBUTION PATTERN (EXISTING CONDITIONS)

SKYLINE HEIGHTS, CORONA



LINSCOTT LAW & GREENSPAN engineers

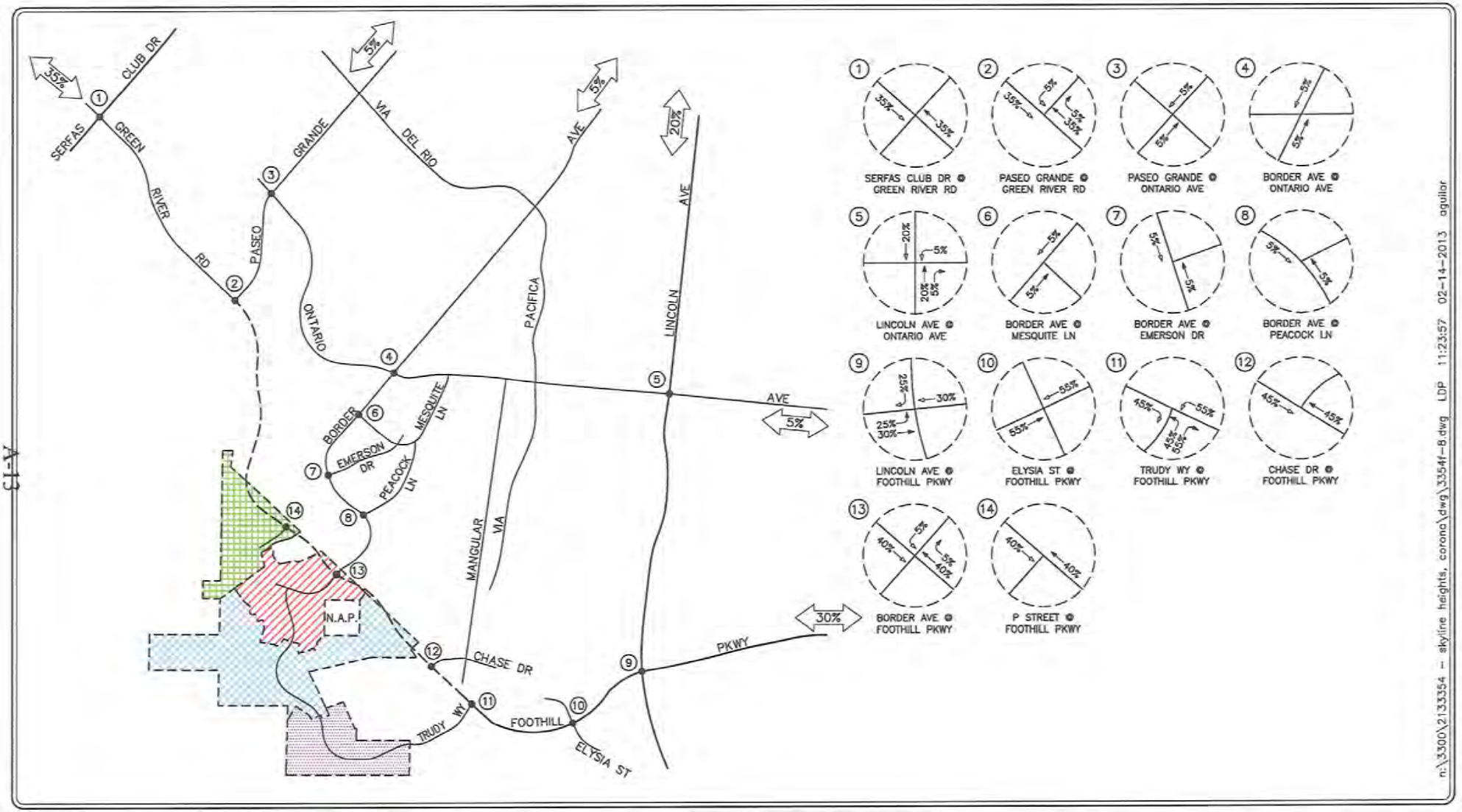
NO SCALE

KEY

(#) = STUDY INTERSECTION	= PHASE I
- - - = FUTURE ROADWAY	= PHASE II
← = INBOUND PERCENTAGE	= PHASE III
← = OUTBOUND PERCENTAGE	= PHASE IV

FIGURE 7

PROJECT PHASE IV TRIP DISTRIBUTION PATTERN
(EXISTING CONDITIONS)
SKYLINE HEIGHTS, CORONA


SERFAS CLUB DR
GREEN RIVER RD
PASEO GRANDE
VIA DEL RIO
ONTARIO AVE
PACIFICA AVE
LINCOLN AVE
BORDER AVE
MESQUITE LN
EMERSON DR
PEACOCK LN
MANGULAR VIA
CHASE DR
TRUDY WY
FOOTHILL PKWY
ELYSIA ST
N.A.P.
35%
5%
20%
30%
55%
45%
40%
25%
KEY
= STUDY INTERSECTION
= FUTURE ROADWAY
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
= PHASE I
= PHASE II
= PHASE III
= PHASE IV
NO SCALE
FIGURE 8
PROJECT PHASE I TRIP DISTRIBUTION PATTERN
SKYLINE HEIGHTS, CORONA
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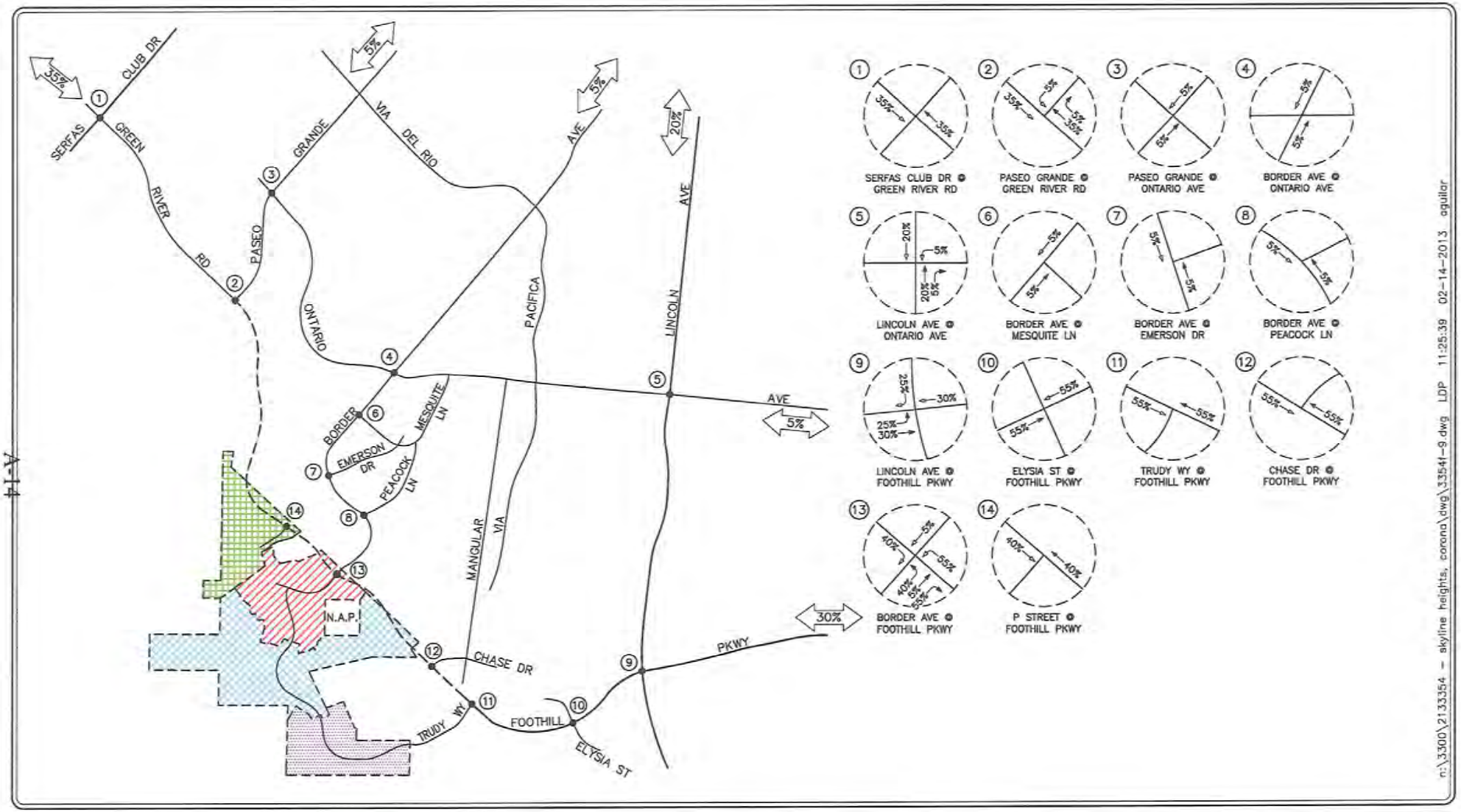

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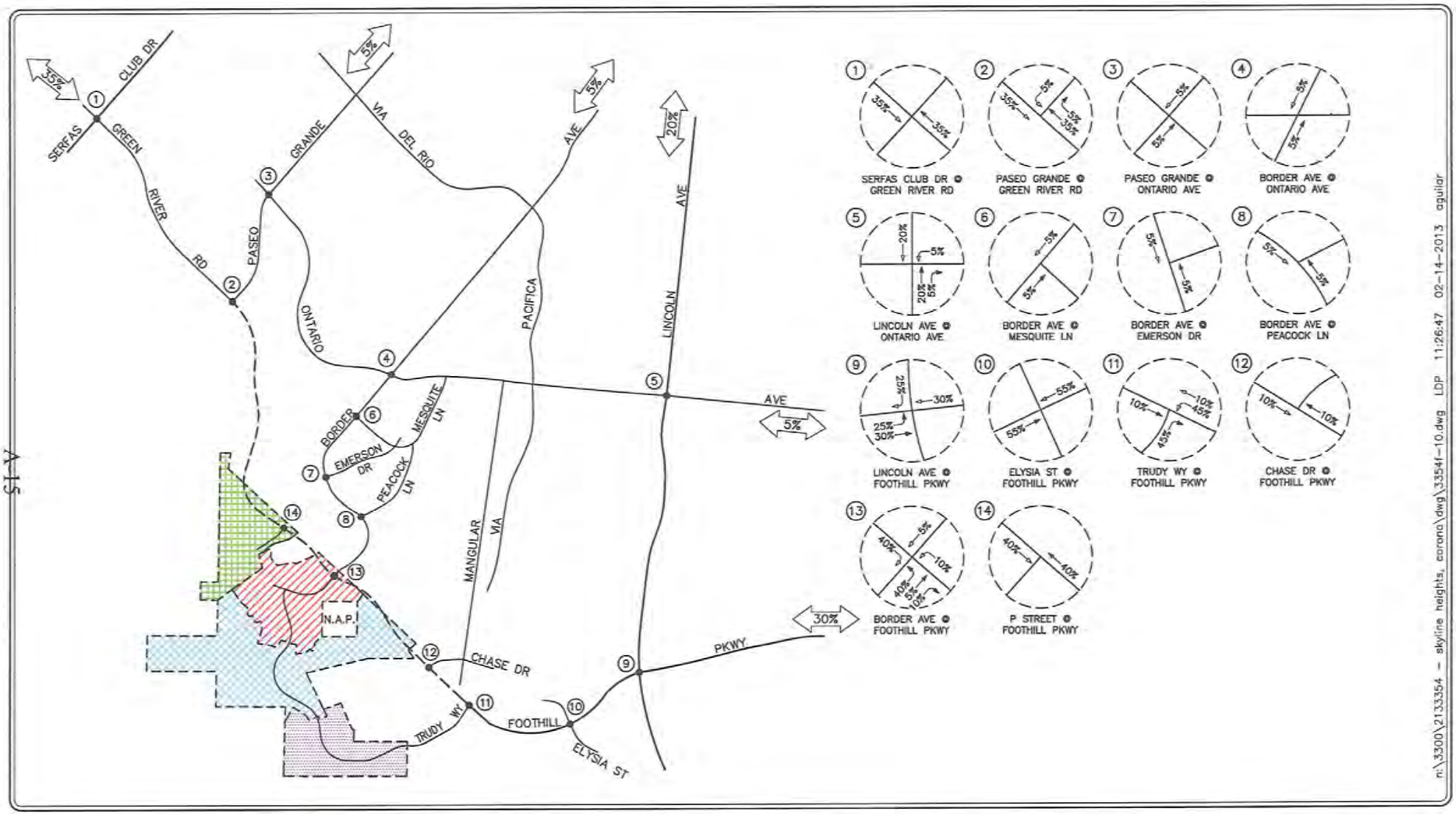
KEY

(#) = STUDY INTERSECTION
= FUTURE ROADWAY
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
= PHASE I
= PHASE II
= PHASE III
= PHASE IV

N NO SCALE

FIGURE 9

PROJECT PHASE II TRIP DISTRIBUTION PATTERN
SKYLINE HEIGHTS, CORONA



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LINSCOTT LAW & GREENSPAN

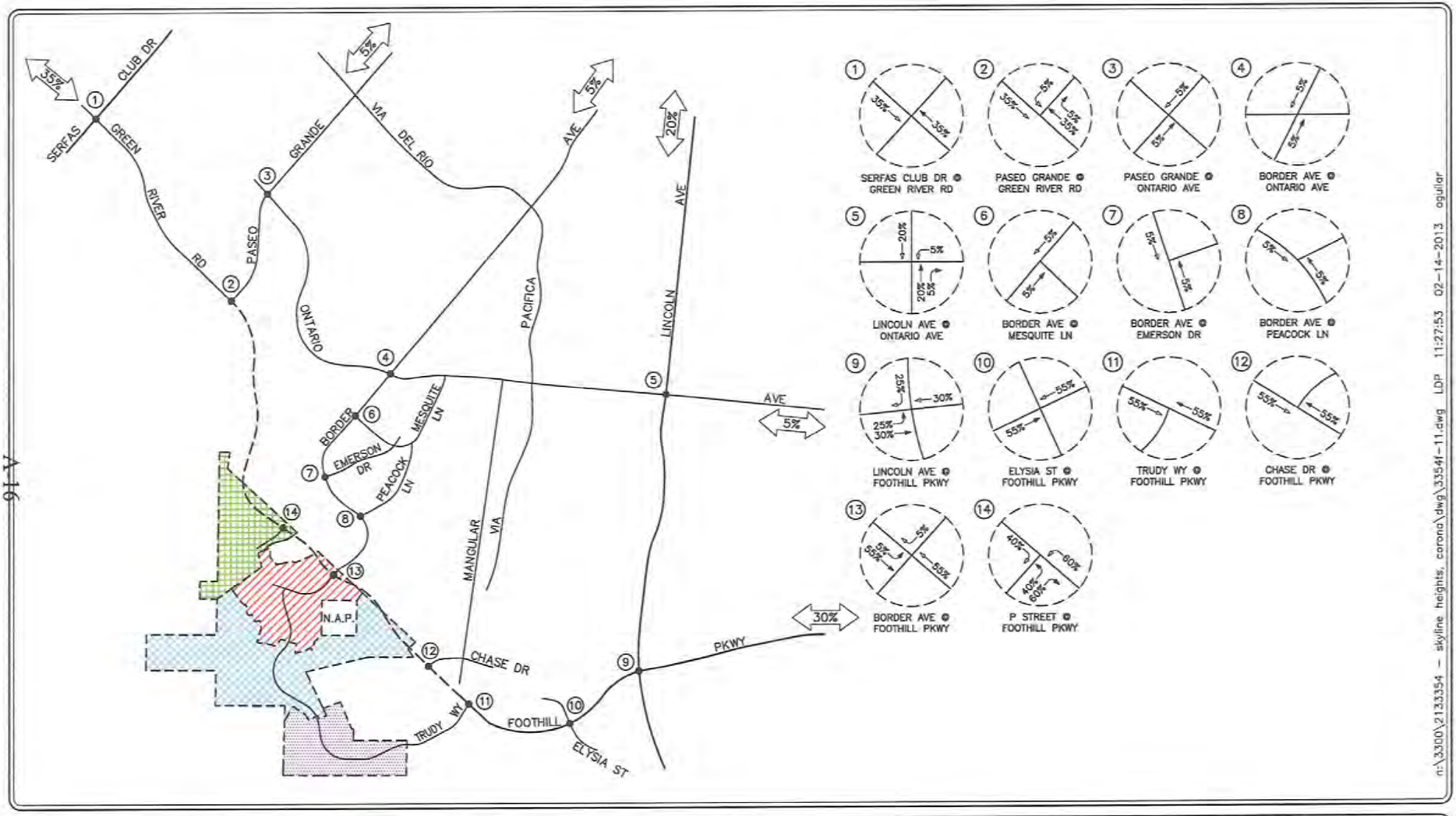
N NO SCALE

KEY

(#) = STUDY INTERSECTION
= FUTURE ROADWAY
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
= PHASE I
= PHASE II
= PHASE III
= PHASE IV

FIGURE 10

PROJECT PHASE III TRIP DISTRIBUTION PATTERN
SKYLINE HEIGHTS, CORONA



KEY

(#) = STUDY INTERSECTION
= FUTURE ROADWAY
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
= PHASE I
= PHASE II
= PHASE III
= PHASE IV

N NO SCALE

FIGURE 11

PROJECT PHASE IV TRIP DISTRIBUTION PATTERN
SKYLINE HEIGHTS, CORONA

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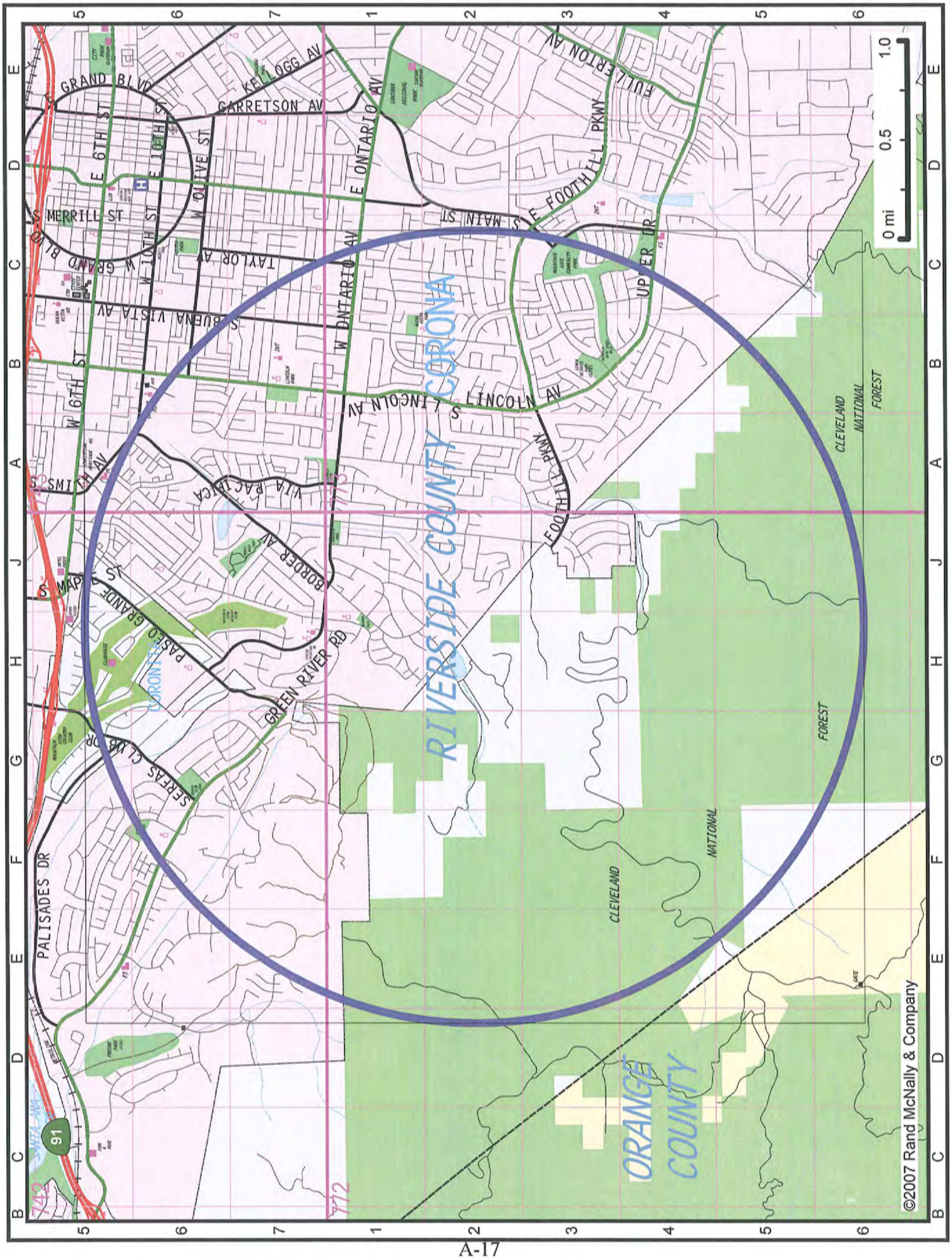

GRAND BLVD
E 6TH ST
S MERRILL ST
W GRAND BLVD
W 10TH ST
E 10TH ST
W OLIVE ST
GARRETSON AV
KELLOGG AV
TAYLOR AV
S BUENA VISTA AV
W 6TH ST
S SMITH AV
S MAPLE ST
PASEO GRANDE
BORDER AV
VIA PACIFICA
W ONTARIO AV
E ONTARIO AV
S MAIN ST
E FOOTHILL PKWY
FULLERTON AV
UPPER DR
S LINCOLN AV
FOOTHILL PKWY
GREEN RIVER RD
SERFAS CLUB DR
PALISADES DR
CORONITA
RIVERSIDE COUNTY
CORONA
ORANGE COUNTY
CLEVELAND NATIONAL FOREST
SANTA ANA
91
0 mi
0.5
1.0
©2007 Rand McNally & Company

APPENDIX B

EXISTING INTERSECTION LANE GEOMETRICS AND CONTROLS

1. Serfas Club Drive at Green River Road

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

Google earth

feet 200
meters 70

2. Paseo Grande at Green River Road

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

3. Paseo Grande at Ontario Avenue

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

4. Border Avenue at Ontario Avenue

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

Google earth

feet 200
meters 70

5. Lincoln Avenue at Ontario Avenue

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

6. Border Avenue at Mesquite Lane

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

7. Border Avenue at Emerson Drive

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

Google earth

feet 200
meters 70

8. Border Avenue at Peacock Lane

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

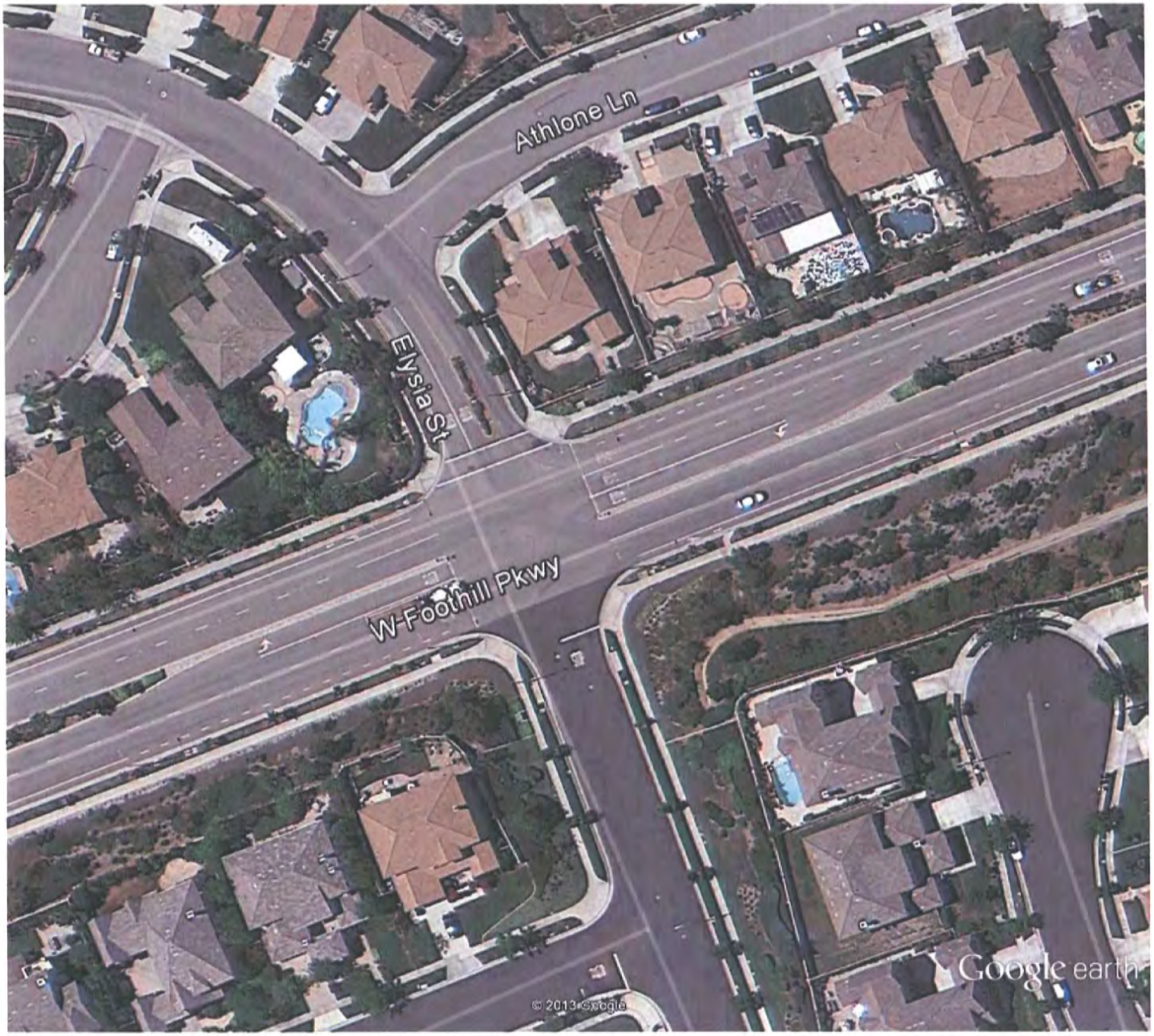
Google earth

feet 300
meters 100

9. Lincoln Avenue at Foothill Parkway

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .



Google earth

feet 300
meters 100

10. Elysia Street at Foothill Parkway

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

Google earth

feet 300
meters 100

11. Trudy Way at Foothill Parkway

Note:

- Most current aerial. For existing lane geometries and intersection controls, see ***Figure 3-1*** .

APPENDIX C

EXISTING TRAFFIC COUNT DATA

APPENDIX C-I

INTERSECTION COUNTS

1

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Corona
N/S: Serfas Club Drive
E/W: Green River Road
Weather: Sunny

File Name : CORSCGRAM
Site Code : 00000007
Start Date : 2/14/2013
Page No : 1

Groups Printed- Total Volume

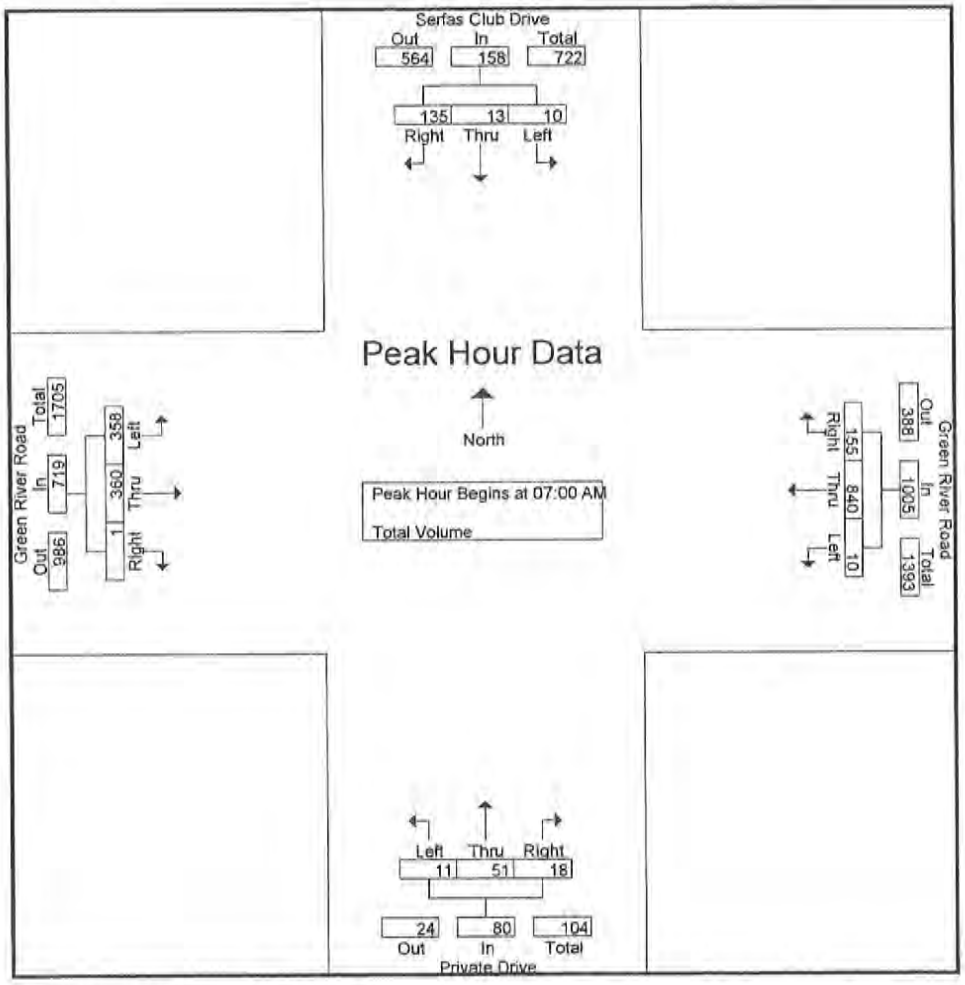
	Serfas Club Drive Southbound				Green River Road Westbound				Private Drive Northbound				Green River Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	2	18	24	2	204	37	243	2	11	2	15	91	69	1	161	443
07:15 AM	3	8	36	47	2	209	44	255	5	18	9	32	116	111	0	227	561
07:30 AM	2	2	45	49	4	229	42	275	0	8	5	13	79	106	0	185	522
07:45 AM	1	1	36	38	2	198	32	232	4	14	2	20	72	74	0	146	436
Total	10	13	135	158	10	840	155	1005	11	51	18	80	358	360	1	719	1962
08:00 AM	5	1	50	56	1	201	30	232	2	10	2	14	49	32	0	81	383
08:15 AM	7	1	27	35	0	155	23	178	0	8	2	10	45	42	0	87	310
08:30 AM	6	0	25	31	2	117	27	146	2	3	1	6	57	36	0	93	276
08:45 AM	4	3	23	30	1	101	23	125	2	10	3	15	53	38	0	91	261
Total	22	5	125	152	4	574	103	681	6	31	8	45	204	148	0	352	1230
Grand Total	32	18	260	310	14	1414	258	1686	17	82	26	125	562	508	1	1071	3192
Apprch %	10.3	5.8	83.9		0.8	83.9	15.3		13.6	65.6	20.8		52.5	47.4	0.1		
Total %	1	0.6	8.1	9.7	0.4	44.3	8.1	52.8	0.5	2.6	0.8	3.9	17.6	15.9	0	33.6	

	Serfas Club Drive Southbound				Green River Road Westbound				Private Drive Northbound				Green River Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	4	2	18	24	2	204	37	243	2	11	2	15	91	69	1	161	443
07:15 AM	3	8	36	47	2	209	44	255	5	18	9	32	116	111	0	227	561
07:30 AM	2	2	45	49	4	229	42	275	0	8	5	13	79	106	0	185	522
07:45 AM	1	1	36	38	2	198	32	232	4	14	2	20	72	74	0	146	436
Total Volume	10	13	135	158	10	840	155	1005	11	51	18	80	358	360	1	719	1962
% App. Total	6.3	8.2	85.4		1	83.6	15.4		13.8	63.8	22.5		49.8	50.1	0.1		
PHF	.625	.406	.750	.806	.625	.917	.881	.914	.550	.708	.500	.625	.772	.811	.250	.792	.874

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Corona
N/S: Serfas Club Drive
E/W: Green River Road
Weather: Sunny

File Name : CORSCGRAM
Site Code : 00000007
Start Date : 2/14/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	8	36	47	2	204	37	243	2	11	2	15	91	69	1	161
+15 mins.	2	2	45	49	2	209	44	255	5	18	9	32	116	111	0	227
+30 mins.	1	1	36	38	4	229	42	275	0	8	5	13	79	106	0	185
+45 mins.	5	1	50	56	2	198	32	232	4	14	2	20	72	74	0	146
Total Volume	11	12	167	190	10	840	155	1005	11	51	18	80	358	360	1	719
% App. Total	5.8	6.3	87.9		1	83.6	15.4		13.8	63.8	22.5		49.8	50.1	0.1	
PHF	.550	.375	.835	.848	.625	.917	.881	.914	.550	.708	.500	.625	.772	.811	.250	.792

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Corona
N/S: Serfas Club Drive
E/W: Green River Road
Weather: Sunny

File Name : CORSCGRPM
Site Code : 00000007
Start Date : 2/14/2013
Page No : 1

Groups Printed- Total Volume

	Serfas Club Drive Southbound				Green River Road Westbound				Private Drive Northbound				Green River Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	5	44	70	0	56	16	72	2	5	1	8	83	230	3	316	466
04:15 PM	12	2	87	101	1	62	18	81	2	4	0	6	63	247	3	313	501
04:30 PM	23	8	74	105	2	56	14	72	3	4	0	7	71	262	2	335	519
04:45 PM	23	6	67	96	2	62	22	86	2	3	0	5	94	265	2	361	548
Total	79	21	272	372	5	236	70	311	9	16	1	26	311	1004	10	1325	2034
05:00 PM	23	9	77	109	5	68	13	86	1	6	0	7	80	224	1	305	507
05:15 PM	33	9	86	128	4	63	15	82	3	3	2	8	89	241	8	338	556
05:30 PM	17	4	89	110	0	55	44	99	1	4	6	11	109	264	6	379	599
05:45 PM	29	10	65	104	1	50	35	86	1	5	0	6	105	259	3	367	563
Total	102	32	317	451	10	236	107	353	6	18	8	32	383	988	18	1389	2225
Grand Total	181	53	589	823	15	472	177	664	15	34	9	58	694	1992	28	2714	4259
Apprch %	22	6.4	71.6		2.3	71.1	26.7		25.9	58.6	15.5		25.6	73.4	1		
Total %	4.2	1.2	13.8	19.3	0.4	11.1	4.2	15.6	0.4	0.8	0.2	1.4	16.3	46.8	0.7	63.7	

	Serfas Club Drive Southbound				Green River Road Westbound				Private Drive Northbound				Green River Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	23	9	77	109	5	68	13	86	1	6	0	7	80	224	1	305	507
05:15 PM	33	9	86	128	4	63	15	82	3	3	2	8	89	241	8	338	556
05:30 PM	17	4	89	110	0	55	44	99	1	4	6	11	109	264	6	379	599
05:45 PM	29	10	65	104	1	50	35	86	1	5	0	6	105	259	3	367	563
Total Volume	102	32	317	451	10	236	107	353	6	18	8	32	383	988	18	1389	2225
% App. Total	22.6	7.1	70.3		2.8	66.9	30.3		18.8	56.2	25		27.6	71.1	1.3		
PHF	.773	.800	.890	.881	.500	.868	.608	.891	.500	.750	.333	.727	.878	.936	.563	.916	.929

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City of Corona
N/S: Serfas Club Drive
E/W: Green River Road
Weather: Sunny

File Name : CORSCGRPM
Site Code : 00000007
Start Date : 2/14/2013
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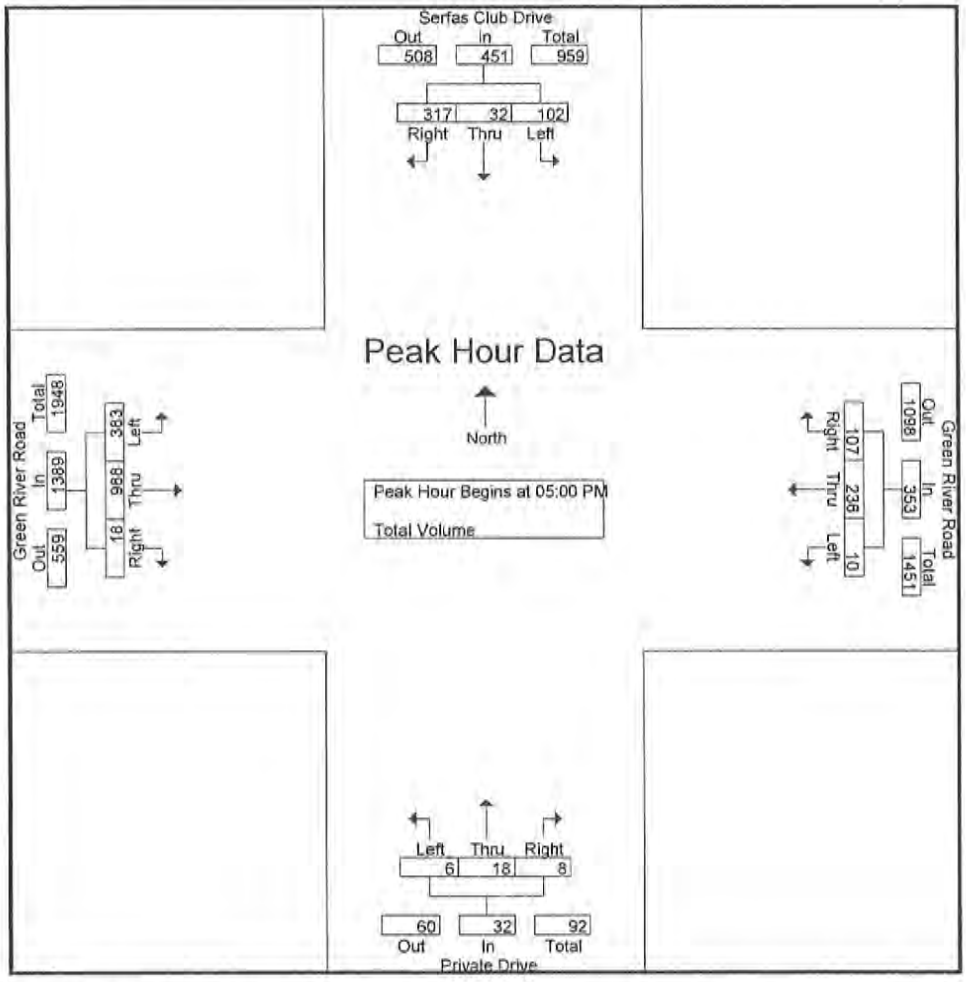

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	23	9	77	109	2	62	22	86	1	6	0	7	80	224	1	305
+15 mins.	**33**	9	86	**128**	**5**	**68**	13	86	**3**	3	2	8	89	241	**8**	338
+30 mins.	17	4	**89**	110	4	63	15	82	1	4	**6**	**11**	**109**	**264**	6	**379**
+45 mins.	29	**10**	65	104	0	55	**44**	**99**	1	5	0	6	105	259	3	367
Total Volume	102	32	317	451	11	248	94	353	6	18	8	32	383	988	18	1389
% App. Total	22.6	7.1	70.3		3.1	70.3	26.6		18.8	56.2	25		27.6	71.1	1.3	
PHF	.773	.800	.890	.881	.550	.912	.534	.891	.500	.750	.333	.727	.878	.936	.563	.916

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City of Corona
N/S: Paseo Grande
E/W: Green River Road
Weather: Sunny

File Name : CORPGGRAM
Site Code : 00000007
Start Date : 2/14/2013
Page No : 1

Groups Printed- Total Volume

	Paseo Grande Southbound		Green River Road Eastbound		
Start Time	Right	App. Total	Left	App. Total	Int. Total
07:00 AM	181	181	90	90	271
07:15 AM	178	178	130	130	308
07:30 AM	196	196	105	105	301
07:45 AM	197	197	53	53	250
Total	752	752	378	378	1130
08:00 AM	180	180	21	21	201
08:15 AM	156	156	52	52	208
08:30 AM	94	94	32	32	126
08:45 AM	105	105	42	42	147
Total	535	535	147	147	682
Grand Total	1287	1287	525	525	1812
Apprch %	100		100		
Total %	71	71	29	29	

	Paseo Grande Southbound		Green River Road Eastbound		
Start Time	Right	App. Total	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:00 AM					
07:00 AM	181	181	90	90	271
07:15 AM	178	178	**130**	**130**	**308**
07:30 AM	196	196	105	105	301
07:45 AM	**197**	**197**	53	53	250
Total Volume	752	752	378	378	1130
% App. Total	100		100		
PHF	.954	.954	.727	.727	.917

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City of Corona
N/S: Paseo Grande
E/W: Green River Road
Weather: Sunny

File Name : CORPGGRAM
Site Code : 00000007
Start Date : 2/14/2013
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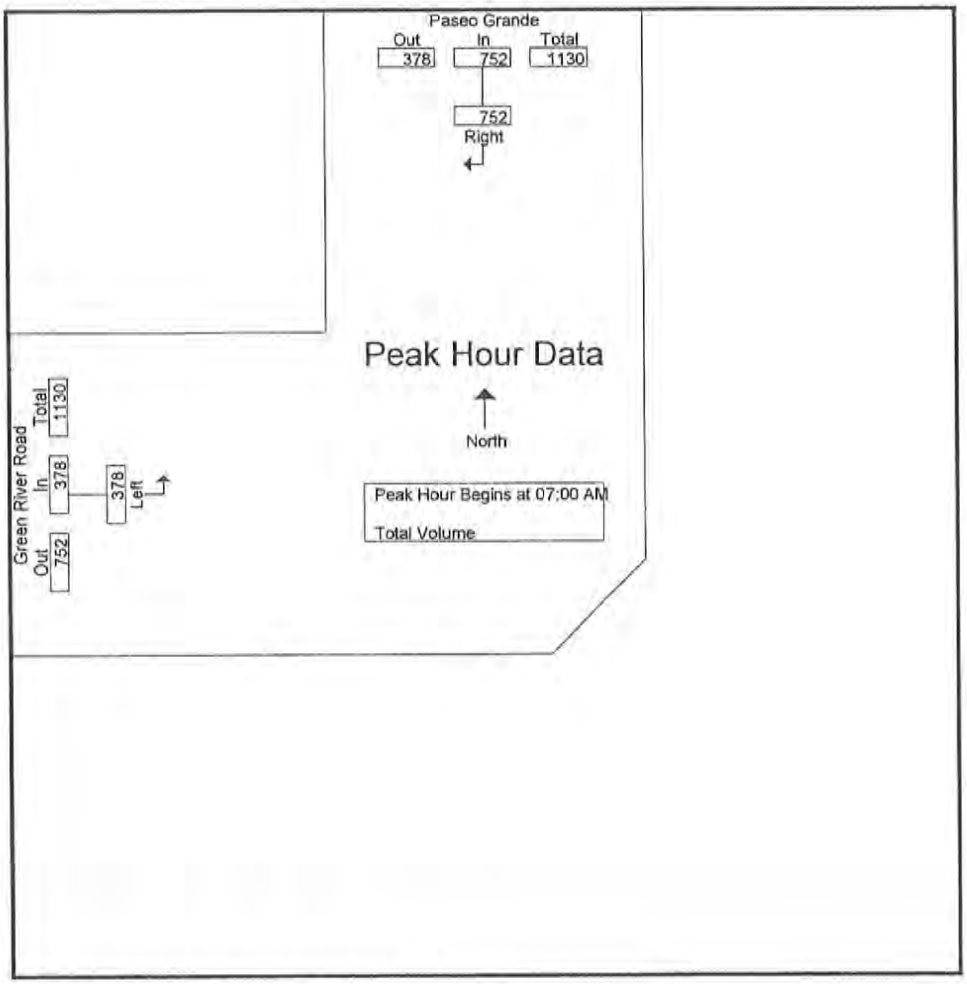

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM		07:00 AM	
+0 mins.	181	181	90	90
+15 mins.	178	178	**130**	**130**
+30 mins.	196	196	105	105
+45 mins.	**197**	**197**	53	53
Total Volume	752	752	378	378
% App. Total	100		100	
PHF	.954	.954	.727	.727

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City of Corona
N/S: Paseo Grande
E/W: Green River Road
Weather: Sunny

File Name : CORPGGRPM
Site Code : 00000007
Start Date : 2/14/2013
Page No : 1

Groups Printed- Total Volume

	Paseo Grande Southbound		Green River Road Eastbound		
Start Time	Right	App. Total	Left	App. Total	Int. Total
04:00 PM	54	54	221	221	275
04:15 PM	60	60	229	229	289
04:30 PM	68	68	240	240	308
04:45 PM	51	51	219	219	270
Total	233	233	909	909	1142
05:00 PM	69	69	206	206	275
05:15 PM	64	64	211	211	275
05:30 PM	50	50	214	214	264
05:45 PM	46	46	207	207	253
Total	229	229	838	838	1067
Grand Total	462	462	1747	1747	2209
Apprch %	100		100		
Total %	20.9	20.9	79.1	79.1	

	Paseo Grande Southbound		Green River Road Eastbound		
Start Time	Right	App. Total	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 04:00 PM					
04:00 PM	54	54	221	221	275
04:15 PM	60	60	229	229	289
04:30 PM	**68**	**68**	**240**	**240**	**308**
04:45 PM	51	51	219	219	270
Total Volume	233	233	909	909	1142
% App. Total	100		100		
PHF	.857	.857	.947	.947	.927

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City of Corona
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File Name : CORPGGRPM
Site Code : 00000007
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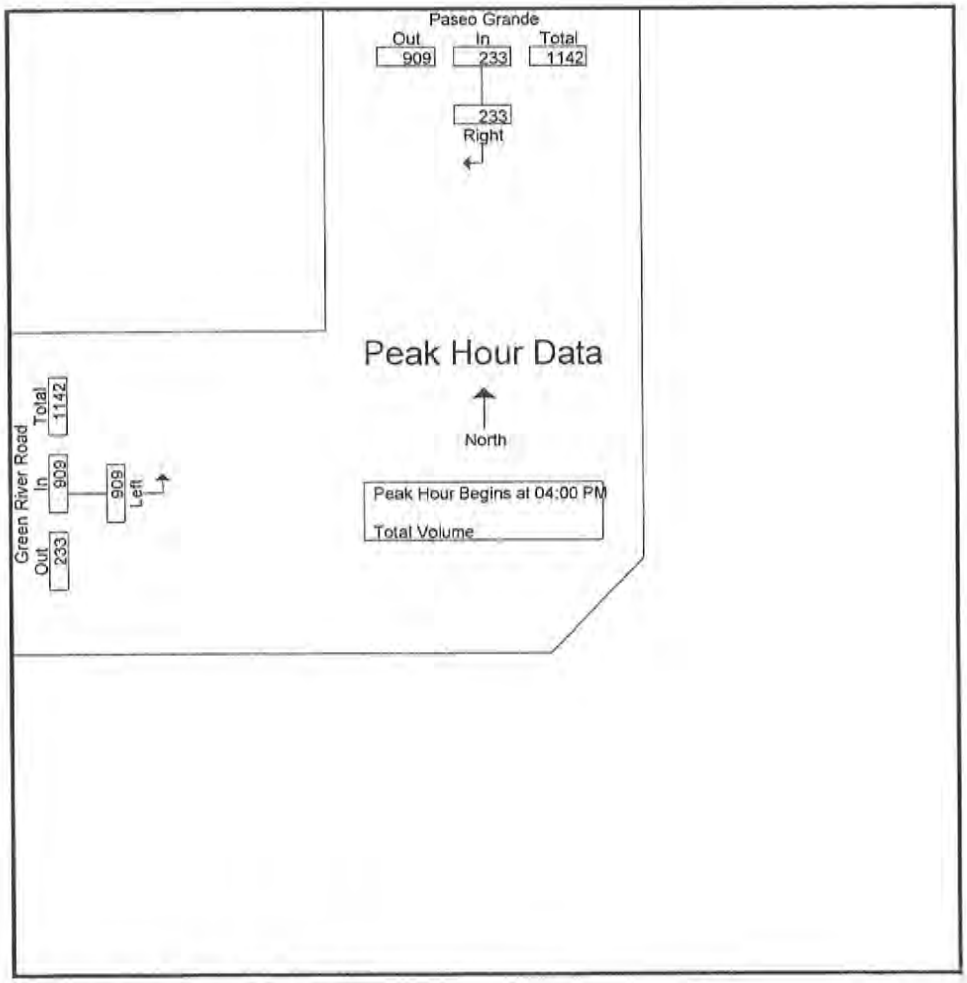

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM		04:00 PM	
+0 mins.	68	68	221	221
+15 mins.	51	51	229	229
+30 mins.	**69**	**69**	**240**	**240**
+45 mins.	64	64	219	219
Total Volume	252	252	909	909
% App. Total	100		100	
PHF	.913	.913	.947	.947

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City of Corona
N/S: Paseo Grande
E/W: Ontario Avenue
Weather: Sunny

File Name : CORPGONAM
Site Code : 00000006
Start Date : 2/14/2013
Page No : 1

Groups Printed- Total Volume

	Paseo Grande Southbound				Ontario Avenue Westbound				Paseo Grande Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	61	0	65	126	0	36	162	0	45	47	92	0	0	0	0	319
07:15 AM	13	85	0	98	107	0	41	148	0	85	63	148	0	0	0	0	394
07:30 AM	16	88	0	104	101	0	48	149	0	76	38	114	0	0	0	0	367
07:45 AM	18	57	0	75	134	0	36	170	0	31	38	69	0	0	0	0	314
Total	51	291	0	342	468	0	161	629	0	237	186	423	0	0	0	0	1394
08:00 AM	13	35	1	49	140	0	28	168	0	7	20	27	0	0	0	0	244
08:15 AM	7	27	0	34	107	0	18	125	0	13	40	53	0	1	0	1	213
08:30 AM	7	20	0	27	71	0	17	88	0	12	26	38	0	0	0	0	153
08:45 AM	5	13	0	18	95	0	15	110	0	8	38	46	0	0	0	0	174
Total	32	95	1	128	413	0	78	491	0	40	124	164	0	1	0	1	784
Grand Total	83	386	1	470	881	0	239	1120	0	277	310	587	0	1	0	1	2178
Apprch %	17.7	82.1	0.2		78.7	0	21.3		0	47.2	52.8		0	100	0		
Total %	3.8	17.7	0	21.6	40.4	0	11	51.4	0	12.7	14.2	27	0	0	0	0	

	Paseo Grande Southbound				Ontario Avenue Westbound				Paseo Grande Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	4	61	0	65	126	0	36	162	0	45	47	92	0	0	0	0	319
07:15 AM	13	85	0	98	107	0	41	148	0	**85**	**63**	**148**	0	0	0	0	**394**
07:30 AM	16	**88**	0	**104**	101	0	**48**	149	0	76	38	114	0	0	0	0	367
07:45 AM	**18**	57	0	75	**134**	0	36	**170**	0	31	38	69	0	0	0	0	314
Total Volume	51	291	0	342	468	0	161	629	0	237	186	423	0	0	0	0	1394
% App. Total	14.9	85.1	0		74.4	0	25.6		0	56	44		0	0	0		
PHF	.708	.827	.000	.822	.873	.000	.839	.925	.000	.697	.738	.715	.000	.000	.000	.000	.885

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City of Corona
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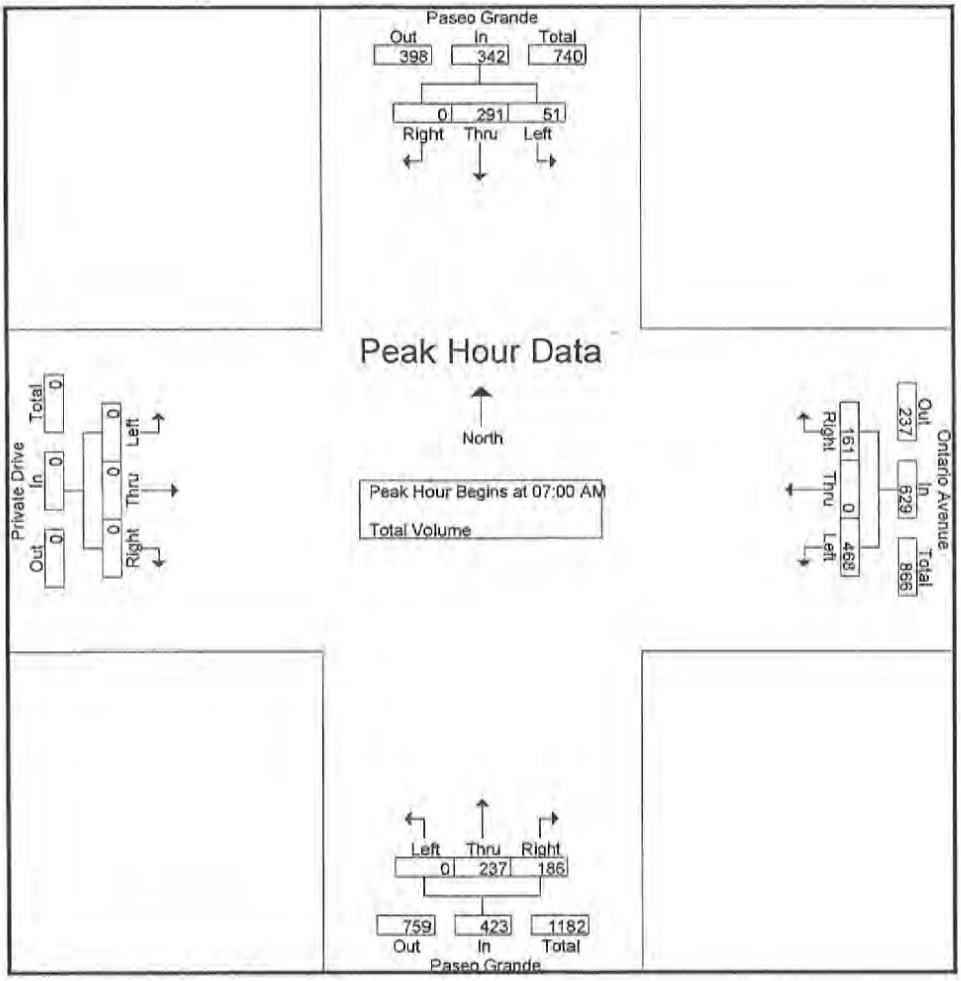

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	4	61	0	65	107	0	41	148	0	45	47	92	0	0	0	0
+15 mins.	13	85	0	98	101	0	**48**	149	0	**85**	**63**	**148**	0	0	0	0
+30 mins.	16	**88**	0	**104**	134	0	36	**170**	0	76	38	114	0	0	0	0
+45 mins.	**18**	57	0	75	**140**	0	28	168	0	31	38	69	0	**1**	0	**1**
Total Volume	51	291	0	342	482	0	153	635	0	237	186	423	0	1	0	1
% App. Total	14.9	85.1	0		75.9	0	24.1		0	56	44		0	100	0	
PHF	.708	.827	.000	.822	.861	.000	.797	.934	.000	.697	.738	.715	.000	.250	.000	.250

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City of Corona
N/S: Paseo Grande
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Weather: Sunny

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Site Code : 00000006
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Groups Printed- Total Volume

	Paseo Grande Southbound				Ontario Avenue Westbound				Paseo Grande Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	20	12	1	33	42	0	6	48	0	41	179	220	0	0	0	0	301
04:15 PM	12	23	0	35	42	0	10	52	0	46	184	230	0	0	1	1	318
04:30 PM	16	25	0	41	49	0	8	57	0	51	181	232	0	0	0	0	330
04:45 PM	11	13	0	24	41	0	11	52	0	51	174	225	0	0	1	1	302
Total	59	73	1	133	174	0	35	209	0	189	718	907	0	0	2	2	1251
05:00 PM	12	18	0	30	57	1	9	67	0	40	188	228	0	0	0	0	325
05:15 PM	17	17	0	34	47	0	12	59	0	53	163	216	1	0	0	1	310
05:30 PM	22	18	0	40	36	0	14	50	0	43	181	224	0	0	0	0	314
05:45 PM	21	20	0	41	38	0	6	44	0	50	174	224	0	0	0	0	309
Total	72	73	0	145	178	1	41	220	0	186	706	892	1	0	0	1	1258
Grand Total	131	146	1	278	352	1	76	429	0	375	1424	1799	1	0	2	3	2509
Apprch %	47.1	52.5	0.4		82.1	0.2	17.7		0	20.8	79.2		33.3	0	66.7		
Total %	5.2	5.8	0	11.1	14	0	3	17.1	0	14.9	56.8	71.7	0	0	0.1	0.1	

	Paseo Grande Southbound				Ontario Avenue Westbound				Paseo Grande Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	12	23	0	35	42	0	10	52	0	46	184	230	0	0	1	1	318
04:30 PM	**16**	**25**	0	**41**	49	0	8	57	0	**51**	181	**232**	0	0	0	0	**330**
04:45 PM	11	13	0	24	41	0	**11**	52	0	51	174	225	0	0	1	1	302
05:00 PM	12	18	0	30	**57**	**1**	9	**67**	0	40	**188**	228	0	0	0	0	325
Total Volume	51	79	0	130	189	1	38	228	0	188	727	915	0	0	2	2	1275
% App. Total	39.2	60.8	0		82.9	0.4	16.7		0	20.5	79.5		0	0	100		
PHF	.797	.790	.000	.793	.829	.250	.864	.851	.000	.922	.967	.986	.000	.000	.500	.500	.966

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City of Corona
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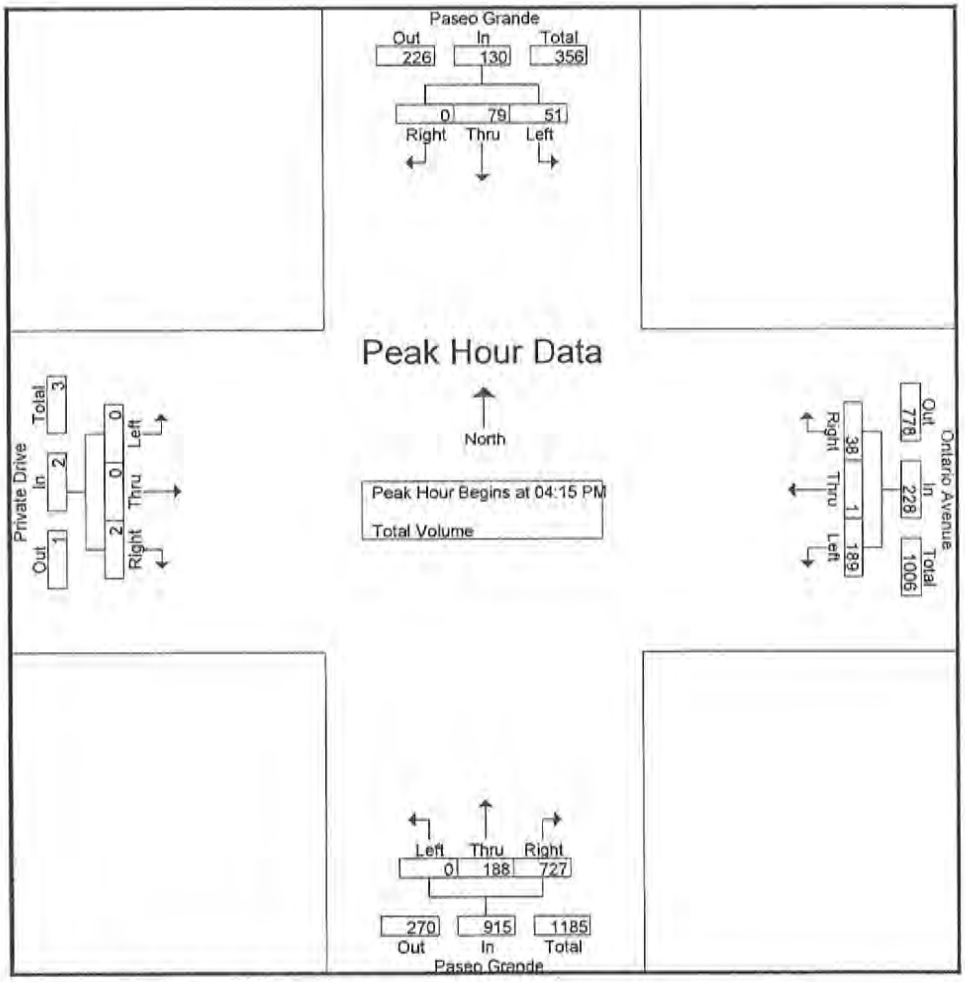

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:15 PM				04:00 PM			
+0 mins.	12	18	0	30	49	0	8	57	0	46	184	230	0	0	0	0
+15 mins.	17	17	0	34	41	0	11	52	0	**51**	181	**232**	0	0	**1**	**1**
+30 mins.	**22**	18	0	40	57	**1**	9	**67**	0	51	174	225	0	0	0	0
+45 mins.	21	**20**	0	**41**	47	0	**12**	59	0	40	**188**	228	0	0	1	1
Total Volume	72	73	0	145	194	1	40	235	0	188	727	915	0	0	2	2
% App. Total	49.7	50.3	0		82.6	0.4	17		0	20.5	79.5		0	0	100	
PHF	.818	.913	.000	.884	.851	.250	.833	.877	.000	.922	.967	.986	.000	.000	.500	.500

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City of Corona
N/S: Border Avenue
E/W: Ontario Avenue
Weather: Sunny

File Name : CORBOONAM
Site Code : 00000006
Start Date : 2/14/2013
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Groups Printed- Total Volume

	Border Avenue Southbound				Ontario Avenue Westbound				Border Avenue Northbound				Ontario Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	3	2	11	0	133	5	138	7	20	6	33	12	40	1	53	235
07:15 AM	11	3	5	19	8	116	7	131	6	20	7	33	12	59	4	75	258
07:30 AM	14	10	5	29	10	139	4	153	5	13	7	25	7	47	1	55	262
07:45 AM	9	12	3	24	6	145	11	162	10	13	4	27	5	52	2	59	272
Total	40	28	15	83	24	533	27	584	28	66	24	118	36	198	8	242	1027
08:00 AM	2	36	3	41	6	103	2	111	5	25	9	39	5	29	4	38	229
08:15 AM	7	43	5	55	12	116	3	131	12	35	9	56	6	49	6	61	303
08:30 AM	2	67	5	74	8	96	8	112	13	49	15	77	1	37	12	50	313
08:45 AM	3	16	0	19	2	103	4	109	9	33	6	48	6	47	7	60	236
Total	14	162	13	189	28	418	17	463	39	142	39	220	18	162	29	209	1081
Grand Total	54	190	28	272	52	951	44	1047	67	208	63	338	54	360	37	451	2108
Apprch %	19.9	69.9	10.3		5	90.8	4.2		19.8	61.5	18.6		12	79.8	8.2		
Total %	2.6	9	1.3	12.9	2.5	45.1	2.1	49.7	3.2	9.9	3	16	2.6	17.1	1.8	21.4	

	Border Avenue Southbound				Ontario Avenue Westbound				Border Avenue Northbound				Ontario Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	9	12	3	24	6	**145**	**11**	**162**	10	13	4	27	5	**52**	2	59	272
08:00 AM	2	36	3	41	6	103	2	111	5	25	9	39	5	29	4	38	229
08:15 AM	7	43	5	55	**12**	116	3	131	12	35	9	56	**6**	49	6	**61**	303
08:30 AM	2	67	5	74	8	96	8	112	**13**	**49**	**15**	77	1	37	**12**	50	**313**
Total Volume	20	158	16	194	32	460	24	516	40	122	37	199	17	167	24	208	1117
% App. Total	10.3	81.4	8.2		6.2	89.1	4.7		20.1	61.3	18.6		8.2	80.3	11.5		
PHF	.556	.590	.800	.655	.667	.793	.545	.796	.769	.622	.617	.646	.708	.803	.500	.852	.892

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City of Corona
N/S: Border Avenue
E/W: Ontario Avenue
Weather: Sunny

File Name : CORBOONAM
Site Code : 00000006
Start Date : 2/14/2013
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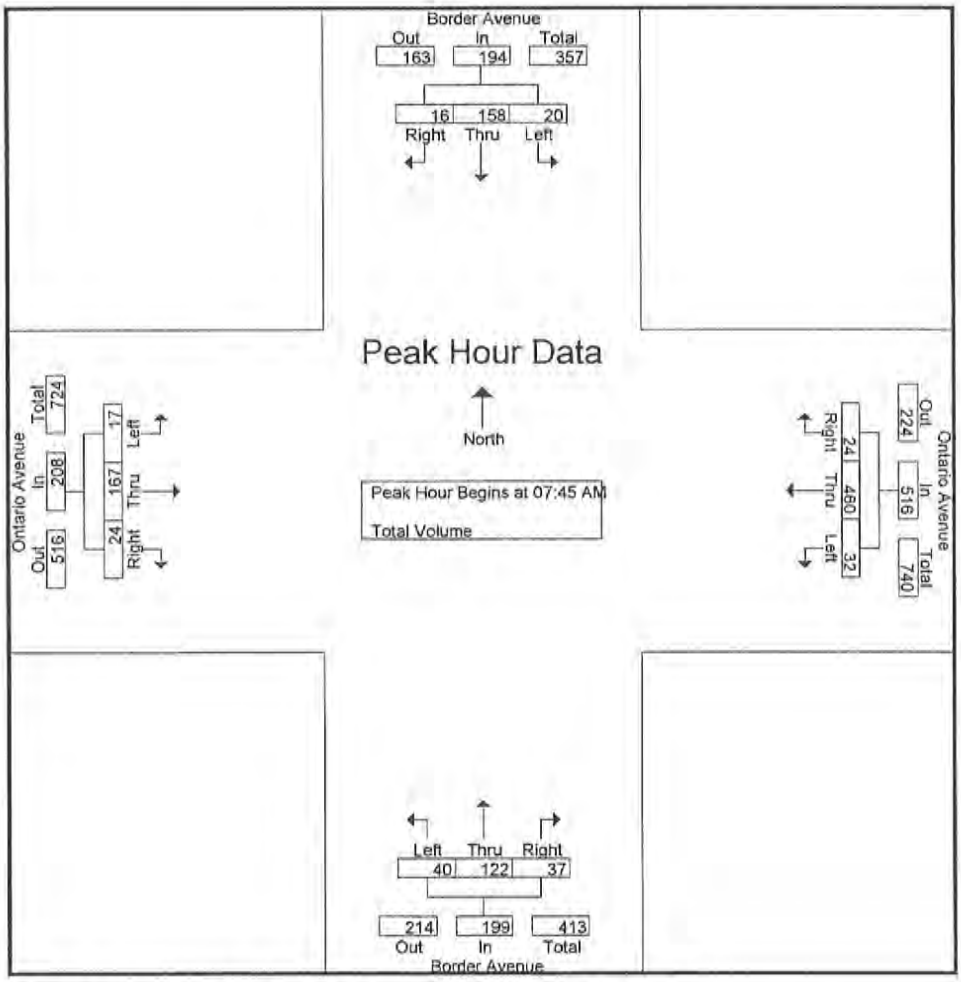

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				08:00 AM				07:00 AM			
+0 mins.	**9**	12	3	24	0	133	5	138	5	25	9	39	**12**	40	1	53
+15 mins.	2	36	3	41	8	116	7	131	12	35	9	56	12	**59**	4	**75**
+30 mins.	7	43	**5**	55	**10**	139	4	153	**13**	**49**	**15**	77	7	47	1	55
+45 mins.	**2**	**67**	5	74	6	**145**	**11**	**162**	9	33	6	48	5	52	**2**	59
Total Volume	20	158	16	194	24	533	27	584	39	142	39	220	36	198	8	242
% App. Total	10.3	81.4	8.2		4.1	91.3	4.6		17.7	64.5	17.7		14.9	81.8	3.3	
PHF	.556	.590	.800	.655	.600	.919	.614	.901	.750	.724	.650	.714	.750	.839	.500	.807

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Weather: Sunny

File Name : CORBOONPM
Site Code : 00000006
Start Date : 2/14/2013
Page No : 1

Groups Printed- Total Volume

	Border Avenue Southbound				Ontario Avenue Westbound				Border Avenue Northbound				Ontario Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	17	4	27	5	58	4	67	3	10	7	20	12	174	4	190	304
04:15 PM	12	13	9	34	8	50	6	64	7	13	5	25	5	167	5	177	300
04:30 PM	14	12	5	31	11	67	10	88	3	8	4	15	4	183	2	189	323
04:45 PM	6	12	6	24	4	63	9	76	1	8	6	15	6	177	5	188	303
Total	38	54	24	116	28	238	29	295	14	39	22	75	27	701	16	744	1230
05:00 PM	12	22	3	37	6	57	7	70	2	11	4	17	6	164	11	181	305
05:15 PM	8	13	6	27	2	52	6	60	7	11	1	19	6	163	5	174	280
05:30 PM	16	11	7	34	1	67	8	76	0	9	3	12	7	166	8	181	303
05:45 PM	11	36	6	53	11	55	11	77	7	25	8	40	5	147	6	158	328
Total	47	82	22	151	20	231	32	283	16	56	16	88	24	640	30	694	1216
Grand Total	85	136	46	267	48	469	61	578	30	95	38	163	51	1341	46	1438	2446
Apprch %	31.8	50.9	17.2		8.3	81.1	10.6		18.4	58.3	23.3		3.5	93.3	3.2		
Total %	3.5	5.6	1.9	10.9	2	19.2	2.5	23.6	1.2	3.9	1.6	6.7	2.1	54.8	1.9	58.8	

	Border Avenue Southbound				Ontario Avenue Westbound				Border Avenue Northbound				Ontario Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	12	13	**9**	34	8	50	6	64	7	**13**	5	**25**	5	167	5	177	300
04:30 PM	**14**	12	5	31	**11**	**67**	**10**	**88**	3	8	4	15	4	**183**	2	**189**	**323**
04:45 PM	6	12	6	24	4	63	9	76	1	8	**6**	15	**6**	177	5	188	303
05:00 PM	12	**22**	3	**37**	6	57	7	70	2	11	4	17	6	164	**11**	181	305
Total Volume	44	59	23	126	29	237	32	298	13	40	19	72	21	691	23	735	1231
% App. Total	34.9	46.8	18.3		9.7	79.5	10.7		18.1	55.6	26.4		2.9	94	3.1		
PHF	.786	.670	.639	.851	.659	.884	.800	.847	.464	.769	.792	.720	.875	.944	.523	.972	.953

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City of Corona
N/S: Border Avenue
E/W: Ontario Avenue
Weather: Sunny

File Name : CORBOONPM
Site Code : 00000006
Start Date : 2/14/2013
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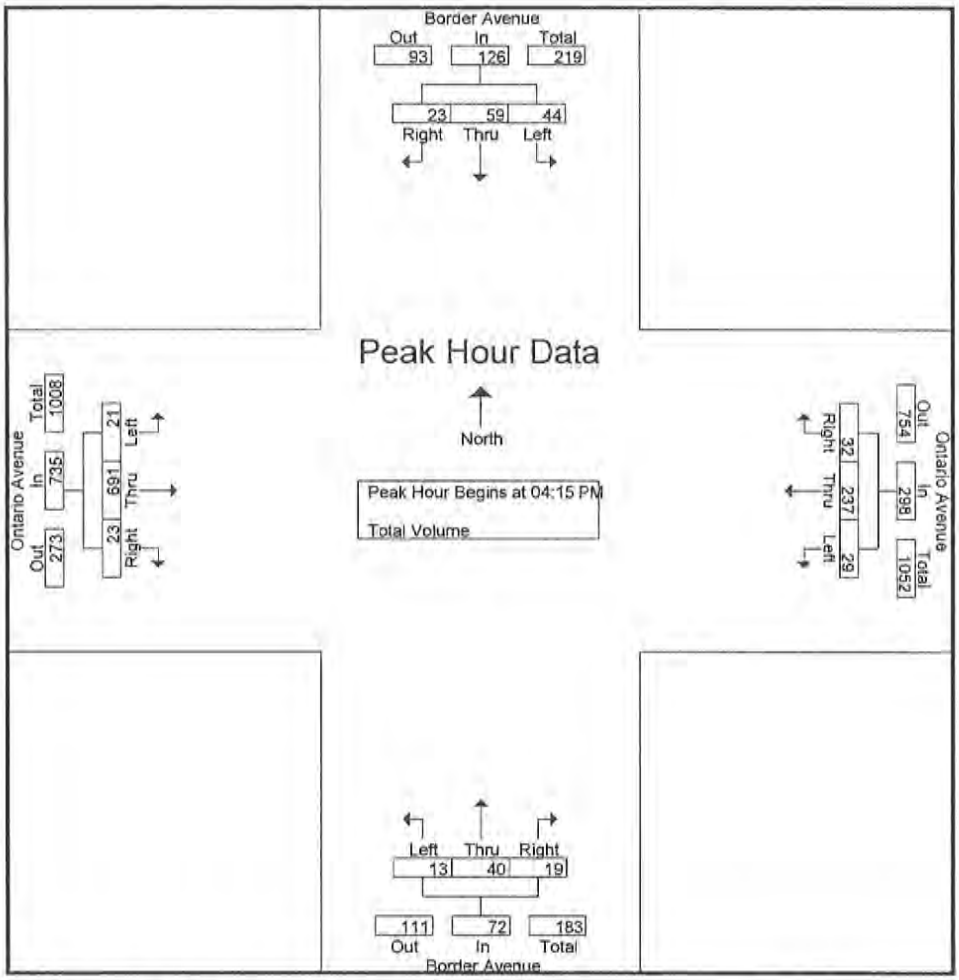

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				05:00 PM				04:00 PM			
+0 mins.	12	22	3	37	8	50	6	64	2	11	4	17	**12**	174	4	**190**
+15 mins.	8	13	6	27	**11**	**67**	**10**	**88**	7	11	1	19	5	167	5	177
+30 mins.	**16**	11	7	34	4	63	9	76	0	9	3	12	4	**183**	2	189
+45 mins.	11	**36**	6	**53**	6	57	7	70	7	**25**	**8**	**40**	6	177	5	188
Total Volume	47	82	22	151	29	237	32	298	16	56	16	88	27	701	16	744
% App. Total	31.1	54.3	14.6		9.7	79.5	10.7		18.2	63.6	18.2		3.6	94.2	2.2	
PHF	.734	.569	.786	.712	.659	.884	.800	.847	.571	.560	.500	.550	.563	.958	.800	.979

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City of Corona
N/S: Lincoln Avenue
E/W: Ontario Avenue
Weather: Sunny

File Name : CORLIONAM
Site Code : 00000006
Start Date : 2/14/2013
Page No : 1

Groups Printed- Total Volume

	Lincoln Avenue Southbound				Ontario Avenue Westbound				Lincoln Avenue Northbound				Ontario Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	21	36	21	78	5	164	77	246	109	183	16	308	63	102	34	199	831
07:15 AM	37	41	60	138	10	186	81	277	83	179	21	283	114	140	34	288	986
07:30 AM	46	38	60	144	9	204	92	305	85	164	32	281	81	162	34	277	1007
07:45 AM	50	55	54	159	16	232	92	340	107	153	13	273	24	129	15	168	940
Total	154	170	195	519	40	786	342	1168	384	679	82	1145	282	533	117	932	3764
08:00 AM	38	31	11	80	16	148	76	240	84	127	12	223	31	105	13	149	692
08:15 AM	30	36	27	93	10	176	79	265	81	134	15	230	27	104	18	149	737
08:30 AM	36	30	39	105	13	156	72	241	54	125	23	202	59	135	16	210	758
08:45 AM	31	33	14	78	2	139	52	193	61	121	22	204	33	130	16	179	654
Total	135	130	91	356	41	619	279	939	280	507	72	859	150	474	63	687	2841
Grand Total	289	300	286	875	81	1405	621	2107	664	1186	154	2004	432	1007	180	1619	6605
Apprch %	33	34.3	32.7		3.8	66.7	29.5		33.1	59.2	7.7		26.7	62.2	11.1		
Total %	4.4	4.5	4.3	13.2	1.2	21.3	9.4	31.9	10.1	18	2.3	30.3	6.5	15.2	2.7	24.5	

	Lincoln Avenue Southbound				Ontario Avenue Westbound				Lincoln Avenue Northbound				Ontario Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	21	36	21	78	5	164	77	246	**109**	**183**	16	**308**	63	102	**34**	199	831
07:15 AM	37	41	**60**	138	10	186	81	277	83	179	21	283	**114**	140	34	**288**	986
07:30 AM	46	38	60	144	9	204	**92**	305	85	164	**32**	281	81	**162**	34	277	**1007**
07:45 AM	**50**	**55**	54	**159**	**16**	**232**	92	**340**	107	153	13	273	24	129	15	168	940
Total Volume	154	170	195	519	40	786	342	1168	384	679	82	1145	282	533	117	932	3764
% App. Total	29.7	32.8	37.6		3.4	67.3	29.3		33.5	59.3	7.2		30.3	57.2	12.6		
PHF	.770	.773	.813	.816	.625	.847	.929	.859	.881	.928	.641	.929	.618	.823	.860	.809	.934

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City of Corona
N/S: Lincoln Avenue
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Weather: Sunny

File Name : CORLIONAM
Site Code : 00000006
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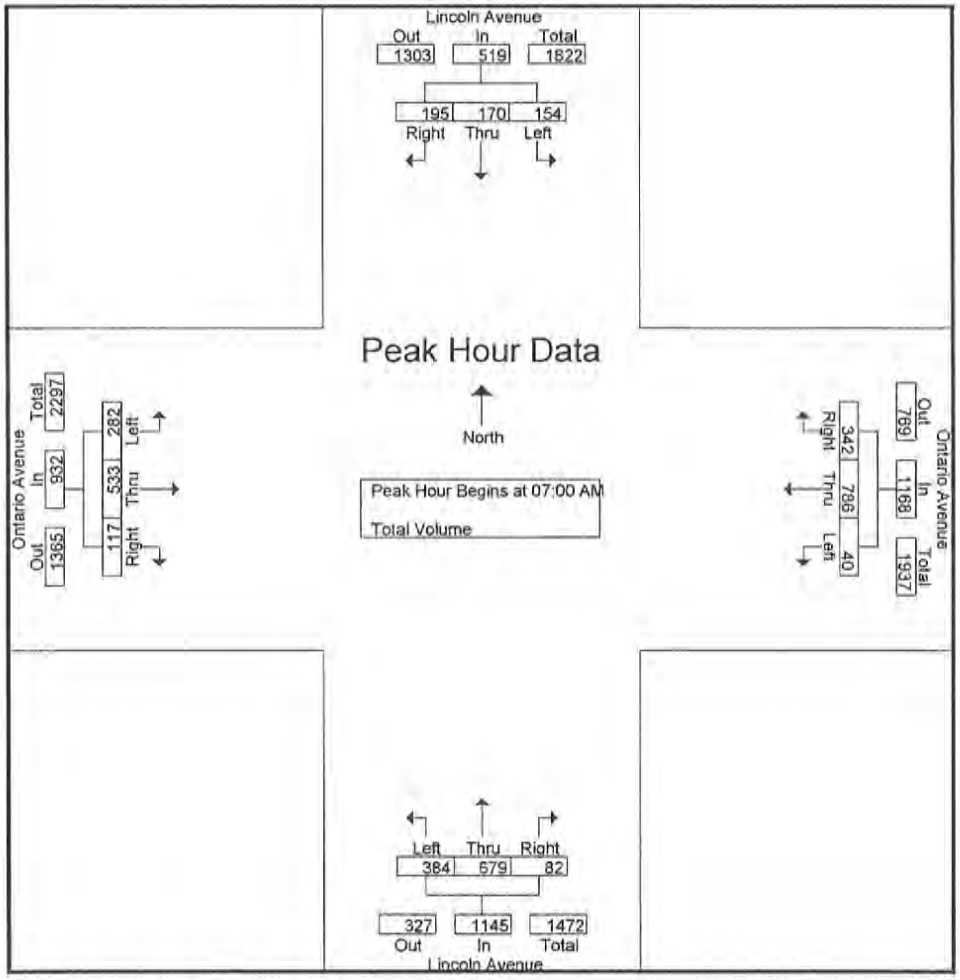

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	37	41	**60**	138	5	164	77	246	**109**	**183**	16	**308**	63	102	34	199
+15 mins.	46	38	60	144	10	186	81	277	83	179	21	283	**114**	140	34	**288**
+30 mins.	**50**	**55**	54	**159**	9	204	**92**	305	85	164	**32**	281	81	**162**	34	277
+45 mins.	38	31	11	80	**16**	**232**	92	**340**	107	153	13	273	24	129	15	168
Total Volume	171	165	185	521	40	786	342	1168	384	679	82	1145	282	533	117	932
% App. Total	32.8	31.7	35.5		3.4	67.3	29.3		33.5	59.3	7.2		30.3	57.2	12.6	
PHF	.855	.750	.771	.819	.625	.847	.929	.859	.881	.928	.641	.929	.618	.823	.860	.809

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City of Corona
N/S: Lincoln Avenue
E/W: Ontario Avenue
Weather: Sunny

File Name : CORLIONPM
Site Code : 00000006
Start Date : 2/14/2013
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Groups Printed- Total Volume

	Lincoln Avenue Southbound				Ontario Avenue Westbound				Lincoln Avenue Northbound				Ontario Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	83	127	30	240	15	114	44	173	23	52	24	99	35	223	120	378	890
04:15 PM	77	102	40	219	16	138	63	217	20	72	14	106	35	209	112	356	898
04:30 PM	95	147	32	274	12	134	46	192	24	59	23	106	39	204	118	361	933
04:45 PM	93	159	41	293	22	109	42	173	21	74	15	110	29	246	137	412	988
Total	348	535	143	1026	65	495	195	755	88	257	76	421	138	882	487	1507	3709
05:00 PM	85	121	38	244	11	141	54	206	19	58	23	100	23	223	135	381	931
05:15 PM	99	206	28	333	9	134	61	204	26	67	21	114	36	257	160	453	1104
05:30 PM	88	142	31	261	10	115	55	180	25	71	19	115	27	236	136	399	955
05:45 PM	85	131	31	247	16	133	54	203	25	60	22	107	20	206	137	363	920
Total	357	600	128	1085	46	523	224	793	95	256	85	436	106	922	568	1596	3910
Grand Total	705	1135	271	2111	111	1018	419	1548	183	513	161	857	244	1804	1055	3103	7619
Apprch %	33.4	53.8	12.8		7.2	65.8	27.1		21.4	59.9	18.8		7.9	58.1	34		
Total %	9.3	14.9	3.6	27.7	1.5	13.4	5.5	20.3	2.4	6.7	2.1	11.2	3.2	23.7	13.8	40.7	

	Lincoln Avenue Southbound				Ontario Avenue Westbound				Lincoln Avenue Northbound				Ontario Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	93	159	**41**	293	**22**	109	42	173	21	74	15	110	29	246	137	412	988
05:00 PM	85	121	38	244	11	**141**	54	**206**	19	58	**23**	100	23	223	135	381	931
05:15 PM	**99**	**206**	28	**333**	9	134	**61**	204	**26**	67	21	114	**36**	**257**	**160**	**453**	**1104**
05:30 PM	88	142	31	261	10	115	55	180	25	71	19	**115**	27	236	136	399	955
Total Volume	365	628	138	1131	52	499	212	763	91	270	78	439	115	962	568	1645	3978
% App. Total	32.3	55.5	12.2		6.8	65.4	27.8		20.7	61.5	17.8		7	58.5	34.5		
PHF	.922	.762	.841	.849	.591	.885	.869	.926	.875	.912	.848	.954	.799	.936	.888	.908	.901

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City of Corona
N/S: Lincoln Avenue
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Weather: Sunny

File Name : CORLIONPM
Site Code : 00000006
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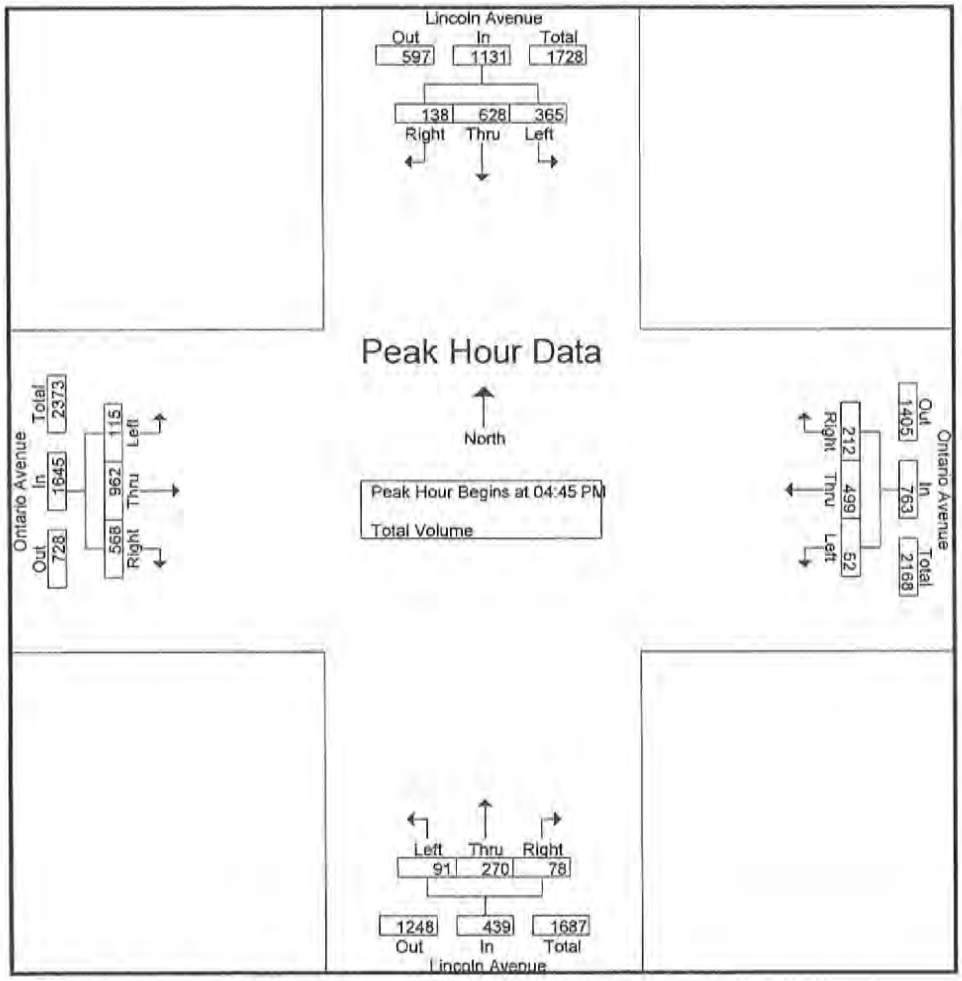

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:45 PM				04:45 PM			
+0 mins.	95	147	32	274	11	**141**	54	**206**	21	**74**	15	110	29	246	137	412
+15 mins.	93	159	**41**	293	9	134	**61**	204	19	58	**23**	100	23	223	135	381
+30 mins.	85	121	38	244	10	115	55	180	**26**	67	21	114	**36**	**257**	**160**	**453**
+45 mins.	**99**	**206**	28	**333**	**16**	133	54	203	25	71	19	**115**	27	236	136	399
Total Volume	372	633	139	1144	46	523	224	793	91	270	78	439	115	962	568	1645
% App. Total	32.5	55.3	12.2		5.8	66	28.2		20.7	61.5	17.8		7	58.5	34.5	
PHF	.939	.768	.848	.859	.719	.927	.918	.962	.875	.912	.848	.954	.799	.936	.888	.908

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Counts Unlimited, Inc.
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City of Corona
N/S: Border Avenue
E/W: Mesquite Lane
Weather: Sunny

File Name : CORBOMEAM
Site Code : 00000006
Start Date : 2/14/2013
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Groups Printed- Total Volume

	Border Avenue Southbound			Mesquite Lane Westbound			Border Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	2	0	4	4	20	1	21	27
07:15 AM	0	9	9	0	7	7	20	0	20	36
07:30 AM	2	5	7	0	8	8	14	0	14	29
07:45 AM	1	7	8	1	10	11	10	1	11	30
Total	4	22	26	1	29	30	64	2	66	122
08:00 AM	3	7	10	0	9	9	10	0	10	29
08:15 AM	9	3	12	3	15	18	12	3	15	45
08:30 AM	10	5	15	2	15	17	9	2	11	43
08:45 AM	7	6	13	2	7	9	5	0	5	27
Total	29	21	50	7	46	53	36	5	41	144
Grand Total	33	43	76	8	75	83	100	7	107	266
Apprch %	43.4	56.6		9.6	90.4		93.5	6.5		
Total %	12.4	16.2	28.6	3	28.2	31.2	37.6	2.6	40.2	

	Border Avenue Southbound			Mesquite Lane Westbound			Border Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	1	7	8	1	10	11	10	1	11	30
08:00 AM	3	7	10	0	9	9	10	0	10	29
08:15 AM	9	3	12	**3**	**15**	**18**	**12**	**3**	**15**	**45**
08:30 AM	**10**	5	**15**	2	15	17	9	2	11	43
Total Volume	23	22	45	6	49	55	41	6	47	147
% App. Total	51.1	48.9		10.9	89.1		87.2	12.8		
PHF	.575	.786	.750	.500	.817	.764	.854	.500	.783	.817

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City of Corona
N/S: Border Avenue
E/W: Mesquite Lane
Weather: Sunny

File Name : CORBOMEAM
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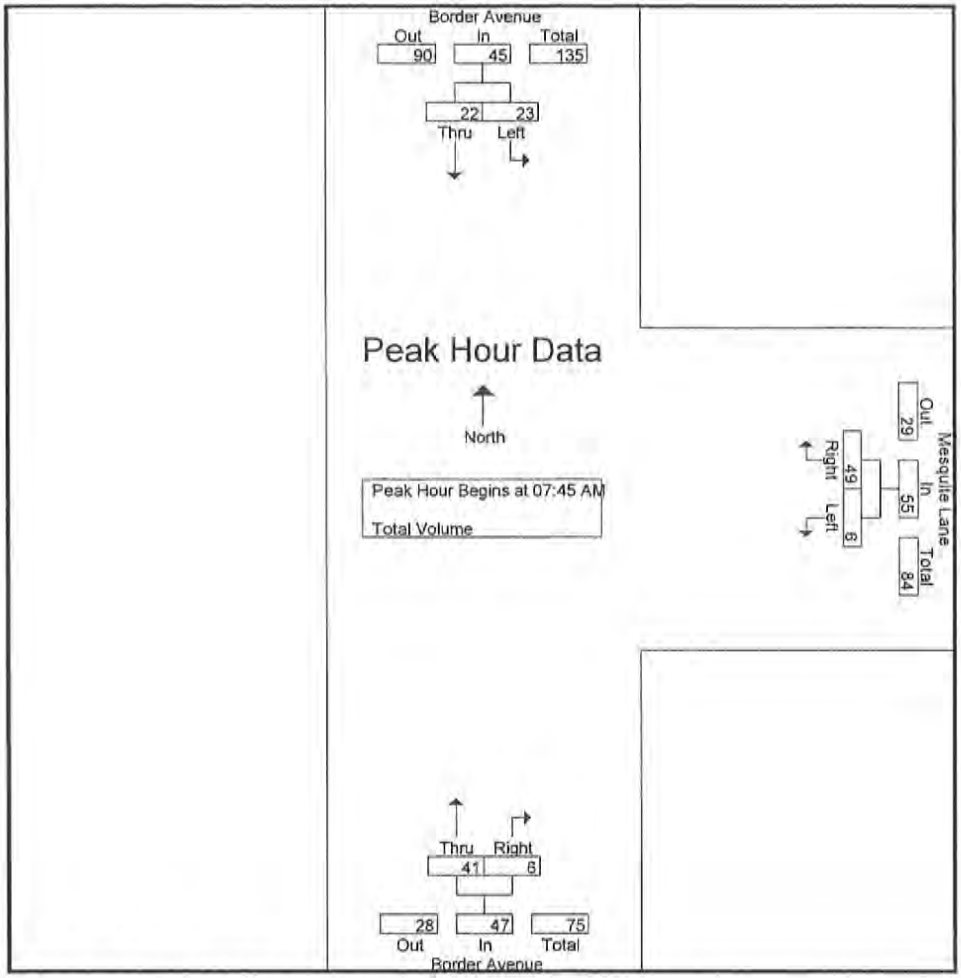

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			07:45 AM			07:00 AM		
+0 mins.	3	7	10	1	10	11	**20**	**1**	**21**
+15 mins.	9	3	12	0	9	9	20	0	20
+30 mins.	**10**	5	**15**	**3**	**15**	**18**	14	0	14
+45 mins.	7	6	13	2	15	17	10	1	11
Total Volume	29	21	50	6	49	55	64	2	66
% App. Total	58	42		10.9	89.1		97	3	
PHF	.725	.750	.833	.500	.817	.764	.800	.500	.786

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City of Corona
N/S: Border Avenue
E/W: Mesquite Lane
Weather: Sunny

File Name : CORBOMEPM
Site Code : 00000006
Start Date : 2/14/2013
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Groups Printed- Total Volume

	Border Avenue Southbound			Mesquite Lane Westbound			Border Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	16	18	2	5	7	10	0	10	35
04:15 PM	4	15	19	0	3	3	9	0	9	31
04:30 PM	4	15	19	0	4	4	5	1	6	29
04:45 PM	5	14	19	1	1	2	8	1	9	30
Total	15	60	75	3	13	16	32	2	34	125
05:00 PM	13	16	29	1	5	6	8	0	8	43
05:15 PM	5	19	24	3	6	9	5	0	5	38
05:30 PM	5	6	11	0	1	1	7	0	7	19
05:45 PM	10	18	28	1	5	6	12	0	12	46
Total	33	59	92	5	17	22	32	0	32	146
Grand Total	48	119	167	8	30	38	64	2	66	271
Apprch %	28.7	71.3		21.1	78.9		97	3		
Total %	17.7	43.9	61.6	3	11.1	14	23.6	0.7	24.4	

	Border Avenue Southbound			Mesquite Lane Westbound			Border Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	**13**	16	**29**	1	5	6	8	0	8	43
05:15 PM	5	**19**	24	**3**	**6**	**9**	5	0	5	38
05:30 PM	5	6	11	0	1	1	7	0	7	19
05:45 PM	10	18	28	1	5	6	**12**	0	**12**	**46**
Total Volume	33	59	92	5	17	22	32	0	32	146
% App. Total	35.9	64.1		22.7	77.3		100	0		
PHF	.635	.776	.793	.417	.708	.611	.667	.000	.667	.793

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City of Corona
N/S: Border Avenue
E/W: Mesquite Lane
Weather: Sunny

File Name : CORBOMEPM
Site Code : 00000006
Start Date : 2/14/2013
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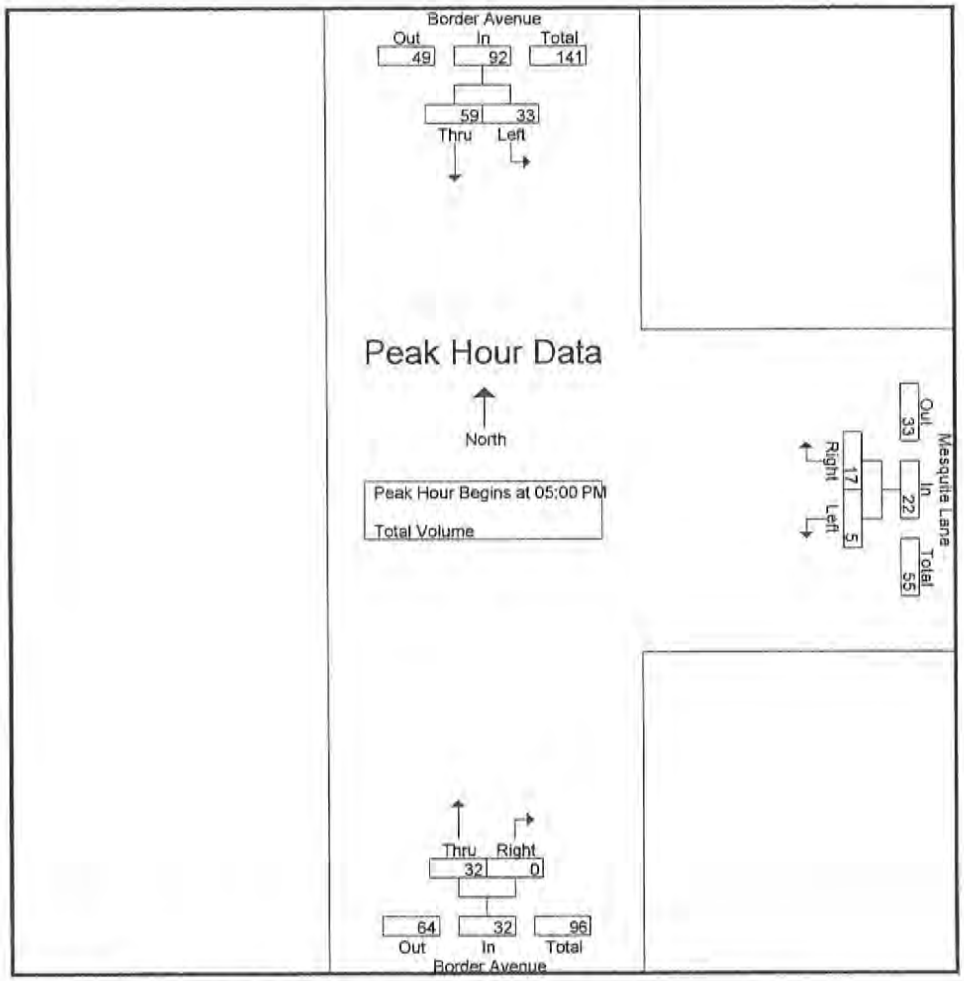

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			04:00 PM		
+0 mins.	**13**	16	**29**	1	5	6	**10**	0	**10**
+15 mins.	5	**19**	24	**3**	**6**	**9**	9	0	9
+30 mins.	5	6	11	0	1	1	5	**1**	6
+45 mins.	10	18	28	1	5	6	8	1	9
Total Volume	33	59	92	5	17	22	32	2	34
% App. Total	35.9	64.1		22.7	77.3		94.1	5.9	
PHF	.635	.776	.793	.417	.708	.611	.800	.500	.850

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City of Corona
N/S: Border Avenue
E/W: Emerson Drive
Weather: Sunny

File Name : CORBOEMAM
Site Code : 00000006
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Groups Printed- Total Volume

	Border Avenue Southbound			Emerson Drive Westbound			Border Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	7	0	7	7
07:15 AM	0	3	3	0	1	1	5	0	5	9
07:30 AM	0	0	0	1	0	1	8	1	9	10
07:45 AM	0	3	3	0	1	1	3	0	3	7
Total	0	6	6	1	2	3	23	1	24	33
08:00 AM	0	5	5	0	0	0	5	0	5	10
08:15 AM	0	1	1	0	0	0	2	0	2	3
08:30 AM	1	1	2	0	0	0	4	0	4	6
08:45 AM	0	3	3	0	0	0	1	0	1	4
Total	1	10	11	0	0	0	12	0	12	23
Grand Total	1	16	17	1	2	3	35	1	36	56
Apprch %	5.9	94.1		33.3	66.7		97.2	2.8		
Total %	1.8	28.6	30.4	1.8	3.6	5.4	62.5	1.8	64.3	

	Border Avenue Southbound			Emerson Drive Westbound			Border Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	3	3	0	**1**	**1**	5	0	5	9
07:30 AM	0	0	0	**1**	0	1	**8**	**1**	**9**	**10**
07:45 AM	0	3	3	0	1	1	3	0	3	7
08:00 AM	0	5	5	0	0	0	5	0	5	10
Total Volume	0	11	11	1	2	3	21	1	22	36
% App. Total	0	100		33.3	66.7		95.5	4.5		
PHF	.000	.550	.550	.250	.500	.750	.656	.250	.611	.900

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City of Corona
N/S: Border Avenue
E/W: Emerson Drive
Weather: Sunny

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Site Code : 00000006
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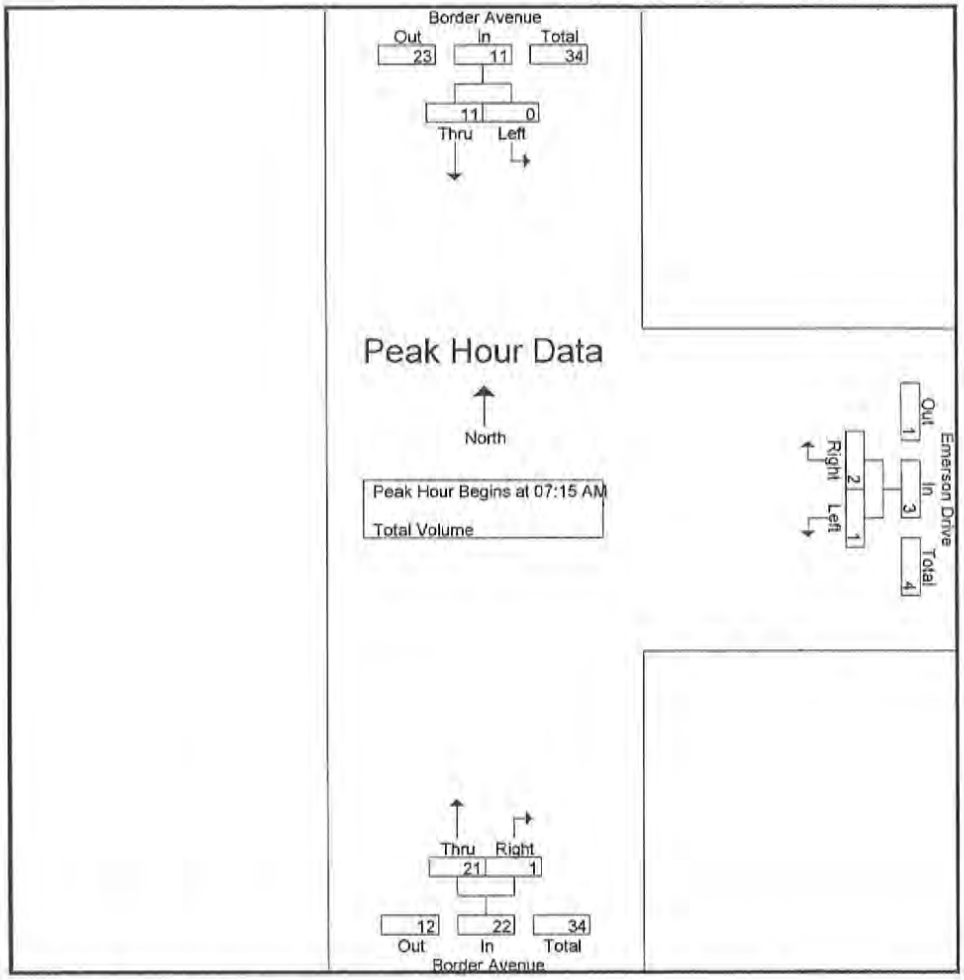

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:00 AM		
+0 mins.	0	3	3	0	0	0	7	0	7
+15 mins.	0	0	0	0	1	1	5	0	5
+30 mins.	0	3	3	1	0	1	8	1	9
+45 mins.	0	5	5	0	1	1	3	0	3
Total Volume	0	11	11	1	2	3	23	1	24
% App. Total	0	100		33.3	66.7		95.8	4.2	
PHF	.000	.550	.550	.250	.500	.750	.719	.250	.667

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City of Corona
N/S: Border Avenue
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Groups Printed- Total Volume

	Border Avenue Southbound			Emerson Drive Westbound			Border Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	7	8	0	0	0	5	0	5	13
04:15 PM	0	8	8	0	0	0	2	1	3	11
04:30 PM	0	6	6	0	0	0	3	0	3	9
04:45 PM	0	7	7	0	0	0	3	1	4	11
Total	1	28	29	0	0	0	13	2	15	44
05:00 PM	0	8	8	0	0	0	6	0	6	14
05:15 PM	4	9	13	0	0	0	2	2	4	17
05:30 PM	1	5	6	0	1	1	3	0	3	10
05:45 PM	0	5	5	0	0	0	2	0	2	7
Total	5	27	32	0	1	1	13	2	15	48
Grand Total	6	55	61	0	1	1	26	4	30	92
Apprch %	9.8	90.2		0	100		86.7	13.3		
Total %	6.5	59.8	66.3	0	1.1	1.1	28.3	4.3	32.6	

	Border Avenue Southbound			Emerson Drive Westbound			Border Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	7	7	0	0	0	3	1	4	11
05:00 PM	0	8	8	0	0	0	6	0	6	14
05:15 PM	4	9	13	0	0	0	2	2	4	17
05:30 PM	1	5	6	0	1	1	3	0	3	10
Total Volume	5	29	34	0	1	1	14	3	17	52
% App. Total	14.7	85.3		0	100		82.4	17.6		
PHF	.313	.806	.654	.000	.250	.250	.583	.375	.708	.765

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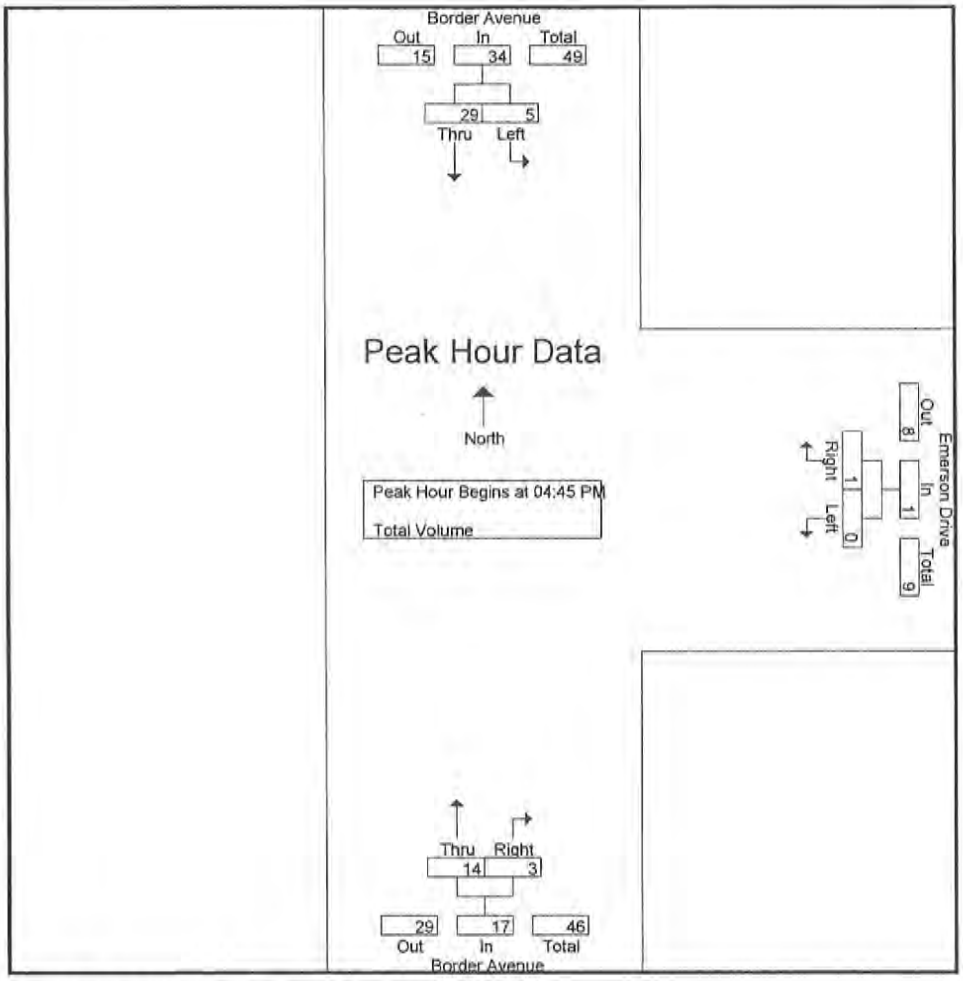

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:45 PM			04:30 PM		
+0 mins.	0	6	6	0	0	0	3	0	3
+15 mins.	0	7	7	0	0	0	3	1	4
+30 mins.	0	8	8	0	0	0	6	0	6
+45 mins.	4	9	13	0	1	1	2	2	4
Total Volume	4	30	34	0	1	1	14	3	17
% App. Total	11.8	88.2		0	100		82.4	17.6	
PHF	.250	.833	.654	.000	.250	.250	.583	.375	.708

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City of Corona
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E/W: Peacock Lane
Weather: Sunny

File Name : CORBOPEAM
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Groups Printed- Total Volume

	Border Avenue Southbound			Peacock Lane Westbound			Border Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	1	0	1	1	2	0	2	4
07:15 AM	2	0	2	0	1	1	1	1	2	5
07:30 AM	1	0	1	0	0	0	1	0	1	2
07:45 AM	1	2	3	0	2	2	0	1	1	6
Total	5	2	7	0	4	4	4	2	6	17
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	1	2	1	0	1	2	0	2	5
08:30 AM	1	0	1	0	2	2	1	3	4	7
08:45 AM	0	1	1	1	0	1	2	0	2	4
Total	2	2	4	2	2	4	5	3	8	16
Grand Total	7	4	11	2	6	8	9	5	14	33
Apprch %	63.6	36.4		25	75		64.3	35.7		
Total %	21.2	12.1	33.3	6.1	18.2	24.2	27.3	15.2	42.4	

	Border Avenue Southbound			Peacock Lane Westbound			Border Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	1	2	3	0	2	2	0	1	1	6
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	1	2	1	0	1	2	0	2	5
08:30 AM	1	0	1	0	2	2	1	3	4	7
Total Volume	3	3	6	1	4	5	3	4	7	18
% App. Total	50	50		20	80		42.9	57.1		
PHF	.750	.375	.500	.250	.500	.625	.375	.333	.438	.643

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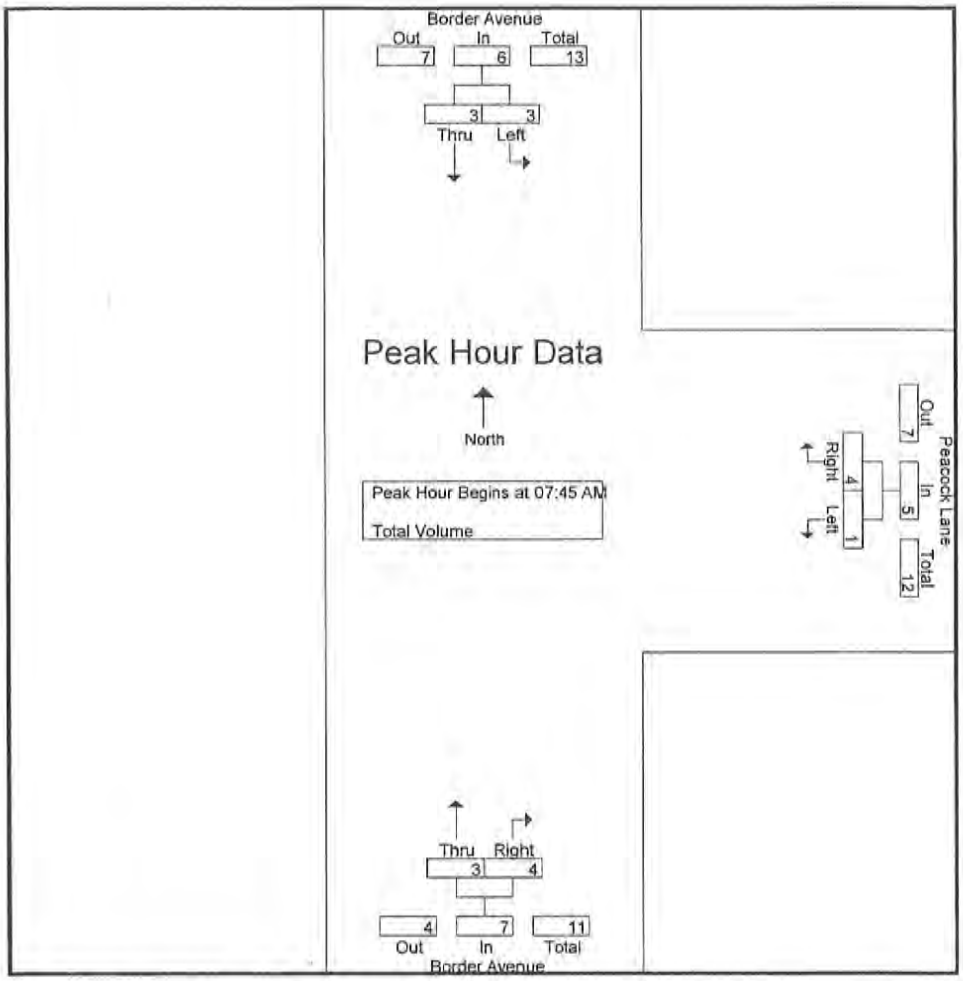

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:45 AM			08:00 AM		
+0 mins.	1	0	1	0	2	2	0	0	0
+15 mins.	2	0	2	0	0	0	2	0	2
+30 mins.	1	0	1	1	0	1	1	3	4
+45 mins.	1	2	3	0	2	2	2	0	2
Total Volume	5	2	7	1	4	5	5	3	8
% App. Total	71.4	28.6		20	80		62.5	37.5	
PHF	.625	.250	.583	.250	.500	.625	.625	.250	.500

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Groups Printed- Total Volume

	Border Avenue Southbound			Peacock Lane Westbound			Border Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	2	2	4	1	1	2	7
04:15 PM	0	1	1	1	1	2	1	0	1	4
04:30 PM	0	2	2	0	1	1	0	0	0	3
04:45 PM	0	0	0	3	2	5	0	0	0	5
Total	0	4	4	6	6	12	2	1	3	19
05:00 PM	2	1	3	3	1	4	1	0	1	8
05:15 PM	1	1	2	4	4	8	2	2	4	14
05:30 PM	0	1	1	1	0	1	1	0	1	3
05:45 PM	0	0	0	1	1	2	0	0	0	2
Total	3	3	6	9	6	15	4	2	6	27
Grand Total	3	7	10	15	12	27	6	3	9	46
Apprch %	30	70		55.6	44.4		66.7	33.3		
Total %	6.5	15.2	21.7	32.6	26.1	58.7	13	6.5	19.6	

	Border Avenue Southbound			Peacock Lane Westbound			Border Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	2	2	0	1	1	0	0	0	3
04:45 PM	0	0	0	3	2	5	0	0	0	5
05:00 PM	2	1	3	3	1	4	1	0	1	8
05:15 PM	1	1	2	4	4	8	2	2	4	14
Total Volume	3	4	7	10	8	18	3	2	5	30
% App. Total	42.9	57.1		55.6	44.4		60	40		
PHF	.375	.500	.583	.625	.500	.563	.375	.250	.313	.536

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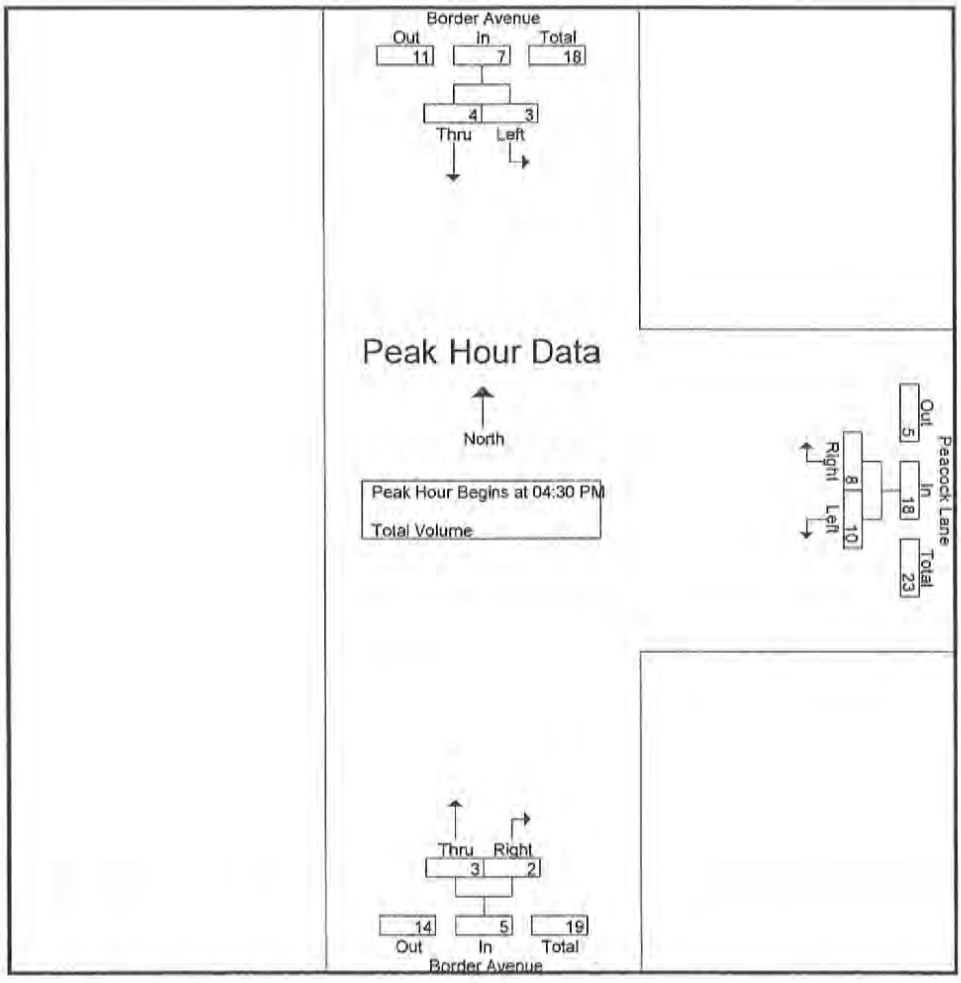

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:45 PM		
+0 mins.	0	2	2	0	1	1	0	0	0
+15 mins.	0	0	0	3	2	5	1	0	1
+30 mins.	2	1	3	3	1	4	2	2	4
+45 mins.	1	1	2	4	4	8	1	0	1
Total Volume	3	4	7	10	8	18	4	2	6
% App. Total	42.9	57.1		55.6	44.4		66.7	33.3	
PHF	.375	.500	.583	.625	.500	.563	.500	.250	.375

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City of Corona
N/S: Lincoln Avenue
E/W: Foothill Parkway
Weather: Sunny

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Groups Printed- Total Volume

	Lincoln Avenue Southbound				Foothill Parkway Westbound				Lincoln Avenue Northbound				Foothill Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	18	31	8	57	3	17	25	45	10	114	10	134	24	50	7	81	317
07:15 AM	27	47	3	77	8	25	26	59	8	87	20	115	27	61	15	103	354
07:30 AM	21	45	6	72	13	34	27	74	13	111	31	155	17	42	10	69	370
07:45 AM	9	24	8	41	11	42	34	87	10	91	3	104	12	27	3	42	274
Total	75	147	25	247	35	118	112	265	41	403	64	508	80	180	35	295	1315
08:00 AM	10	18	8	36	1	22	21	44	3	79	2	84	13	21	0	34	198
08:15 AM	15	15	8	38	5	16	18	39	5	81	3	89	8	22	1	31	197
08:30 AM	15	16	5	36	3	21	13	37	6	63	2	71	19	34	1	54	198
08:45 AM	12	15	7	34	0	23	13	36	2	62	4	68	18	15	4	37	175
Total	52	64	28	144	9	82	65	156	16	285	11	312	58	92	6	156	768
Grand Total	127	211	53	391	44	200	177	421	57	688	75	820	138	272	41	451	2083
Apprch %	32.5	54	13.6		10.5	47.5	42		7	83.9	9.1		30.6	60.3	9.1		
Total %	6.1	10.1	2.5	18.8	2.1	9.6	8.5	20.2	2.7	33	3.6	39.4	6.6	13.1	2	21.7	

	Lincoln Avenue Southbound				Foothill Parkway Westbound				Lincoln Avenue Northbound				Foothill Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	18	31	**8**	57	3	17	25	45	10	**114**	10	134	24	50	7	81	317
07:15 AM	**27**	**47**	3	77	8	25	26	59	8	87	20	115	**27**	**61**	**15**	**103**	354
07:30 AM	21	45	6	72	**13**	34	27	74	**13**	111	**31**	**155**	17	42	10	69	**370**
07:45 AM	9	24	8	41	11	**42**	**34**	**87**	10	91	3	104	12	27	3	42	274
Total Volume	75	147	25	247	35	118	112	265	41	403	64	508	80	180	35	295	1315
% App. Total	30.4	59.5	10.1		13.2	44.5	42.3		8.1	79.3	12.6		27.1	61	11.9		
PHF	.694	.782	.781	.802	.673	.702	.824	.761	.788	.884	.516	.819	.741	.738	.583	.716	.889

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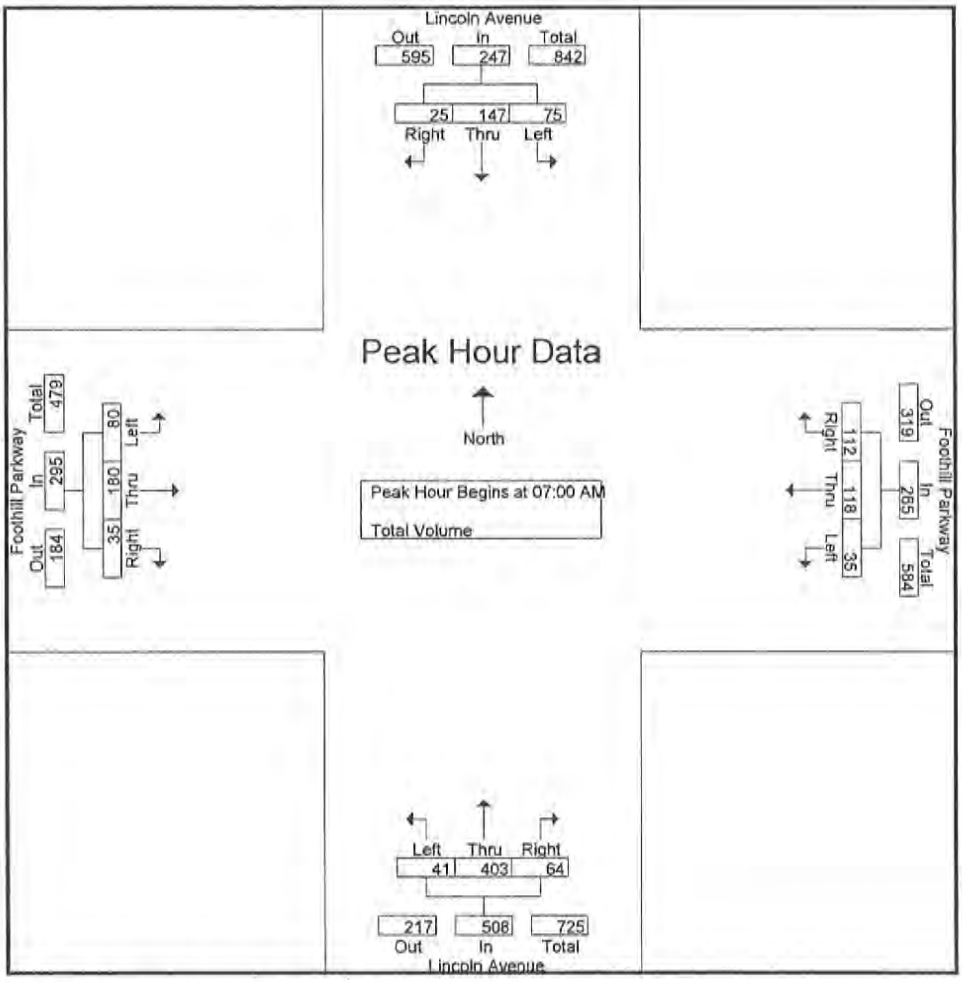

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	18	31	**8**	57	3	17	25	45	10	**114**	10	134	24	50	7	81
+15 mins.	**27**	**47**	3	**77**	8	25	26	59	8	87	20	115	**27**	**61**	**15**	**103**
+30 mins.	21	45	6	72	**13**	34	27	74	**13**	111	**31**	**155**	17	42	10	69
+45 mins.	9	24	8	41	11	**42**	**34**	**87**	10	91	3	104	12	27	3	42
Total Volume	75	147	25	247	35	118	112	265	41	403	64	508	80	180	35	295
% App. Total	30.4	59.5	10.1		13.2	44.5	42.3		8.1	79.3	12.6		27.1	61	11.9	
PHF	.694	.782	.781	.802	.673	.702	.824	.761	.788	.884	.516	.819	.741	.738	.583	.716

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City of Corona
N/S: Lincoln Avenue
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File Name : CORLIFOPM
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Groups Printed- Total Volume

	Lincoln Avenue Southbound				Foothill Parkway Westbound				Lincoln Avenue Northbound				Foothill Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	47	67	16	130	6	18	9	33	6	34	5	45	10	24	5	39	247
04:15 PM	40	62	11	113	5	30	17	52	7	32	1	40	14	34	9	57	262
04:30 PM	53	74	20	147	3	30	19	52	5	34	3	42	8	37	7	52	293
04:45 PM	67	84	17	168	8	41	17	66	1	20	2	23	11	34	9	54	311
Total	207	287	64	558	22	119	62	203	19	120	11	150	43	129	30	202	1113
05:00 PM	54	73	12	139	12	34	13	59	6	32	2	40	8	47	11	66	304
05:15 PM	77	109	7	193	13	42	8	63	3	34	6	43	12	29	11	52	351
05:30 PM	42	108	17	167	4	36	16	56	6	27	3	36	12	28	5	45	304
05:45 PM	47	84	16	147	6	36	16	58	4	33	6	43	14	36	5	55	303
Total	220	374	52	646	35	148	53	236	19	126	17	162	46	140	32	218	1262
Grand Total	427	661	116	1204	57	267	115	439	38	246	28	312	89	269	62	420	2375
Apprch %	35.5	54.9	9.6		13	60.8	26.2		12.2	78.8	9		21.2	64	14.8		
Total %	18	27.8	4.9	50.7	2.4	11.2	4.8	18.5	1.6	10.4	1.2	13.1	3.7	11.3	2.6	17.7	

	Lincoln Avenue Southbound				Foothill Parkway Westbound				Lincoln Avenue Northbound				Foothill Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	67	84	**17**	168	8	41	**17**	**66**	1	20	2	23	11	34	9	54	311
05:00 PM	54	73	12	139	12	34	13	59	**6**	32	2	40	8	**47**	**11**	**66**	304
05:15 PM	**77**	**109**	7	**193**	**13**	**42**	8	63	**3**	**34**	**6**	**43**	**12**	29	11	52	**351**
05:30 PM	42	108	17	167	4	36	16	56	6	27	3	36	12	28	5	45	304
Total Volume	240	374	53	667	37	153	54	244	16	113	13	142	43	138	36	217	1270
% App. Total	36	56.1	7.9		15.2	62.7	22.1		11.3	79.6	9.2		19.8	63.6	16.6		
PHF	.779	.858	.779	.864	.712	.911	.794	.924	.667	.831	.542	.826	.896	.734	.818	.822	.905

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Start Date : 2/14/2013
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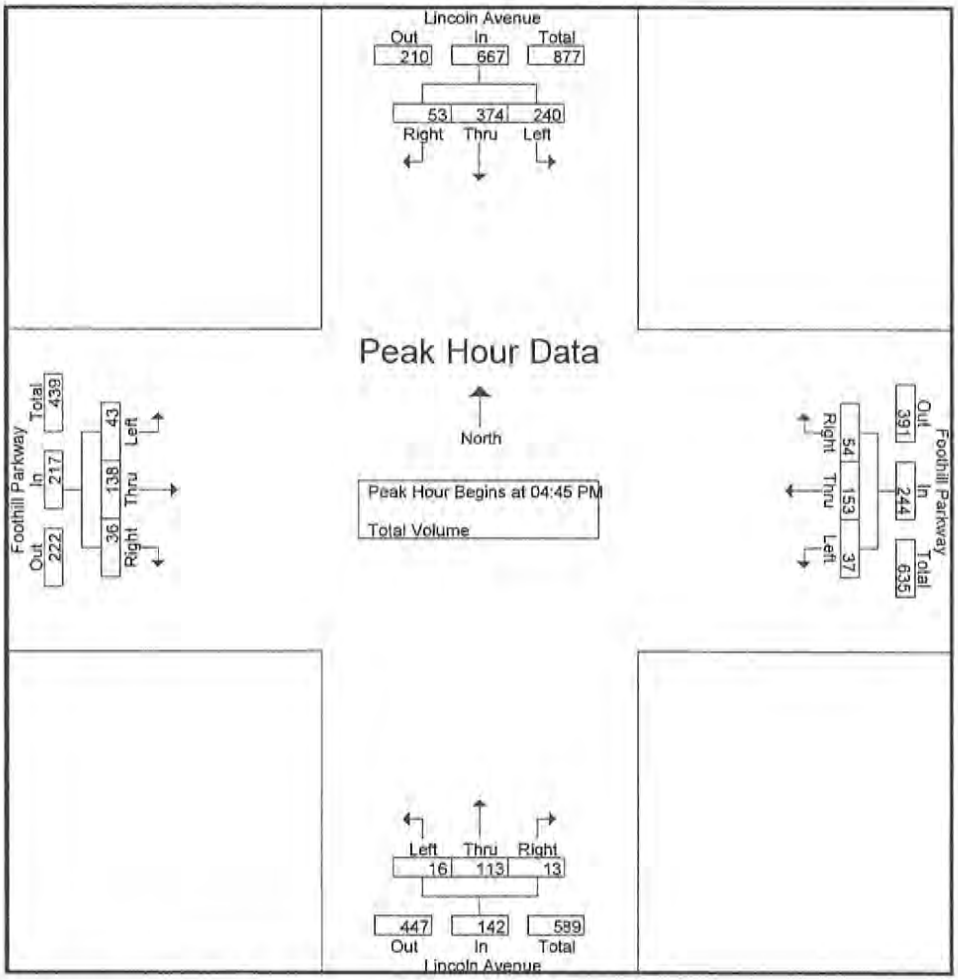

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				05:00 PM				04:15 PM			
+0 mins.	67	84	**17**	168	8	41	**17**	**66**	**6**	32	2	40	**14**	34	9	57
+15 mins.	54	73	12	139	12	34	13	59	3	**34**	**6**	**43**	8	37	7	52
+30 mins.	**77**	**109**	7	**193**	**13**	**42**	8	63	6	27	3	36	11	34	9	54
+45 mins.	42	108	17	167	4	36	16	56	4	33	6	43	8	**47**	**11**	**66**
Total Volume	240	374	53	667	37	153	54	244	19	126	17	162	41	152	36	229
% App. Total	36	56.1	7.9		15.2	62.7	22.1		11.7	77.8	10.5		17.9	66.4	15.7	
PHF	.779	.858	.779	.864	.712	.911	.794	.924	.792	.926	.708	.942	.732	.809	.818	.867

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Corona
N/S: Elysia Street
E/W: Foothill Parkway
Weather: Sunny

File Name : CORELFOAM
Site Code : 00000006
Start Date : 2/14/2013
Page No : 1

Groups Printed- Total Volume

	Elysia Street Southbound				Foothill Parkway Westbound				Elysia Street Northbound				Foothill Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	43	1	0	44	3	9	17	29	0	6	19	25	5	15	0	20	118
07:15 AM	54	0	0	54	6	7	18	31	0	5	30	35	3	18	0	21	141
07:30 AM	32	3	0	35	9	4	40	53	0	3	16	19	5	17	0	22	129
07:45 AM	23	1	0	24	9	14	39	62	2	4	13	19	3	9	0	12	117
Total	152	5	0	157	27	34	114	175	2	18	78	98	16	59	0	75	505
08:00 AM	11	0	2	13	10	9	20	39	2	9	8	19	1	15	0	16	87
08:15 AM	17	0	1	18	6	9	18	33	0	6	10	16	6	9	0	15	82
08:30 AM	20	6	4	30	4	10	20	34	0	7	13	20	3	15	1	19	103
08:45 AM	15	3	0	18	4	13	13	30	1	4	12	17	3	10	0	13	78
Total	63	9	7	79	24	41	71	136	3	26	43	72	13	49	1	63	350
Grand Total	215	14	7	236	51	75	185	311	5	44	121	170	29	108	1	138	855
Apprch %	91.1	5.9	3		16.4	24.1	59.5		2.9	25.9	71.2		21	78.3	0.7		
Total %	25.1	1.6	0.8	27.6	6	8.8	21.6	36.4	0.6	5.1	14.2	19.9	3.4	12.6	0.1	16.1	

	Elysia Street Southbound				Foothill Parkway Westbound				Elysia Street Northbound				Foothill Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	43	1	0	44	3	9	17	29	0	**6**	19	25	**5**	15	0	20	118
07:15 AM	**54**	0	0	**54**	6	7	18	31	0	5	**30**	**35**	3	**18**	0	21	**141**
07:30 AM	32	**3**	0	35	**9**	4	**40**	53	0	3	16	19	5	17	0	**22**	129
07:45 AM	23	1	0	24	9	**14**	39	**62**	**2**	4	13	19	3	9	0	12	117
Total Volume	152	5	0	157	27	34	114	175	2	18	78	98	16	59	0	75	505
% App. Total	96.8	3.2	0		15.4	19.4	65.1		2	18.4	79.6		21.3	78.7	0		
PHF	.704	.417	.000	.727	.750	.607	.713	.706	.250	.750	.650	.700	.800	.819	.000	.852	.895

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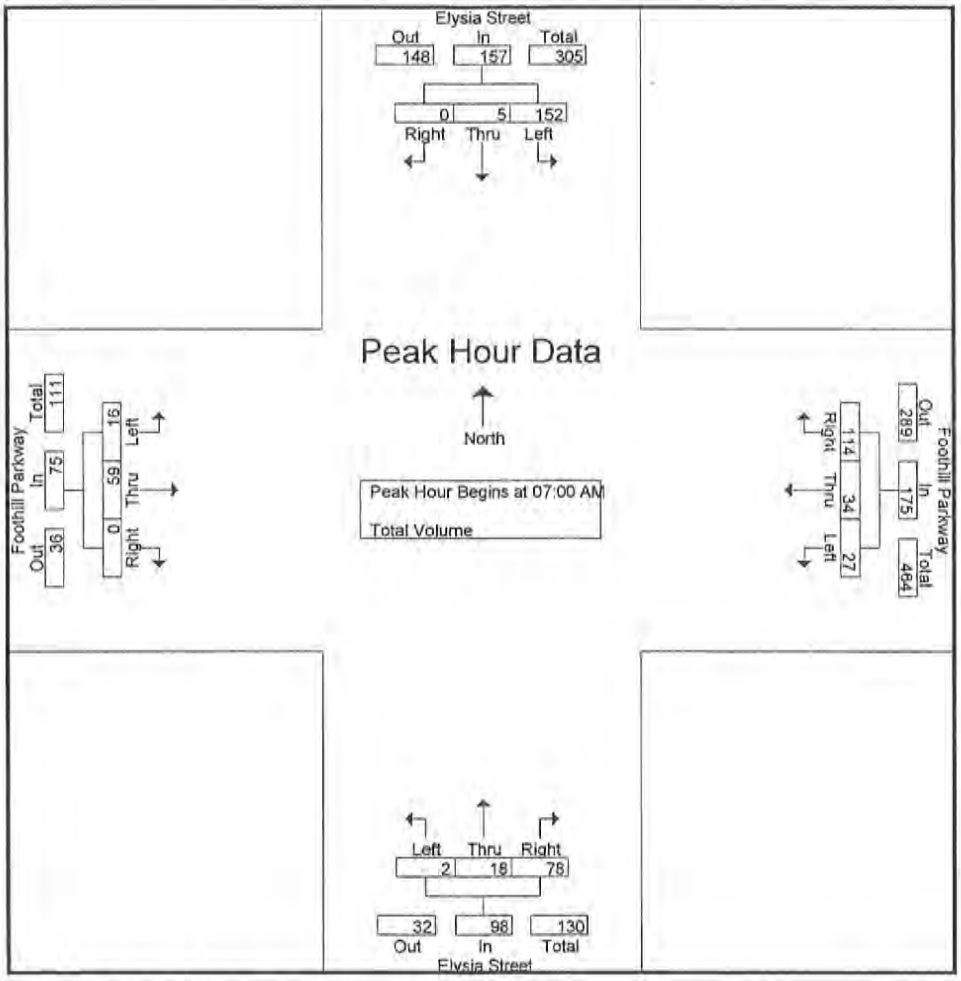
City of Corona
N/S: Elysia Street
E/W: Foothill Parkway
Weather: Sunny

File Name : CORELFOAM
Site Code : 00000006
Start Date : 2/14/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:00 AM				07:00 AM			
+0 mins.	43	1	0	44	9	4	**40**	53	0	**6**	19	25	5	15	0	20
+15 mins.	**54**	0	0	**54**	9	**14**	39	**62**	0	5	**30**	**35**	3	**18**	0	21
+30 mins.	32	**3**	0	35	**10**	9	20	39	0	3	16	19	5	17	0	**22**
+45 mins.	23	1	0	24	6	9	18	33	2	4	13	19	3	9	0	12
Total Volume	152	5	0	157	34	36	117	187	2	18	78	98	16	59	0	75
% App. Total	96.8	3.2	0		18.2	19.3	62.6		2	18.4	79.6		21.3	78.7	0	
PHF	.704	.417	.000	.727	.850	.643	.731	.754	.250	.750	.650	.700	.800	.819	.000	.852

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Corona
N/S: Elysia Street
E/W: Foothill Parkway
Weather: Sunny

File Name : CORELFOPM
Site Code : 00000006
Start Date : 2/14/2013
Page No : 1

Groups Printed- Total Volume

	Elysia Street Southbound				Foothill Parkway Westbound				Elysia Street Northbound				Foothill Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	23	2	1	26	16	13	19	48	0	1	7	8	2	10	0	12	94
04:15 PM	33	2	1	36	14	7	23	44	0	0	12	12	1	9	0	10	102
04:30 PM	36	5	3	44	11	20	20	51	0	3	4	7	2	10	0	12	114
04:45 PM	40	3	1	44	20	11	23	54	0	2	6	8	0	12	2	14	120
Total	132	12	6	150	61	51	85	197	0	6	29	35	5	41	2	48	430
05:00 PM	35	3	2	40	12	8	31	51	1	1	12	14	2	16	1	19	124
05:15 PM	27	5	0	32	9	18	21	48	1	0	11	12	1	11	0	12	104
05:30 PM	21	3	5	29	22	9	27	58	0	1	7	8	0	13	1	14	109
05:45 PM	30	4	2	36	10	13	34	57	0	0	16	16	4	11	0	15	124
Total	113	15	9	137	53	48	113	214	2	2	46	50	7	51	2	60	461
Grand Total	245	27	15	287	114	99	198	411	2	8	75	85	12	92	4	108	891
Apprch %	85.4	9.4	5.2		27.7	24.1	48.2		2.4	9.4	88.2		11.1	85.2	3.7		
Total %	27.5	3	1.7	32.2	12.8	11.1	22.2	46.1	0.2	0.9	8.4	9.5	1.3	10.3	0.4	12.1	

	Elysia Street Southbound				Foothill Parkway Westbound				Elysia Street Northbound				Foothill Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	36	**5**	**3**	**44**	11	**20**	20	51	0	**3**	4	7	**2**	10	0	12	114
04:45 PM	**40**	3	1	44	**20**	11	23	**54**	0	2	6	8	0	12	**2**	14	120
05:00 PM	35	3	2	40	12	8	**31**	51	**1**	1	**12**	**14**	2	**16**	1	**19**	**124**
05:15 PM	27	5	0	32	9	18	21	48	1	0	11	12	1	11	0	12	104
Total Volume	138	16	6	160	52	57	95	204	2	6	33	41	5	49	3	57	462
% App. Total	86.2	10	3.8		25.5	27.9	46.6		4.9	14.6	80.5		8.8	86	5.3		
PHF	.863	.800	.500	.909	.650	.713	.766	.944	.500	.500	.688	.732	.625	.766	.375	.750	.931

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City of Corona
N/S: Elysia Street
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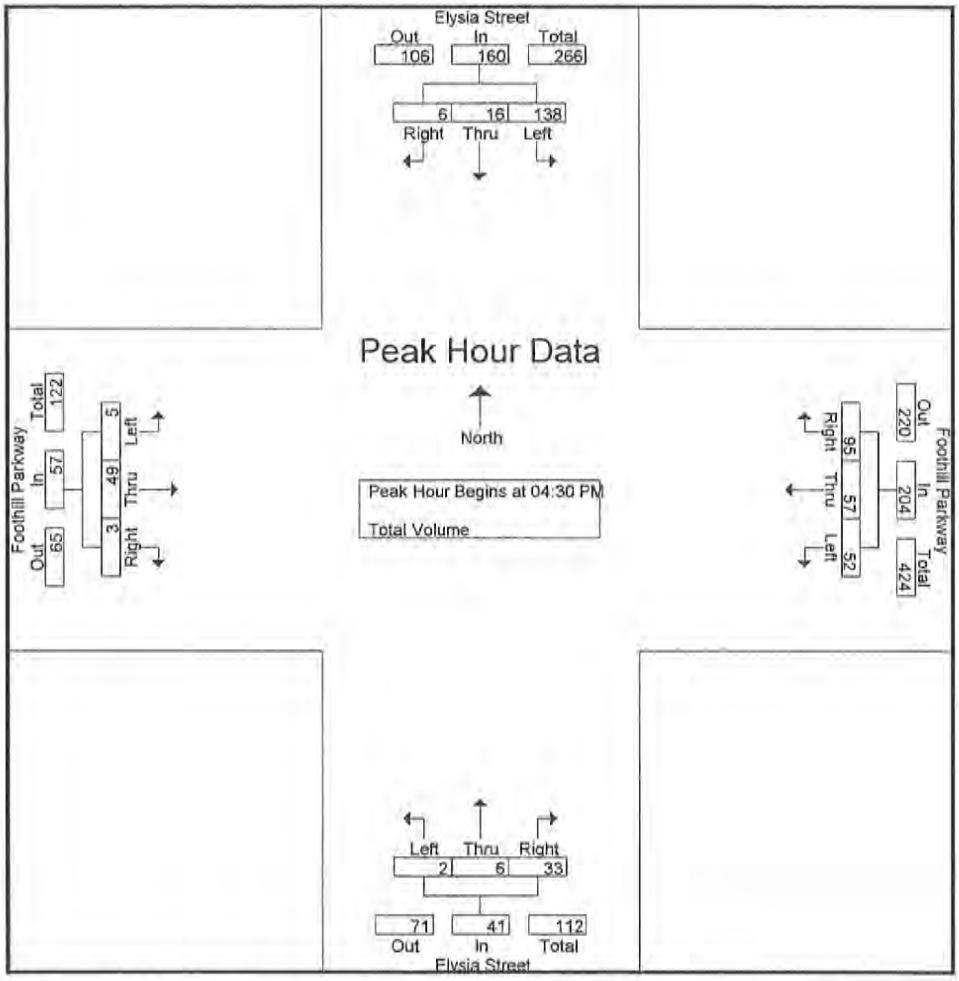
Weather: Sunny

File Name : CORELFOPM
Site Code : 00000006
Start Date : 2/14/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	33	2	1	36	12	8	31	51	1	1	12	14	2	16	1	19
+15 mins.	36	5	3	44	9	18	21	48	1	0	11	12	1	11	0	12
+30 mins.	40	3	1	44	22	9	27	58	0	1	7	8	0	13	1	14
+45 mins.	35	3	2	40	10	13	34	57	0	0	16	16	4	11	0	15
Total Volume	144	13	7	164	53	48	113	214	2	2	46	50	7	51	2	60
% App. Total	87.8	7.9	4.3		24.8	22.4	52.8		4	4	92		11.7	85	3.3	
PHF	.900	.650	.583	.932	.602	.667	.831	.922	.500	.500	.719	.781	.438	.797	.500	.789

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Counts Unlimited, Inc.
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Corona, CA 92878
(951) 268-6268

City of Corona
N/S: Trudy Way
E/W: Foothill Parkway
Weather: Sunny

File Name : CORTRFOAM
Site Code : 00000006
Start Date : 2/14/2013
Page No : 1

Groups Printed- Total Volume

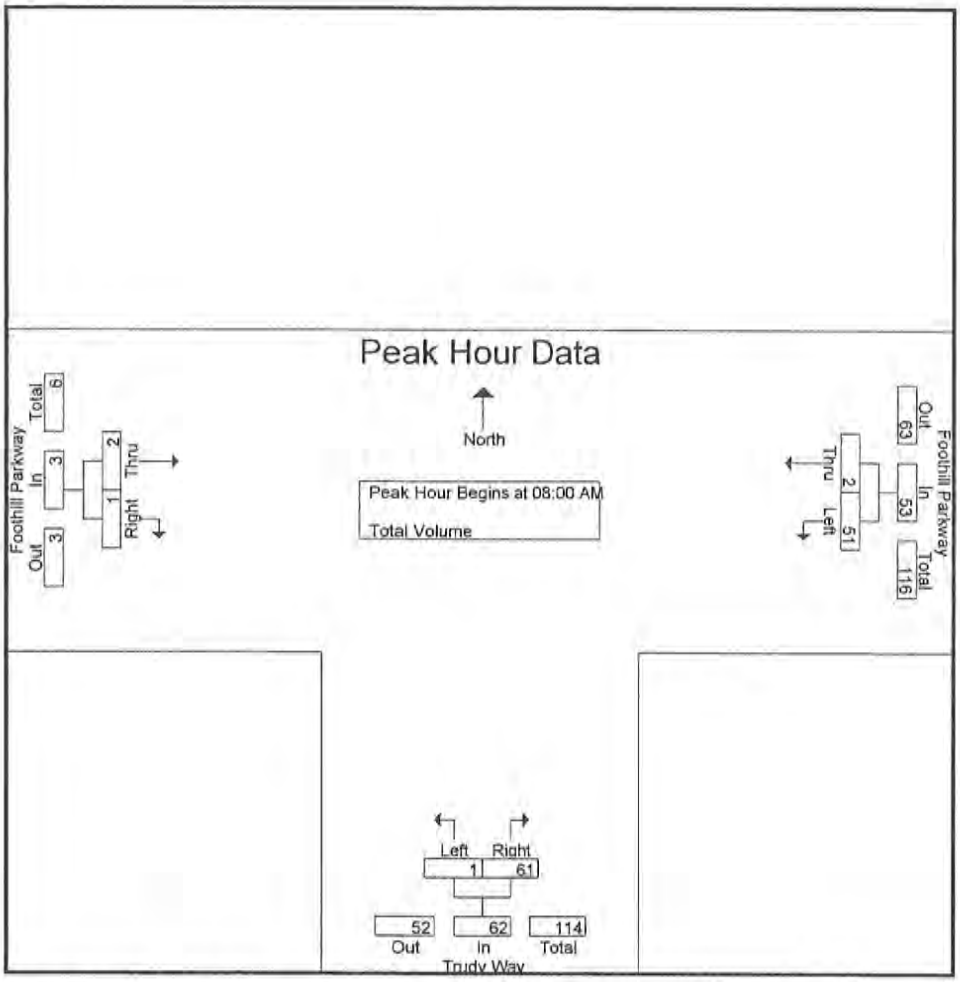
	Foothill Parkway Westbound			Trudy Way Northbound			Foothill Parkway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	10	0	10	0	20	20	0	0	0	30
07:15 AM	5	2	7	0	17	17	0	0	0	24
07:30 AM	4	1	5	0	26	26	0	0	0	31
07:45 AM	15	1	16	0	7	7	0	0	0	23
Total	34	4	38	0	70	70	0	0	0	108
08:00 AM	12	0	12	1	15	16	0	1	1	29
08:15 AM	10	0	10	0	18	18	0	0	0	28
08:30 AM	14	1	15	0	15	15	1	0	1	31
08:45 AM	15	1	16	0	13	13	1	0	1	30
Total	51	2	53	1	61	62	2	1	3	118
Grand Total	85	6	91	1	131	132	2	1	3	226
Apprch %	93.4	6.6		0.8	99.2		66.7	33.3		
Total %	37.6	2.7	40.3	0.4	58	58.4	0.9	0.4	1.3	

	Foothill Parkway Westbound			Trudy Way Northbound			Foothill Parkway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	12	0	12	**1**	15	16	0	**1**	**1**	29
08:15 AM	10	0	10	0	**18**	**18**	0	0	0	28
08:30 AM	14	**1**	15	0	15	15	**1**	0	1	**31**
08:45 AM	**15**	1	**16**	0	13	13	1	0	1	30
Total Volume	51	2	53	1	61	62	2	1	3	118
% App. Total	96.2	3.8		1.6	98.4		66.7	33.3		
PHF	.850	.500	.828	.250	.847	.861	.500	.250	.750	.952

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Corona
N/S: Trudy Way
E/W: Foothill Parkway
Weather: Sunny

File Name : CORTRFOAM
Site Code : 00000006
Start Date : 2/14/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:45 AM			07:00 AM			08:00 AM		
+0 mins.	**15**	**1**	**16**	0	20	20	0	**1**	**1**
+15 mins.	12	0	12	0	17	17	0	0	0
+30 mins.	10	0	10	0	**26**	**26**	1	0	1
+45 mins.	14	1	15	0	7	7	1	0	1
Total Volume	51	2	53	0	70	70	2	1	3
% App. Total	96.2	3.8		0	100		66.7	33.3	
PHF	.850	.500	.828	.000	.673	.673	.500	.250	.750

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City of Corona
N/S: Trudy Way
E/W: Foothill Parkway
Weather: Sunny

File Name : CORTRFOPM
Site Code : 00000006
Start Date : 2/14/2013
Page No : 1

Groups Printed- Total Volume

	Foothill Parkway Westbound			Trudy Way Northbound			Foothill Parkway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	12	1	13	0	11	11	0	1	1	25
04:15 PM	11	0	11	0	10	10	0	0	0	21
04:30 PM	22	2	24	2	14	16	3	1	4	44
04:45 PM	11	0	11	0	13	13	0	0	0	24
Total	56	3	59	2	48	50	3	2	5	114
05:00 PM	13	0	13	0	12	12	3	1	4	29
05:15 PM	23	0	23	0	11	11	0	0	0	34
05:30 PM	12	1	13	0	16	16	2	0	2	31
05:45 PM	15	0	15	0	12	12	0	1	1	28
Total	63	1	64	0	51	51	5	2	7	122
Grand Total	119	4	123	2	99	101	8	4	12	236
Apprch %	96.7	3.3		2	98		66.7	33.3		
Total %	50.4	1.7	52.1	0.8	41.9	42.8	3.4	1.7	5.1	

	Foothill Parkway Westbound			Trudy Way Northbound			Foothill Parkway Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	22	**2**	**24**	**2**	**14**	**16**	**3**	**1**	**4**	**44**
04:45 PM	11	0	11	0	13	13	0	0	0	24
05:00 PM	13	0	13	0	12	12	3	1	4	29
05:15 PM	**23**	0	23	0	11	11	0	0	0	34
Total Volume	69	2	71	2	50	52	6	2	8	131
% App. Total	97.2	2.8		3.8	96.2		75	25		
PHF	.750	.250	.740	.250	.893	.813	.500	.500	.500	.744

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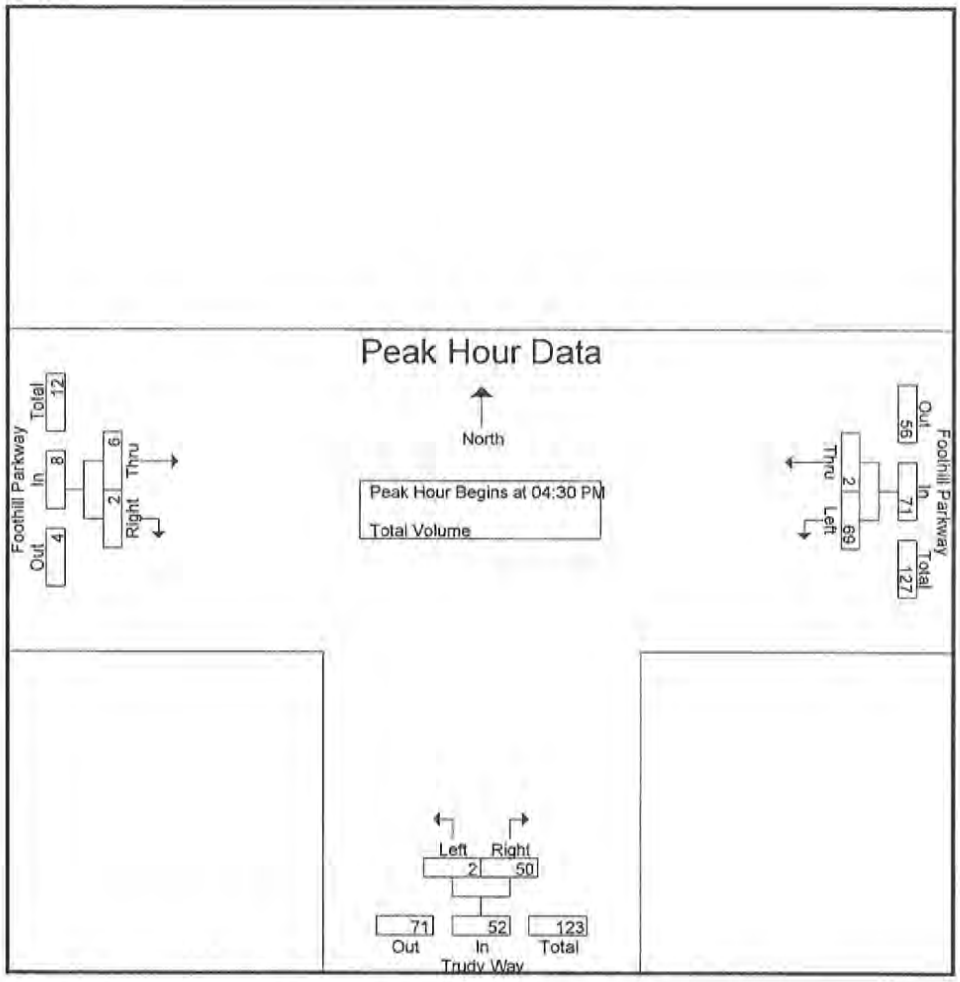
File Name : CORTRFOPM
Site Code : 00000006
Start Date : 2/14/2013
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:15 PM		
+0 mins.	22	2	24	2	14	16	0	0	0
+15 mins.	11	0	11	0	13	13	3	1	4
+30 mins.	13	0	13	0	12	12	0	0	0
+45 mins.	23	0	23	0	11	11	3	1	4
Total Volume	69	2	71	2	50	52	6	2	8
% App. Total	97.2	2.8		3.8	96.2		75	25	
PHF	.750	.250	.740	.250	.893	.813	.500	.500	.500

APPENDIX C-II

ROADWAY SEGMENT COUNTS

1

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Corona
Green River Road
B/ Serfas Club Drive - Paseo Grande
24 Hour Directional Volume Count

COR001_2
Site Code: 057-13052
Date Start: 14-Feb-13
Date End: 14-Feb-13

Start Time	14-Feb-13 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		9	44			3	40				
12:15		4	36			1	41				
12:30		7	55			2	42				
12:45		1	53	21	188	2	36	8	159	29	347
01:00		4	53			2	44				
01:15		3	46			3	42				
01:30		0	62			1	54				
01:45		1	66	8	227	1	68	7	208	15	435
02:00		0	137			1	54				
02:15		4	151			0	93				
02:30		1	166			1	56				
02:45		3	119	8	573	0	62	2	265	10	838
03:00		0	177			0	82				
03:15		4	195			1	62				
03:30		2	219			2	63				
03:45		3	229	9	820	6	50	9	257	18	1077
04:00		2	235			5	49				
04:15		2	235			13	62				
04:30		4	267			31	61				
04:45		1	236	9	973	34	53	83	225	92	1198
05:00		7	225			78	69				
05:15		7	249			155	70				
05:30		6	235			197	59				
05:45		2	244	22	953	200	40	630	238	652	1191
06:00		6	215			194	37				
06:15		13	246			199	48				
06:30		27	235			205	40				
06:45		33	238	79	934	212	37	810	162	889	1096
07:00		87	197			204	41				
07:15		114	175			197	33				
07:30		105	132			196	36				
07:45		55	109	361	613	183	36	780	146	1141	759
08:00		22	93			173	21				
08:15		52	69			129	27				
08:30		30	69			119	30				
08:45		39	74	143	305	101	28	522	106	665	411
09:00		36	30			106	21				
09:15		29	39			58	26				
09:30		42	29			72	16				
09:45		38	24	145	122	56	15	292	78	437	200
10:00		39	27			51	13				
10:15		40	32			51	5				
10:30		42	31			56	11				
10:45		31	8	152	98	40	9	198	38	350	136
11:00		47	13			35	6				
11:15		44	11			40	9				
11:30		43	12			43	1				
11:45		37	15	171	51	49	7	167	23	338	74
Total		1128	5857	1128	5857	3508	1905	3508	1905	4636	7762
Combined Total		6985		6985		5413		5413		12398	
AM Peak		07:00				06:15					
Vol.		361				820					
P.H.F.		0.792				0.967					
PM Peak			04:30				02:15				
Vol.			977				293				
P.H.F.			0.915				0.788				
Percentage		16.1%	83.9%			64.8%	35.2%				
ADT/AADT		ADT 12,398		AADT 12,398							

2

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Corona
Paseo Grande
B/ Ontario Avenue - Green River Road
24 Hour Directional Volume Count

COR002
Site Code: 057-13052
Date Start: 14-Feb-13
Date End: 14-Feb-13

Start Time	14-Feb-13 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	44			2	38				
12:15		4	32			4	45				
12:30		5	43			5	49				
12:45		3	49	20	168	5	54	16	186	36	354
01:00		3	53			2	44				
01:15		2	48			1	42				
01:30		1	46			0	44				
01:45		0	64	6	211	1	59	4	189	10	400
02:00		1	88			2	60				
02:15		0	144			1	67				
02:30		3	140			1	75				
02:45		1	175	5	547	2	**63**	6	265	11	812
03:00		1	126			1	**86**				
03:15		0	176			2	**83**				
03:30		4	193			4	**81**				
03:45		2	217	7	712	2	57	9	307	16	1019
04:00		2	**229**			5	42				
04:15		1	**227**			10	74				
04:30		3	**228**			13	63				
04:45		5	**224**	11	908	29	67	57	246	68	1154
05:00		2	223			65	58				
05:15		11	221			133	73				
05:30		5	219			204	54				
05:45		3	220	21	883	203	59	605	244	626	1127
06:00		4	229			**201**	57				
06:15		17	221			**210**	64				
06:30		17	210			**206**	39				
06:45		40	220	78	880	**204**	47	821	207	899	1087
07:00		**53**	207			179	41				
07:15		**120**	209			186	39				
07:30		**141**	165			193	30				
07:45		**93**	115	407	696	186	27	744	137	1151	833
08:00		35	95			203	35				
08:15		34	79			143	30				
08:30		56	65			114	19				
08:45		40	58	165	297	108	29	568	113	733	410
09:00		37	41			103	31				
09:15		30	28			84	38				
09:30		41	28			68	23				
09:45		39	23	147	120	52	21	307	113	454	233
10:00		38	13			61	20				
10:15		38	28			49	25				
10:30		47	28			47	19				
10:45		32	16	155	85	48	13	205	77	360	162
11:00		35	8			44	8				
11:15		48	10			38	5				
11:30		40	10			43	6				
11:45		37	5	160	33	47	18	172	37	332	70
Total		1182	5540	1182	5540	3514	2121	3514	2121	4696	7661
Combined Total		6722		6722		5635		5635		12357	
AM Peak		07:00				06:00					
Vol.		407				821					
P.H.F.		0.722				0.977					
PM Peak			04:00				02:45				
Vol.			908				313				
P.H.F.			0.991				0.910				
Percentage		17.6%	82.4%			62.4%	37.6%				
ADT/AADT		ADT 12,357		AADT 12,357							

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Corona
Ontario Avenue
B/ Paseo Grande - Border Avenue
24 Hour Directional Volume Count

COR003
Site Code: 057-13052
Date Start: 14-Feb-13
Date End: 14-Feb-13

Start Time	14-Feb-13 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	35			3	41				
12:15		7	28			5	43				
12:30		4	35			6	51				
12:45		1	41	18	139	0	44	14	179	32	318
01:00		2	53			3	35				
01:15		0	48			2	41				
01:30		1	53			2	66				
01:45		2	62	5	216	3	60	10	202	15	418
02:00		0	80			1	47				
02:15		3	109			1	42				
02:30		2	148			1	37				
02:45		1	118	6	455	1	65	4	191	10	646
03:00		0	123			0	65				
03:15		1	134			5	75				
03:30		1	154			2	52				
03:45		2	178	4	589	1	43	8	235	12	824
04:00		1	174			10	55				
04:15		1	179			13	48				
04:30		5	179			23	63				
04:45		2	181	9	713	54	53	100	219	109	932
05:00		5	184			101	56				
05:15		7	157			190	54				
05:30		6	192			195	55				
05:45		2	171	20	704	188	51	674	216	694	920
06:00		8	167			205	50				
06:15		13	172			177	44				
06:30		24	180			173	33				
06:45		23	173	68	692	142	38	697	165	765	857
07:00		47	167			142	51				
07:15		63	166			125	38				
07:30		46	116			145	25				
07:45		51	84	207	533	142	19	554	133	761	666
08:00		29	79			108	31				
08:15		49	51			126	22				
08:30		32	58			94	19				
08:45		42	59	152	247	103	34	431	106	583	353
09:00		50	35			82	37				
09:15		24	26			84	18				
09:30		40	25			47	22				
09:45		34	14	148	100	62	18	275	95	423	195
10:00		39	11			58	21				
10:15		34	20			48	21				
10:30		40	25			47	10				
10:45		31	12	144	68	49	10	202	62	346	130
11:00		41	8			40	8				
11:15		41	5			54	5				
11:30		30	11			45	11				
11:45		38	17	150	41	44	6	183	30	333	71
Total		931	4497	931	4497	3152	1833	3152	1833	4083	6330
Combined Total		5428		5428		4985		4985		10413	
AM Peak		07:00				05:15					
Vol.		207				778					
P.H.F.		0.821				0.949					
PM Peak			04:15				02:45				
Vol.			723				257				
P.H.F.			0.982				0.857				
Percentage		17.2%	82.8%			63.2%	36.8%				
ADT/AADT		ADT 10,413		AADT 10,413							

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Corona
Border Avenue
B/ Via Pacifica - Ontario Avenue
24 Hour Directional Volume Count

COR004
Site Code: 057-13052
Date Start: 14-Feb-13
Date End: 14-Feb-13

Start Time	14-Feb-13 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	15			5	31				
12:15		4	18			3	29				
12:30		0	19			3	35				
12:45		0	21	4	73	2	27	13	122	17	195
01:00		0	14			2	20				
01:15		1	13			2	26				
01:30		0	10			0	20				
01:45		0	23	1	60	2	31	6	97	7	157
02:00		2	24			1	35				
02:15		1	28			0	38				
02:30		0	**19**			0	**44**				
02:45		0	**19**	3	90	1	**73**	2	190	5	280
03:00		1	**72**			1	**48**				
03:15		2	**31**			1	**45**				
03:30		0	19			0	39				
03:45		2	17	5	139	2	33	4	165	9	304
04:00		3	24			1	41				
04:15		4	29			2	38				
04:30		5	18			3	37				
04:45		2	22	14	93	3	29	9	145	23	238
05:00		6	22			2	38				
05:15		8	20			3	37				
05:30		11	19			9	41				
05:45		10	41	35	102	5	55	19	171	54	273
06:00		7	25			3	35				
06:15		16	20			5	29				
06:30		18	17			11	31				
06:45		33	10	74	72	11	28	30	123	104	195
07:00		43	14			10	33				
07:15		39	9			14	25				
07:30		30	17			29	28				
07:45		27	7	139	47	**28**	36	81	122	220	169
08:00		36	14			**38**	24				
08:15		**41**	7			**57**	20				
08:30		**56**	4			**64**	21				
08:45		**41**	7	174	32	21	24	180	89	354	121
09:00		**37**	6			13	13				
09:15		25	7			16	19				
09:30		8	8			24	16				
09:45		16	4	86	25	27	20	80	68	166	93
10:00		28	5			19	12				
10:15		10	3			22	11				
10:30		18	3			20	4				
10:45		10	3	66	14	27	10	88	37	154	51
11:00		24	2			20	12				
11:15		14	2			23	4				
11:30		8	0			21	3				
11:45		15	1	61	5	21	3	85	22	146	27
Total		662	752	662	752	597	1351	597	1351	1259	2103
Combined Total		1414		1414		1948		1948		3362	
AM Peak		08:15				07:45					
Vol.		175				187					
P.H.F.		0.781				0.730					
PM Peak			02:30				02:30				
Vol.			141				210				
P.H.F.			0.490				0.719				
Percentage		46.8%	53.2%			30.6%	69.4%				
ADT/AADT		ADT 3,362		AADT 3,362							

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Corona
Ontario Avenue
B/ Border Avenue - Via Pacifica
24 Hour Directional Volume Count

COR005
Site Code: 057-13052
Date Start: 14-Feb-13
Date End: 14-Feb-13

Start Time	14-Feb-13 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	52			1	56				
12:15		8	48			8	58				
12:30		6	50			6	55				
12:45		3	52	25	202	4	54	19	223	44	425
01:00		2	65			4	49				
01:15		1	57			2	49				
01:30		0	84			4	77				
01:45		2	81	5	287	1	64	11	239	16	526
02:00		0	95			3	64				
02:15		2	113			3	67				
02:30		2	133			1	56				
02:45		0	153	4	494	1	**89**	8	276	12	770
03:00		0	112			1	**88**				
03:15		1	177			5	**80**				
03:30		0	165			3	**62**				
03:45		2	183	3	637	3	55	12	285	15	922
04:00		2	**186**			8	76				
04:15		5	**185**			12	63				
04:30		4	**213**			17	87				
04:45		8	**226**	19	810	43	71	80	297	99	1107
05:00		8	177			95	78				
05:15		11	176			**183**	59				
05:30		13	185			**171**	76				
05:45		6	165	38	703	**174**	75	623	288	661	991
06:00		19	188			**190**	68				
06:15		19	193			173	60				
06:30		31	169			166	53				
06:45		35	180	104	730	144	58	673	239	777	969
07:00		**57**	169			137	68				
07:15		**80**	162			130	48				
07:30		**69**	139			153	44				
07:45		**64**	81	270	551	159	34	579	194	849	745
08:00		42	74			116	44				
08:15		68	53			128	30				
08:30		54	65			113	32				
08:45		56	61	220	253	102	51	459	157	679	410
09:00		60	45			94	44				
09:15		36	33			86	28				
09:30		50	35			68	30				
09:45		49	19	195	132	66	23	314	125	509	257
10:00		52	18			63	24				
10:15		45	23			56	25				
10:30		48	31			51	16				
10:45		48	14	193	86	60	15	230	80	423	166
11:00		56	16			44	13				
11:15		53	4			67	9				
11:30		38	11			58	12				
11:45		49	10	196	41	54	7	223	41	419	82
Total		1272	4926	1272	4926	3231	2444	3231	2444	4503	7370
Combined Total		6198		6198		5675		5675		11873	
AM Peak		07:00				05:15					
Vol.		270				718					
P.H.F.		0.844				0.945					
PM Peak			04:00				02:45				
Vol.			810				319				
P.H.F.			0.896				0.896				
Percentage		20.5%	79.5%			56.9%	43.1%				
ADT/AADT		ADT 11,873		AADT 11,873							

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Corona
Ontario Avenue
B/ Via Pacifica - Lincoln Avenue
24 Hour Directional Volume Count

COR006
Site Code: 057-13052
Date Start: 14-Feb-13
Date End: 14-Feb-13

Start Time	14-Feb-13 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	138			15	136				
12:15		17	107			23	148				
12:30		13	137			18	128				
12:45		2	120	49	502	18	130	74	542	123	1044
01:00		6	144			8	127				
01:15		6	156			10	126				
01:30		6	151			10	162				
01:45		3	157	21	608	4	143	32	558	53	1166
02:00		2	197			5	167				
02:15		3	238			2	193				
02:30		7	266			6	139				
02:45		4	242	16	943	5	**249**	18	748	34	1691
03:00		2	272			3	**231**				
03:15		2	300			6	**182**				
03:30		3	329			5	**186**				
03:45		11	309	18	1210	5	184	19	783	37	1993
04:00		9	353			2	159				
04:15		10	338			9	195				
04:30		18	348			34	190				
04:45		22	**397**	59	1436	72	163	117	707	176	2143
05:00		21	**381**			125	199				
05:15		36	**387**			227	199				
05:30		40	**383**			242	160				
05:45		49	359	146	1510	289	179	883	737	1029	2247
06:00		50	327			290	190				
06:15		69	360			299	160				
06:30		90	315			290	163				
06:45		132	296	341	1298	292	162	1171	675	1512	1973
07:00		**212**	297			**292**	162				
07:15		**278**	233			**315**	157				
07:30		**240**	211			**339**	126				
07:45		**167**	139	897	880	**393**	112	1339	557	2236	1437
08:00		165	122			242	128				
08:15		169	101			276	96				
08:30		207	122			239	103				
08:45		161	107	702	452	204	113	961	440	1663	892
09:00		147	60			160	75				
09:15		93	60			158	94				
09:30		120	44			121	96				
09:45		144	43	504	207	142	62	581	327	1085	534
10:00		139	42			110	64				
10:15		117	33			134	53				
10:30		124	43			116	44				
10:45		146	30	526	148	107	48	467	209	993	357
11:00		137	29			107	42				
11:15		147	20			120	29				
11:30		123	17			141	33				
11:45		143	15	550	81	124	32	492	136	1042	217
Total		3829	9275	3829	9275	6154	6419	6154	6419	9983	15694
Combined Total		13104		13104		12573		12573		25677	
AM Peak		07:00				07:00					
Vol.		897				1339					
P.H.F.		0.807				0.852					
PM Peak			04:45				02:45				
Vol.			1548				848				
P.H.F.			0.975				0.851				
Percentage		29.2%	70.8%			48.9%	51.1%				
ADT/AADT		ADT 25,677		AADT 25,677							

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Corona
Lincoln Avenue
B/ Citron Street - Ontario Avenue
24 Hour Directional Volume Count

COR007
Site Code: 057-13052
Date Start: 14-Feb-13
Date End: 14-Feb-13

Start Time	14-Feb-13 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		20	133			19	118				
12:15		8	121			20	93				
12:30		12	123			18	91				
12:45		6	124	46	501	13	118	70	420	116	921
01:00		7	114			12	137				
01:15		11	124			11	121				
01:30		6	122			10	166				
01:45		5	158	29	518	7	158	40	582	69	1100
02:00		7	158			12	127				
02:15		5	165			11	167				
02:30		6	**165**			8	162				
02:45		5	**153**	23	641	10	263	41	719	64	1360
03:00		10	**190**			7	220				
03:15		15	**171**			7	162				
03:30		17	159			7	190				
03:45		25	128	67	648	5	201	26	773	93	1421
04:00		24	124			3	231				
04:15		58	163			5	225				
04:30		81	141			14	**273**				
04:45		113	141	276	569	12	**259**	34	988	310	1557
05:00		127	131			10	**260**				
05:15		134	148			13	**336**				
05:30		180	149			16	260				
05:45		200	127	641	555	19	247	58	1103	699	1658
06:00		186	117			21	254				
06:15		194	106			29	282				
06:30		252	97			48	237				
06:45		268	88	900	408	60	208	158	981	1058	1389
07:00		**330**	107			76	196				
07:15		**380**	83			**133**	175				
07:30		**318**	59			**165**	155				
07:45		**278**	70	1306	319	**110**	118	484	644	1790	963
08:00		233	77			**77**	146				
08:15		232	70			86	158				
08:30		261	52			91	108				
08:45		213	55	939	254	85	109	339	521	1278	775
09:00		185	41			86	94				
09:15		166	37			86	91				
09:30		147	37			74	95				
09:45		151	37	649	152	72	74	318	354	967	506
10:00		150	42			73	70				
10:15		149	31			91	75				
10:30		126	22			79	51				
10:45		115	24	540	119	72	62	315	258	855	377
11:00		129	26			86	53				
11:15		133	29			110	44				
11:30		127	24			108	35				
11:45		133	14	522	93	107	37	411	169	933	262
Total		5938	4777	5938	4777	2294	7512	2294	7512	8232	12289
Combined Total		10715		10715		9806		9806		20521	
AM Peak		07:00				07:15					
Vol.		1306				485					
P.H.F.		0.859				0.735					
PM Peak			02:30				04:30				
Vol.			679				1128				
P.H.F.			0.893				0.839				
Percentage		55.4%	44.6%			23.4%	76.6%				
ADT/AADT		ADT 20,521		AADT 20,521							

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Corona
Border Avenue
B/ Ontario Avenue - Foothill Parkway
24 Hour Directional Volume Count

COR008
Site Code: 057-13052
Date Start: 14-Feb-13
Date End: 14-Feb-13

Start Time	14-Feb-13 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	17			5	23				
12:15		1	16			3	19				
12:30		1	21			4	20				
12:45		0	24	3	78	1	16	13	78	16	156
01:00		2	12			4	18				
01:15		1	10			2	19				
01:30		2	26			0	28				
01:45		0	44	5	92	1	26	7	91	12	183
02:00		2	28			1	27				
02:15		0	23			0	**39**				
02:30		0	**19**			1	**40**				
02:45		0	**25**	2	95	1	**61**	3	167	5	262
03:00		0	**141**			1	**43**				
03:15		2	**29**			0	27				
03:30		0	16			0	26				
03:45		2	20	4	206	1	18	2	114	6	320
04:00		7	17			1	26				
04:15		6	26			0	26				
04:30		7	16			0	25				
04:45		5	13	25	72	1	21	2	98	27	170
05:00		10	20			0	39				
05:15		13	17			1	20				
05:30		14	12			5	20				
05:45		13	45	50	94	4	54	10	133	60	227
06:00		14	17			1	28				
06:15		14	24			3	18				
06:30		16	12			6	20				
06:45		27	8	71	61	4	19	14	85	85	146
07:00		34	11			4	14				
07:15		32	7			14	16				
07:30		25	9			21	21				
07:45		28	5	119	32	20	22	59	73	178	105
08:00		41	4			**46**	22				
08:15		**54**	6			**62**	9				
08:30		**79**	3			**88**	14				
08:45		**49**	6	223	19	**25**	16	221	61	444	80
09:00		**44**	5			16	14				
09:15		18	7			13	8				
09:30		12	5			16	11				
09:45		33	2	107	19	49	7	94	40	201	59
10:00		35	3			16	5				
10:15		17	3			11	4				
10:30		14	3			20	2				
10:45		15	3	81	12	19	6	66	17	147	29
11:00		34	5			14	8				
11:15		15	1			16	2				
11:30		13	1			20	8				
11:45		19	2	81	9	17	4	67	22	148	31
Total		771	789	771	789	558	979	558	979	1329	1768
Combined Total		1560		1560		1537		1537		3097	
AM Peak		08:15				08:00					
Vol.		226				221					
P.H.F.		0.715				0.628					
PM Peak			02:30				02:15				
Vol.			214				183				
P.H.F.			0.379				0.750				
Percentage		49.4%	50.6%			36.3%	63.7%				
ADT/AADT		ADT 3,097		AADT 3,097							

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Corona
Lincoln Avenue
B/ Ontario Avenue - Foothill Parkway
24 Hour Directional Volume Count

COR009
Site Code: 057-13052
Date Start: 14-Feb-13
Date End: 14-Feb-13

Start Time	14-Feb-13 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	81			14	80				
12:15		3	82			19	60				
12:30		9	95			16	71				
12:45		2	70	22	328	10	90	59	301	81	629
01:00		3	68			14	81				
01:15		6	87			7	87				
01:30		2	68			5	104				
01:45		0	87	11	310	3	117	29	389	40	699
02:00		6	94			6	96				
02:15		3	119			8	114				
02:30		4	79			6	149				
02:45		4	91	17	383	3	176	23	535	40	918
03:00		5	143			3	187				
03:15		7	92			3	152				
03:30		15	108			7	221				
03:45		14	84	41	427	4	201	17	761	58	1188
04:00		22	94			3	250				
04:15		44	108			3	226				
04:30		65	87			6	269				
04:45		101	96	232	385	8	284	20	1029	252	1414
05:00		123	87			6	262				
05:15		140	109			9	347				
05:30		182	103			11	279				
05:45		210	91	655	390	11	273	37	1161	692	1551
06:00		209	91			17	308				
06:15		208	72			17	306				
06:30		249	68			35	253				
06:45		252	71	918	302	48	250	117	1117	1035	1419
07:00		281	75			74	205				
07:15		287	53			91	203				
07:30		271	51			84	149				
07:45		261	55	1100	234	75	116	324	673	1424	907
08:00		216	57			54	119				
08:15		203	40			62	126				
08:30		198	36			51	93				
08:45		192	34	809	167	53	92	220	430	1029	597
09:00		136	32			63	83				
09:15		138	28			46	58				
09:30		117	27			54	59				
09:45		124	32	515	119	55	50	218	250	733	369
10:00		119	23			48	57				
10:15		113	26			63	57				
10:30		93	19			48	43				
10:45		74	15	399	83	49	53	208	210	607	293
11:00		74	18			69	41				
11:15		94	20			68	24				
11:30		94	15			61	24				
11:45		92	13	354	66	80	23	278	112	632	178
Total		5073	3194	5073	3194	1550	6968	1550	6968	6623	10162
Combined Total		8267		8267		8518		8518		16785	
AM Peak		07:00				07:00					
Vol.		1100				324					
P.H.F.		0.958				0.890					
PM Peak			02:45				05:15				
Vol.			434				1207				
P.H.F.			0.759				0.870				
Percentage		61.4%	38.6%			18.2%	81.8%				
ADT/AADT		ADT 16,785		AADT 16,785							

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Corona
Foothill Parkway
B/ Elysia Street - Lincoln Avenue
24 Hour Directional Volume Count

COR010
Site Code: 057-13052
Date Start: 14-Feb-13
Date End: 14-Feb-13

Start Time	14-Feb-13 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	26			5	37				
12:15		1	23			5	27				
12:30		1	32			4	29				
12:45		0	24	4	105	1	39	15	132	19	237
01:00		1	35			5	33				
01:15		2	32			1	23				
01:30		0	33			2	36				
01:45		0	28	3	128	3	20	11	112	14	240
02:00		1	53			3	38				
02:15		0	42			2	62				
02:30		0	30			1	39				
02:45		0	40	1	165	2	50	8	189	9	354
03:00		1	50			1	65				
03:15		1	49			2	42				
03:30		0	39			1	58				
03:45		0	37	2	175	1	43	5	208	7	383
04:00		2	37			1	47				
04:15		1	**55**			0	49				
04:30		6	**52**			2	54				
04:45		2	**55**	11	199	2	58	5	208	16	407
05:00		8	**69**			2	51				
05:15		12	50			8	**55**				
05:30		11	42			18	**54**				
05:45		15	53	46	214	14	**61**	42	221	88	435
06:00		17	40			19	**55**				
06:15		25	42			10	54				
06:30		25	41			21	44				
06:45		**44**	28	111	151	22	48	72	201	183	352
07:00		**86**	35			**36**	53				
07:15		**99**	26			**36**	47				
07:30		**70**	37			**55**	45				
07:45		41	18	296	116	**60**	28	187	173	483	289
08:00		34	17			33	27				
08:15		38	15			32	31				
08:30		46	21			34	36				
08:45		39	16	157	69	30	23	129	117	286	186
09:00		27	16			29	25				
09:15		25	10			31	28				
09:30		35	10			25	22				
09:45		39	7	126	43	19	25	104	100	230	143
10:00		39	13			27	26				
10:15		22	9			27	10				
10:30		24	7			26	8				
10:45		27	7	112	36	27	15	107	59	219	95
11:00		27	2			29	10				
11:15		29	3			27	12				
11:30		27	3			30	7				
11:45		31	5	114	13	16	8	102	37	216	50
Total		983	1414	983	1414	787	1757	787	1757	1770	3171
Combined Total		2397		2397		2544		2544		4941	
AM Peak		06:45				07:00					
Vol.		299				187					
P.H.F.		0.755				0.779					
PM Peak			04:15				05:15				
Vol.			231				225				
P.H.F.			0.837				0.922				
Percentage		41.0%	59.0%			30.9%	69.1%				
ADT/AADT		ADT 4,941		AADT 4,941							

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Corona
Foothill Parkway
B/ Lincoln Avenue - Highgrove Street
24 Hour Directional Volume Count

COR011
Site Code: 057-13052
Date Start: 14-Feb-13
Date End: 14-Feb-13

Start Time	14-Feb-13 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	29			1	32				
12:15		2	35			2	25				
12:30		3	36			5	25				
12:45		1	40	7	140	2	30	10	112	17	252
01:00		0	36			4	22				
01:15		2	45			1	30				
01:30		1	52			1	39				
01:45		0	59	3	192	2	24	8	115	11	307
02:00		2	94			2	45				
02:15		1	66			2	63				
02:30		0	68			0	42				
02:45		3	73	6	301	1	**51**	5	201	11	502
03:00		0	85			0	**70**				
03:15		2	84			0	**41**				
03:30		2	69			0	**65**				
03:45		2	70	6	308	1	51	1	227	7	535
04:00		3	76			1	27				
04:15		1	80			1	47				
04:30		6	**95**			4	39				
04:45		6	**103**	16	354	5	64	11	177	27	531
05:00		6	**111**			8	53				
05:15		10	**107**			17	54				
05:30		8	81			27	46				
05:45		13	90	37	389	29	53	81	206	118	595
06:00		16	100			30	58				
06:15		20	94			22	53				
06:30		25	91			39	52				
06:45		41	70	102	355	39	45	130	208	232	563
07:00		**92**	75			**44**	53				
07:15		**115**	66			**57**	51				
07:30		**107**	51			**84**	53				
07:45		**56**	35	370	227	**75**	23	260	180	630	407
08:00		42	32			43	24				
08:15		47	24			37	39				
08:30		53	30			34	34				
08:45		44	27	186	113	35	32	149	129	335	242
09:00		24	25			34	32				
09:15		26	15			27	32				
09:30		37	18			17	27				
09:45		49	13	136	71	24	32	102	123	238	194
10:00		32	17			27	17				
10:15		26	14			25	5				
10:30		29	7			19	6				
10:45		25	17	112	55	18	16	89	44	201	99
11:00		40	5			20	8				
11:15		44	4			26	6				
11:30		32	2			27	8				
11:45		47	7	163	18	18	4	91	26	254	44
Total		1144	2523	1144	2523	937	1748	937	1748	2081	4271
Combined Total		3667		3667		2685		2685		6352	
AM Peak		07:00				07:00					
Vol.		370				260					
P.H.F.		0.804				0.774					
PM Peak			04:30				02:45				
Vol.			416				227				
P.H.F.			0.937				0.811				
Percentage		31.2%	68.8%			34.9%	65.1%				
ADT/AADT		ADT 6,352		AADT 6,352							

APPENDIX D

YEAR 2035 GENERAL PLAN BUILDOUT TRAFFIC VOLUMES

APPENDIX D-I

INTERSECTION VOLUMES

AM

APPENDIX
MODEL DATA FORMULATION FOR POST PROCESSING (VEHICLES)
AM PEAK HOUR

KEY INTERSECTION	LOCATION OF APPROACH OR DEPARTURE	2008 MODEL AM PEAK HOUR	2035 MODEL AM PEAK HOUR	DIFF.	0.8148 GROWTH B/W 2013 & 2035
1. Serfas Club Drive at Green River Road	NBA	0	0	0	0
	SBD	0	0	0	0
	SBA	938	386	-552	-450
	NBD	732	803	71	58
	EBA	884	1,570	686	559
	WBD	1,995	2,172	177	144
	WBA	1,248	2,039	791	645
	EBD	343	1,020	677	552
2. Paseo Grande at Green River Road/Foothill Parkway	NBA	0	0	0	0
	SBD	0	0	0	0
	SBA	1,025	226	-799	-651
	NBD	263	154	-109	-89
	EBA	263	972	709	578
	WBD	1,025	1,868	843	687
	WBA	0	1,647	1647	1342
	EBD	0	824	824	671
3. Paseo Grande at Ontario Avenue	NBA	263	154	-109	-89
	SBD	1,025	226	-799	-651
	SBA	26	85	59	48
	NBD	94	190	96	78
	EBA	0	0	0	0
	WBD	0	0	0	0
	WBA	1,067	290	-777	-633
	EBD	237	114	-123	-100
4. Border Avenue at Ontario Avenue	NBA	284	353	69	56
	SBD	250	246	-4	-3
	SBA	181	214	33	27
	NBD	147	178	31	25
	EBA	239	120	-119	-97
	WBD	902	298	-604	-492
	WBA	840	218	-622	-507
	EBD	245	183	-62	-51
5. Lincoln Avenue at Ontario Avenue	NBA	1,888	847	-1041	-848
	SBD	493	286	-207	-169
	SBA	501	606	105	86
	NBD	1,371	1,171	-200	-163
	EBA	630	654	24	20
	WBD	1,922	1,089	-833	-679
	WBA	1,325	1,302	-23	-19
	EBD	559	863	304	248
6. Border Avenue at Mesquite Lane	NBA	284	114	-170	-139
	SBD	250	48	-202	-165
	SBA	250	246	-4	-3
	NBD	284	353	69	56
	EBA	0	0	0	0
	WBD	0	0	0	0
	WBA	0	0	0	0
	EBD	0	0	0	0

APPENDIX
MODEL DATA FORMULATION FOR POST PROCESSING (VEHICLES)
AM PEAK HOUR

KEY INTERSECTION	LOCATION OF APPROACH OR DEPARTURE	2008 MODEL AM PEAK HOUR	2035 MODEL AM PEAK HOUR	DIFF.	0.8148 GROWTH B/W 2013 & 2035
7. Border Avenue at Emerson Drive	NBA	15	114	99	81
	SBD	13	48	35	29
	SBA	13	48	35	29
	NBD	15	114	99	81
	EBA	0	0	0	0
	WBD	0	0	0	0
	WBA	0	0	0	0
	EBD	0	0	0	0
8. Border Avenue at Peacock Lane	NBA	15	114	99	81
	SBD	13	48	35	29
	SBA	13	48	35	29
	NBD	15	114	99	81
	EBA	0	0	0	0
	WBD	0	0	0	0
	WBA	0	0	0	0
	EBD	0	0	0	0
9. Lincoln Avenue at Foothill Parkway	NBA	645	769	124	101
	SBD	229	324	95	77
	SBA	282	119	-163	-133
	NBD	876	265	-611	-498
	EBA	653	1,082	429	350
	WBD	339	1,711	1372	1118
	WBA	165	984	819	667
	EBD	300	656	356	290
10. Elysia Street at Foothill Parkway	NBA	0	0	0	0
	SBD	0	0	0	0
	SBA	0	0	0	0
	NBD	0	0	0	0
	EBA	618	1,047	429	350
	WBD	308	1,680	1372	1118
	WBA	308	1,680	1372	1118
	EBD	618	1,047	429	350
11. Trudy Way at Foothill Parkway	NBA	618	651	33	27
	SBD	308	348	40	33
	SBA	0	0	0	0
	NBD	0	0	0	0
	EBA	0	726	726	592
	WBD	0	1,662	1662	1354
	WBA	308	1,680	1372	1118
	EBD	618	1,047	429	350
12. Chase Drive at Foothill Parkway [Future]	NBA		0	0	0
	SBD		0	0	0
	SBA		6	6	5
	NBD		30	30	24
	EBA		720	720	587
	WBD		1,632	1632	1330
	WBA		1,662	1662	1354
	EBD		726	726	592

APPENDIX
MODEL DATA FORMULATION FOR POST PROCESSING (VEHICLES)
AM PEAK HOUR

KEY INTERSECTION	LOCATION OF APPROACH OR DEPARTURE	2008 MODEL AM PEAK HOUR	2035 MODEL AM PEAK HOUR	DIFF.	0.8148 GROWTH B/W 2013 & 2035
13. Border Avenue at Foothill Parkway [Future]	NBA		42	42	34
	SBD		47	47	38
	SBA		78	78	64
	NBD		162	162	132
	EBA		824	824	671
	WBD		1,647	1647	1342
	WBA		1,632	1632	1330
	EBD		720	720	587
14. P Street at Foothill Parkway [Future]	NBA		0	0	0
	SBD		0	0	0
	SBA		0	0	0
	NBD		0	0	0
	EBA		824	824	671
	WBD		1,647	1647	1342
	WBA		1,647	1647	1342
	EBD		824	824	671

APPENDIX
DATA FORMULATION FOR POST PROCESSING
AM PEAK HOUR

Existing Count (2013 Conditions)				Model Growth Between Year 2013 & Year 2035			Related Projects Traffic Not Accounted For In model			Year 2035 Cumulative to be Post Process	
1. Serfas Club Drive at Green River Road				Cars	Trucks	Total					
NL	11	NBA	80	0	0	0	NL	0	0	NBA	80
NT	51	SBD	24	0	0	0	NT	0	0	SBD	24
NR	18						NR	0			
SL	10	SBA	158	-450	0	-450	SL	0	0	SBA	-292
ST	13	NBD	564	58	0	58	ST	0	0	NBD	622
SR	135						SR	0			
EL	358	EBA	719	559	0	559	EL	0	0	EBA	1278
ET	360	WBD	986	144	0	144	ET	0	0	WBD	1130
ER	1						ER	0			
WL	10	WBA	1005	645	0	645	WL	0	0	WBA	1650
WT	840	EBD	388	552	0	552	WT	0	0	EBD	940
WR	155						WR	0			
2. Paseo Grande at Green River Road/Foothill Parkway						Total					
NL	0	NBA	0	0	0	0	NL	0	0	NBA	0
NT	0	SBD	0	0	0	0	NT	0	0	SBD	0
NR	0						NR	0			
SL	0	SBA	752	-651	0	-651	SL	0	0	SBA	101
ST	0	NBD	378	-89	0	-89	ST	0	0	NBD	289
SR	752						SR	0			
EL	378	EBA	378	578	0	578	EL	0	0	EBA	956
ET	0	WBD	752	687	0	687	ET	0	0	WBD	1439
ER	0						ER	0			
WL	0	WBA	0	1342	0	1342	WL	0	0	WBA	1342
WT	0	EBD	0	671	0	671	WT	0	0	EBD	671
WR	0						WR	0			
3. Paseo Grande at Ontario Avenue						Total					
NL	0	NBA	423	-89	0	-89	NL	0	0	NBA	334
NT	237	SBD	759	-651	0	-651	NT	0	0	SBD	108
NR	186						NR	0			
SL	51	SBA	342	48	0	48	SL	0	0	SBA	390
ST	291	NBD	398	78	0	78	ST	0	0	NBD	476
SR	0						SR	0			
EL	0	EBA	0	0	0	0	EL	0	0	EBA	0
ET	0	WBD	0	0	0	0	ET	0	0	WBD	0
ER	0						ER	0			
WL	468	WBA	629	-633	0	-633	WL	0	0	WBA	-4
WT	0	EBD	237	-100	0	-100	WT	0	0	EBD	137
WR	161						WR	0			
4. Border Avenue at Ontario Avenue						Total					
NL	40	NBA	199	56	0	56	NL	0	0	NBA	255
NT	122	SBD	214	-3	0	-3	NT	0	0	SBD	211
NR	37						NR	0			
SL	20	SBA	194	27	0	27	SL	0	0	SBA	221
ST	158	NBD	163	25	0	25	ST	0	0	NBD	188
SR	16						SR	0			
EL	17	EBA	208	-97	0	-97	EL	0	0	EBA	111
ET	167	WBD	516	-492	0	-492	ET	0	0	WBD	24
ER	24						ER	0			
WL	32	WBA	516	-507	0	-507	WL	0	0	WBA	9
WT	460	EBD	224	-51	0	-51	WT	0	0	EBD	173
WR	24						WR	0			
5. Lincoln Avenue at Ontario Avenue						Total					
NL	384	NBA	1145	-848	0	-848	NL	0	0	NBA	297
NT	679	SBD	327	-169	0	-169	NT	0	0	SBD	158
NR	82						NR	0			
SL	154	SBA	519	86	0	86	SL	0	0	SBA	605
ST	170	NBD	1303	-163	0	-163	ST	0	0	NBD	1140
SR	195						SR	0			
EL	282	EBA	932	20	0	20	EL	0	0	EBA	952
ET	533	WBD	1365	-679	0	-679	ET	0	0	WBD	686
ER	117						ER	0			
WL	40	WBA	1168	-19	0	-19	WL	0	0	WBA	1149
WT	786	EBD	769	248	0	248	WT	0	0	EBD	1017
WR	342						WR	0			
6. Border Avenue at Mesquite Lane						Total					
NL	0	NBA	47	-139	0	-139	NL	0	0	NBA	-92
NT	41	SBD	28	-165	0	-165	NT	0	0	SBD	-137
NR	6						NR	0			
SL	23	SBA	45	-3	0	-3	SL	0	0	SBA	42
ST	22	NBD	90	56	0	56	ST	0	0	NBD	146
SR	0						SR	0			
EL	0	EBA	0	0	0	0	EL	0	0	EBA	0
ET	0	WBD	0	0	0	0	ET	0	0	WBD	0
ER	0						ER	0			
WL	6	WBA	55	0	0	0	WL	0	0	WBA	55
WT	0	EBD	29	0	0	0	WT	0	0	EBD	29
WR	49						WR	0			

APPENDIX
DATA FORMULATION FOR POST PROCESSING
AM PEAK HOUR

Existing Count (2013 Conditions)				Model Growth Between Year 2013 & Year 2035			Related Projects Traffic Not Accounted For In model			Year 2035 Cumulative to be Post Process	
7. Border Avenue at Emerson Drive						Total					
NL	0	NBA	22	81	0	81	NL	0	0	NBA	103
NT	21	SBD	12	29	0	29	NT	0	0	SBD	41
NR	1						NR	0			
SL	0	SBA	11	29	0	29	SL	0	0	SBA	40
ST	11	NBD	23	81	0	81	ST	0	0	NBD	104
SR	0						SR	0			
EL	0	EBA	0	0	0	0	EL	0	0	EBA	0
ET	0	WBD	0	0	0	0	ET	0	0	WBD	0
ER	0						ER	0			
WL	1	WBA	3	0	0	0	WL	0	0	WBA	3
WT	0	EBD	1	0	0	0	WT	0	0	EBD	1
WR	2						WR	0			
8. Border Avenue at Peacock Lane						Total					
NL	0	NBA	7	81	0	81	NL	0	0	NBA	88
NT	3	SBD	4	29	0	29	NT	0	0	SBD	33
NR	4						NR	0			
SL	3	SBA	6	29	0	29	SL	0	0	SBA	35
ST	3	NBD	7	81	0	81	ST	0	0	NBD	88
SR	0						SR	0			
EL	0	EBA	0	0	0	0	EL	0	0	EBA	0
ET	0	WBD	0	0	0	0	ET	0	0	WBD	0
ER	0						ER	0			
WL	1	WBA	5	0	0	0	WL	0	0	WBA	5
WT	0	EBD	7	0	0	0	WT	0	0	EBD	7
WR	4						WR	0			
9. Lincoln Avenue at Foothill Parkway						Total					
NL	41	NBA	508	101	0	101	NL	0	0	NBA	609
NT	403	SBD	217	77	0	77	NT	0	0	SBD	294
NR	64						NR	0			
SL	75	SBA	247	-133	0	-133	SL	0	0	SBA	114
ST	147	NBD	595	-498	0	-498	ST	0	0	NBD	97
SR	25						SR	0			
EL	80	EBA	295	350	0	350	EL	0	0	EBA	645
ET	180	WBD	184	1118	0	1118	ET	0	0	WBD	1302
ER	35						ER	0			
WL	35	WBA	265	667	0	667	WL	0	0	WBA	932
WT	118	EBD	319	290	0	290	WT	0	0	EBD	609
WR	112						WR	0			
10. Elysia Street at Foothill Parkway						Total					
NL	2	NBA	98	0	0	0	NL	0	0	NBA	98
NT	18	SBD	32	0	0	0	NT	0	0	SBD	32
NR	78						NR	0			
SL	152	SBA	157	0	0	0	SL	0	0	SBA	157
ST	5	NBD	148	0	0	0	ST	0	0	NBD	148
SR	0						SR	0			
EL	16	EBA	75	350	0	350	EL	0	0	EBA	425
ET	59	WBD	36	1118	0	1118	ET	0	0	WBD	1154
ER	0						ER	0			
WL	27	WBA	175	1118	0	1118	WL	0	0	WBA	1293
WT	34	EBD	289	350	0	350	WT	0	0	EBD	639
WR	114						WR	0			
11. Trudy Way at Foothill Parkway						Total					
NL	1	NBA	62	27	0	27	NL	0	0	NBA	89
NT	0	SBD	52	33	0	33	NT	0	0	SBD	85
NR	61						NR	0			
SL	0	SBA	0	0	0	0	SL	0	0	SBA	0
ST	0	NBD	0	0	0	0	ST	0	0	NBD	0
SR	0						SR	0			
EL	0	EBA	3	592	0	592	EL	0	0	EBA	595
ET	2	WBD	3	1354	0	1354	ET	0	0	WBD	1357
ER	1						ER	0			
WL	51	WBA	53	1118	0	1118	WL	0	0	WBA	1171
WT	2	EBD	63	350	0	350	WT	0	0	EBD	413
WR	0						WR	0			
12. Chase Drive at Foothill Parkway [Future]						Total					
NL	0	NBA	0	0	0	0	NL	0	0	NBA	0
NT	0	SBD	0	0	0	0	NT	0	0	SBD	0
NR	0						NR	0			
SL	0	SBA	0	5	0	5	SL	0	0	SBA	5
ST	0	NBD	0	24	0	24	ST	0	0	NBD	24
SR	0						SR	0			
EL	0	EBA	3	587	0	587	EL	0	0	EBA	590
ET	3	WBD	3	1330	0	1330	ET	0	0	WBD	1333
ER	0						ER	0			
WL	0	WBA	3	1354	0	1354	WL	0	0	WBA	1357
WT	3	EBD	3	592	0	592	WT	0	0	EBD	595
WR	0						WR	0			

APPENDIX
DATA FORMULATION FOR POST PROCESSING
AM PEAK HOUR

Existing Count (2013 Conditions)				Model Growth Between Year 2013 & Year 2035			Related Projects Traffic Not Accounted For In model			Year 2035 Cumulative to be Post Process	
13. Border Avenue at Foothill Parkway [Future]						Total					
NL	0	NBA	0	34	0	34	NL	0	0	NBA	34
NT	0	SBD	0	38	0	38	NT	0	0	SBD	38
NR	0						NR	0			
SL	0	SBA	0	64	0	64	SL	0	0	SBA	64
ST	0	NBD	0	132	0	132	ST	0	0	NBD	132
SR	0						SR	0			
EL	0	EBA	3	671	0	671	EL	0	0	EBA	674
ET	3	WBD	3	1342	0	1342	ET	0	0	WBD	1345
ER	0						ER	0			
WL	0	WBA	3	1330	0	1330	WL	0	0	WBA	1333
WT	3	EBD	3	587	0	587	WT	0	0	EBD	590
WR	0						WR	0			
14. P Street at Foothill Parkway [Future]						Total					
NL	0	NBA	0	0	0	0	NL	0	0	NBA	0
NT	0	SBD	0	0	0	0	NT	0	0	SBD	0
NR	0						NR	0			
SL	0	SBA	0	0	0	0	SL	0	0	SBA	0
ST	0	NBD	0	0	0	0	ST	0	0	NBD	0
SR	0						SR	0			
EL	0	EBA	3	671	0	671	EL	0	0	EBA	674
ET	3	WBD	3	1342	0	1342	ET	0	0	WBD	1345
ER	0						ER	0			
WL	0	WBA	3	1342	0	1342	WL	0	0	WBA	1345
WT	3	EBD	3	671	0	671	WT	0	0	EBD	674
WR	0						WR	0			

1. Serfas Club Drive at Green River Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	11	NORTHBOUND	
	THRU	51	IN ...	80
	RIGHT	18	OUT ...	24
SOUTH BOUND	LEFT	10	SOUTHBOUND	
	THRU	13	IN ...	-292
	RIGHT	135	OUT ...	622
EAST BOUND	LEFT	358	EASTBOUND	
	THRU	360	IN ...	1278
	RIGHT	1	OUT ...	1130
WEST BOUND	LEFT	10	WESTBOUND	
	THRU	840	IN ...	1650
	RIGHT	155	OUT ...	940

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	11	4
	THRU	51	46
	RIGHT	18	52
SOUTH BOUND	LEFT	10	10
	THRU	13	27
	RIGHT	135	63
EAST BOUND	LEFT	358	197
	THRU	360	1,112
	RIGHT	1	0
WEST BOUND	LEFT	10	3
	THRU	840	1,074
	RIGHT	155	334

1. Serfas Club Drive at Green River Road
AM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	350.24	930.14	-2.38	0	0	1278
INBOUNI	2	-301.81	0	-50.23	60.04	0	0	-292
	3	1457.09	228.74	0	-35.83	0	0	1650
LINK	4	9.28	36.6	34.12	0	0	0	80
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		1164.57	615.58	914.03	21.83	0	0	2716
FUTURE OUTFLO\		1130	622	940	24	0	0	2716
DIFFERENCE (%)		3.0589	-1.0323	-2.7631	-9.0488	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	354	957	-3	0	0	1,308	1,278	2.3
INBOUNI	2	-293	0	-52	66	0	0	-278	-292	-4.6
	3	1,414	231	0	-39	0	0	1,606	1,650	-2.7
LINK	4	9	37	35	0	0	0	81	80	1.3
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									2,716	
STARTING		1,130	622	940	24	0	0	2,716		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	9	9	0
NBT	37	37	0
NBR	34	35	-1
SBL	-50	-52	1
SBT	60	66	-6
SBR	-302	-293	-9
EBL	350	354	-4
EBT	930	957	-26
EBR	-2	-3	0
WBL	-36	-39	4
WBT	1,457	1,414	43
WBR	229	231	-2

2. Paseo Grande at Green River Road/Foothill Parkway

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	1	NORTHBOUND	
	THRU	2	IN ...	0
	RIGHT	1	OUT ...	0
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	2	IN ...	101
	RIGHT	752	OUT ...	289
EAST BOUND	LEFT	378	EASTBOUND	
	THRU	2	IN ...	956
	RIGHT	1	OUT ...	1439
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	2	IN ...	1342
	RIGHT	1	OUT ...	671

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	1	5
	THRU	2	5
	RIGHT	1	5
SOUTH BOUND	LEFT	1	69
	THRU	2	5
	RIGHT	752	144
EAST BOUND	LEFT	378	35
	THRU	2	589
	RIGHT	1	5
WEST BOUND	LEFT	1	5
	THRU	2	1,223
	RIGHT	1	72

2. Paseo Grande at Green River Road/Foothill Parkway

AM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	252.98	703.02	0	0	0	956
INBOUNI	2	96.05	0	4.95	0	0	0	101
	3	1294.3	47.7	0	0	0	0	1342
LINK	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO'		1390.35	300.68	707.96	0	0	0	2399
FUTURE OUTFLO'		1439	289	671	0	0	0	2399
DIFFERENCE (%)		-3.3806	4.043	5.5086	0	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	243	666	0	0	0	909	956	-4.9
INBOUNI	2	99	0	5	0	0	0	104	101	3.1
	3	1,340	46	0	0	0	0	1,385	1,342	3.2
LINK	4	0	0	0	0	0	0	0	0	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									2,399	
STARTING		1,439	289	671	0	0	0	2,399		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	5	5	0
SBT	0	0	0
SBR	96	99	-3
EBL	253	243	10
EBT	703	666	37
EBR	0	0	0
WBL	0	0	0
WBT	1,294	1,340	-45
WBR	48	46	2

3. Paseo Grande at Ontario Avenue

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	237	IN ...	334
	RIGHT	186	OUT ...	108
SOUTH BOUND	LEFT	51	SOUTHBOUND	
	THRU	291	IN ...	390
	RIGHT	0	OUT ...	476
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	468	WESTBOUND	
	THRU	0	IN ...	-4
	RIGHT	161	OUT ...	137

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	1
	THRU	237	37
	RIGHT	186	73
SOUTH BOUND	LEFT	51	14
	THRU	291	100
	RIGHT	0	3
EAST BOUND	LEFT	0	5
	THRU	0	1
	RIGHT	0	1
WEST BOUND	LEFT	468	318
	THRU	0	1
	RIGHT	161	120

3. Paseo Grande at Ontario Avenue
AM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	0	0	0	0	0
INBOUNI	2	0	0	216.94	173.06	0	0	390
	3	0	-3.99	0	-0.01	0	0	-4
LINK	4	0	332.89	1.11	0	0	0	334
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		0	328.9	218.05	173.05	0	0	720
FUTURE OUTFLO\		0	476	137	108	0	0	721
DIFFERENCE (%)		0	-30.9036	59.1592	60.2345	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	0	0	0	0	0	0	0.0
INBOUNI	2	0	0	136	108	0	0	244	390	-37.4
	3	0	-6	0	0	0	0	-6	-4	44.6
LINK	4	0	482	1	0	0	0	482	334	44.5
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									720	
STARTING		0	476	137	108	0	0	721		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	333	482	-149
NBR	1	1	0
SBL	217	136	81
SBT	173	108	65
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	0	0	0
WBT	0	0	0
WBR	-4	-6	2

4. Border Avenue at Ontario Avenue

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	40	NORTHBOUND	
	THRU	122	IN ...	255
	RIGHT	37	OUT ...	211
SOUTH BOUND	LEFT	20	SOUTHBOUND	
	THRU	158	IN ...	221
	RIGHT	16	OUT ...	188
EAST BOUND	LEFT	17	EASTBOUND	
	THRU	167	IN ...	111
	RIGHT	24	OUT ...	24
WEST BOUND	LEFT	32	WESTBOUND	
	THRU	460	IN ...	9
	RIGHT	24	OUT ...	173

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	40	40
	THRU	122	179
	RIGHT	37	61
SOUTH BOUND	LEFT	20	23
	THRU	158	195
	RIGHT	16	16
EAST BOUND	LEFT	17	17
	THRU	167	167
	RIGHT	24	24
WEST BOUND	LEFT	32	32
	THRU	460	460
	RIGHT	24	24

4. Border Avenue at Ontario Avenue

AM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	8.17	89.31	13.52	0	0	111
INBOUNI	2	4.04	0	23.27	193.69	0	0	221
	3	5.79	1.25	0	1.96	0	0	9
LINK	4	14.25	179.98	60.77	0	0	0	255
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO'		24.08	189.39	173.36	209.17	0	0	596
FUTURE OUTFLO'		24	188	173	211	0	0	596
DIFFERENCE (%)		0.3419	0.7404	0.2052	-0.8668	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	8	89	14	0	0	111	111	-0.1
INBOUNI	2	4	0	23	195	0	0	223	221	0.7
	3	6	1	0	2	0	0	9	9	-0.1
LINK	4	14	179	61	0	0	0	254	255	-0.6
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									596	
STARTING		24	188	173	211	0	0	596		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	14	14	0
NBT	180	179	1
NBR	61	61	0
SBL	23	23	0
SBT	194	195	-2
SBR	4	4	0
EBL	8	8	0
EBT	89	89	0
EBR	14	14	0
WBL	2	2	0
WBT	6	6	0
WBR	1	1	0

5. Lincoln Avenue at Ontario Avenue

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	384	NORTHBOUND	
	THRU	679	IN ...	297
	RIGHT	82	OUT ...	158
SOUTH BOUND	LEFT	154	SOUTHBOUND	
	THRU	170	IN ...	605
	RIGHT	195	OUT ...	1,140
EAST BOUND	LEFT	282	EASTBOUND	
	THRU	533	IN ...	952
	RIGHT	117	OUT ...	686
WEST BOUND	LEFT	40	WESTBOUND	
	THRU	786	IN ...	1,149
	RIGHT	342	OUT ...	1,017

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	384	384
	THRU	679	679
	RIGHT	82	82
SOUTH BOUND	LEFT	154	362
	THRU	170	170
	RIGHT	195	195
EAST BOUND	LEFT	282	293
	THRU	533	625
	RIGHT	117	117
WEST BOUND	LEFT	40	40
	THRU	786	786
	RIGHT	342	625

5. Lincoln Avenue at Ontario Avenue

AM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	293.25	623.79	34.96	0	0	952
INBOUNI	2	141.78	0	361.38	101.84	0	0	605
	3	501.81	626.15	0	21.04	0	0	1149
LINK	4	43.94	222.79	30.28	0	0	0	297
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		687.53	1142.19	1015.45	157.83	0	0	3003
FUTURE OUTFLO\		686	1140	1017	158	0	0	3001
DIFFERENCE (%)		0.2226	0.1921	-0.1524	-0.106	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	293	625	35	0	0	952	952	0.0
INBOUNI	2	141	0	362	102	0	0	605	605	0.1
	3	501	625	0	21	0	0	1,147	1,149	-0.2
LINK	4	44	222	30	0	0	0	297	297	-0.2
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									3,003	
STARTING		686	1,140	1,017	158	0	0	3,001		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	44	44	0
NBT	223	222	0
NBR	30	30	0
SBL	361	362	-1
SBT	102	102	0
SBR	142	141	0
EBL	293	293	1
EBT	624	625	-1
EBR	35	35	0
WBL	21	21	0
WBT	502	501	1
WBR	626	625	1

6. Border Avenue at Mesquite Lane

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	41	IN ...	-92
	RIGHT	6	OUT ...	-137
SOUTH BOUND	LEFT	23	SOUTHBOUND	
	THRU	22	IN ...	42
	RIGHT	0	OUT ...	146
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	6	WESTBOUND	
	THRU	0	IN ...	55
	RIGHT	49	OUT ...	29

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	41	356
	RIGHT	6	6
SOUTH BOUND	LEFT	23	30
	THRU	22	22
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	6	6
	THRU	0	0
	RIGHT	49	49

6. Border Avenue at Mesquite Lane
AM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	0	0	0	0	0
INBOUNI	2	0	0	-12	54	0	0	42
	3	0	54.42	0	0.58	0	0	55
LINK	4	0	-92.25	0.25	0	0	0	-92
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		0	-37.83	-11.75	54.58	0	0	5
FUTURE OUTFLO\		0	146	29	-137	0	0	38
DIFFERENCE (%)		0	-125.9095	-140.5113	-139.8366	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255. PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	0	0	0	0	0	0	0.0
INBOUNI	2	0	0	30	-136	0	0	-106	42	-352.2
	3	0	-210	0	-1	0	0	-211	55	-484.5
LINK	4	0	356	-1	0	0	0	355	-92	-486.3
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									5	
STARTING		0	146	29	-137	0	0	38		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	-92	356	-448
NBR	0	-1	1
SBL	-12	30	-42
SBT	54	-136	190
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	1	-1	2
WBT	0	0	0
WBR	54	-210	264

7. Border Avenue at Emerson Drive

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	21	IN ...	103
	RIGHT	1	OUT ...	41
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	11	IN ...	40
	RIGHT	0	OUT ...	104
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	0	IN ...	3
	RIGHT	2	OUT ...	1

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	21	102
	RIGHT	1	1
SOUTH BOUND	LEFT	0	0
	THRU	11	40
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	1	1
	THRU	0	0
	RIGHT	2	2

7. Border Avenue at Emerson Drive

AM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	0	0	0	0	0
INBOUNI	2	0	0	0	40	0	0	40
	3	0	2.02	0	0.98	0	0	3
LINK	4	0	102	1	0	0	0	103
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		0	104.02	1	40.98	0	0	146
FUTURE OUTFLO\		0	104	1	41	0	0	146
DIFFERENCE (%)		0	0.0203	0.0208	-0.052	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	0	0	0	0	0	0	0.0
INBOUNI	2	0	0	0	40	0	0	40	40	0.1
	3	0	2	0	1	0	0	3	3	0.0
LINK	4	0	102	1	0	0	0	103	103	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									146	
STARTING		0	104	1	41	0	0	146		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	102	102	0
NBR	1	1	0
SBL	0	0	0
SBT	40	40	0
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	1	1	0
WBT	0	0	0
WBR	2	2	0

8. Border Avenue at Peacock Lane

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	3	IN ...	88
	RIGHT	4	OUT ...	33
SOUTH BOUND	LEFT	3	SOUTHBOUND	
	THRU	3	IN ...	35
	RIGHT	0	OUT ...	88
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	0	IN ...	5
	RIGHT	4	OUT ...	7

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	3	84
	RIGHT	4	5
SOUTH BOUND	LEFT	3	3
	THRU	3	32
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	1	1
	THRU	0	0
	RIGHT	4	4

8. Border Avenue at Peacock Lane
AM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	0	0	0	0	0
INBOUNI	2	0	0	2.08	32.92	0	0	35
	3	0	4.25	0	0.75	0	0	5
LINK	4	0	83.07	4.93	0	0	0	88
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO'		0	87.32	7	33.67	0	0	128
FUTURE OUTFLO'		0	88	7	33	0	0	128
DIFFERENCE (%)		0	-0.7675	0.0497	2.0361	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	0	0	0	0	0	0	0.0
INBOUNI	2	0	0	2	32	0	0	34	35	-1.9
	3	0	4	0	1	0	0	5	5	0.4
LINK	4	0	84	5	0	0	0	89	88	0.7
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									128	
STARTING		0	88	7	33	0	0	128		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	83	84	-1
NBR	5	5	0
SBL	2	2	0
SBT	33	32	1
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	1	1	0
WBT	0	0	0
WBR	4	4	0

9. Lincoln Avenue at Foothill Parkway

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	41	NORTHBOUND	
	THRU	403	IN ...	609
	RIGHT	64	OUT ...	294
SOUTH BOUND	LEFT	75	SOUTHBOUND	
	THRU	147	IN ...	114
	RIGHT	25	OUT ...	97
EAST BOUND	LEFT	80	EASTBOUND	
	THRU	180	IN ...	645
	RIGHT	35	OUT ...	1302
WEST BOUND	LEFT	35	WESTBOUND	
	THRU	118	IN ...	932
	RIGHT	112	OUT ...	609

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	41	421
	THRU	403	403
	RIGHT	64	124
SOUTH BOUND	LEFT	75	75
	THRU	147	147
	RIGHT	25	33
EAST BOUND	LEFT	80	80
	THRU	180	466
	RIGHT	35	152
WEST BOUND	LEFT	35	80
	THRU	118	848
	RIGHT	112	112

9. Lincoln Avenue at Foothill Parkway

AM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	17.54	473.73	153.74	0	0	645
INBOUNI	2	32.62	0	19.05	62.33	0	0	114
	3	838.3	12.9	0	80.8	0	0	932
LINK	4	416.18	66.33	126.49	0	0	0	609
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		1287.1	96.77	619.27	296.86	0	0	2300
FUTURE OUTFLO\		1302	97	609	294	0	0	2302
DIFFERENCE (%)		-1.1444	-0.2368	1.6864	0.9729	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	18	466	152	0	0	636	645	-1.4
INBOUNI	2	33	0	19	62	0	0	113	114	-0.5
	3	848	13	0	80	0	0	941	932	1.0
LINK	4	421	66	124	0	0	0	612	609	0.5
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									2,300	
STARTING		1,302	97	609	294	0	0	2,302		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP.-DEP.)
NBL	416	421	-5
NBT	66	66	0
NBR	126	124	2
SBL	19	19	0
SBT	62	62	1
SBR	33	33	0
EBL	18	18	0
EBT	474	466	8
EBR	154	152	1
WBL	81	80	1
WBT	838	848	-10
WBR	13	13	0

10. Elysia Street at Foothill Parkway

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	2	NORTHBOUND	
	THRU	18	IN ...	98
	RIGHT	78	OUT ...	32
SOUTH BOUND	LEFT	152	SOUTHBOUND	
	THRU	5	IN ...	157
	RIGHT	0	OUT ...	148
EAST BOUND	LEFT	16	EASTBOUND	
	THRU	59	IN ...	425
	RIGHT	0	OUT ...	1154
WEST BOUND	LEFT	27	WESTBOUND	
	THRU	34	IN ...	1293
	RIGHT	114	OUT ...	639

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	2	47
	THRU	18	18
	RIGHT	78	47
SOUTH BOUND	LEFT	152	76
	THRU	5	5
	RIGHT	0	76
EAST BOUND	LEFT	16	17
	THRU	59	402
	RIGHT	0	5
WEST BOUND	LEFT	27	31
	THRU	34	1,144
	RIGHT	114	128

10. Elysia Street at Foothill Parkway

AM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	17.12	407.88	0	0	0	425
INBOUNI	2	0	0	156.18	0.82	0	0	157
	3	1134.92	127.13	0	30.95	0	0	1293
LINK	4	10.08	3.03	84.89	0	0	0	98
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		1145	147.28	648.95	31.76	0	0	1973
FUTURE OUTFLO\		1154	148	639	32	0	0	1973
DIFFERENCE (%)		-0.7799	-0.4854	1.5578	-0.7369	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	17	402	0	0	0	419	425	-1.5
INBOUNI	2	0	0	154	1	0	0	155	157	-1.5
	3	1,144	128	0	31	0	0	1,303	1,293	0.8
LINK	4	10	3	84	0	0	0	97	98	-1.2
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									1,973	
STARTING		1,154	148	639	32	0	0	1,973		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	10	10	0
NBT	3	3	0
NBR	85	84	1
SBL	156	154	2
SBT	1	1	0
SBR	0	0	0
EBL	17	17	0
EBT	408	402	6
EBR	0	0	0
WBL	31	31	0
WBT	1,135	1,144	-9
WBR	127	128	-1

11. Trudy Way at Foothill Parkway

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	1	NORTHBOUND	
	THRU	0	IN ...	89
	RIGHT	61	OUT ...	85
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	2	IN ...	595
	RIGHT	1	OUT ...	1,357
WEST BOUND	LEFT	51	WESTBOUND	
	THRU	2	IN ...	1,171
	RIGHT	0	OUT ...	413

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	1	85
	THRU	0	0
	RIGHT	61	61
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	2	404
	RIGHT	1	66
WEST BOUND	LEFT	51	51
	THRU	2	1,272
	RIGHT	0	0

11. Trudy Way at Foothill Parkway
AM PEAK HOUR
******* SEVENTH ROW ITERATION FOLLOWS *******
OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	517.41	77.59	0	0	595
INBOUNI	2	0	0	0	0	0	0	0
	3	1148.53	0	0	22.47	0	0	1171
LINK	4	76.99	0	12.01	0	0	0	89
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		1225.52	0	529.42	100.06	0	0	1855
FUTURE OUTFLO\		1357	0	413	85	0	0	1855
DIFFERENCE (%)		-9.6887	0	28.1888	17.7131	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

		OUTBOUND LINK						ADJ FUTURE	START FUTURE	(%)
		1	2	3	4	5	6	INFLOW	INFLOW	DIFF
	1	0	0	404	66	0	0	470	595	-21.1
INBOUNI	2	0	0	0	0	0	0	0	0	0.0
	3	1,272	0	0	19	0	0	1,291	1,171	10.2
LINK	4	85	0	9	0	0	0	95	89	6.3
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									1,855	
STARTING		1,357	0	413	85	0	0	1,855		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	77	85	-8
NBT	0	0	0
NBR	12	9	3
SBL	0	0	0
SBT	0	0	0
SBR	0	0	0
EBL	0	0	0
EBT	517	404	114
EBR	78	66	12
WBL	22	19	3
WBT	1,149	1,272	-123
WBR	0	0	0

12. Chase Drive at Foothill Parkway [Future]

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	1	NORTHBOUND	
	THRU	2	IN ...	0
	RIGHT	1	OUT ...	0
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	2	IN ...	5
	RIGHT	1	OUT ...	24
EAST BOUND	LEFT	1	EASTBOUND	
	THRU	3	IN ...	590
	RIGHT	1	OUT ...	1,333
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	3	IN ...	1,357
	RIGHT	1	OUT ...	595

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	1	5
	THRU	2	5
	RIGHT	1	5
SOUTH BOUND	LEFT	1	10
	THRU	2	10
	RIGHT	1	10
EAST BOUND	LEFT	1	10
	THRU	3	592
	RIGHT	1	5
WEST BOUND	LEFT	1	5
	THRU	3	1,331
	RIGHT	1	17

12. Chase Drive at Foothill Parkway [Future]

AM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	6.6	583.4	0	0	0	590
INBOUNI	2	2.33	0	2.67	0	0	0	5
	3	1339.59	17.41	0	0	0	0	1357
LINK	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO'		1341.92	24.02	586.07	0	0	0	1952
FUTURE OUTFLO'		1333	24	595	0	0	0	1952
DIFFERENCE (%)		0.6689	0.0629	-1.501	0	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	7	592	0	0	0	599	590	1.5
INBOUNI	2	2	0	3	0	0	0	5	5	0.5
	3	1,331	17	0	0	0	0	1,348	1,357	-0.7
LINK	4	0	0	0	0	0	0	0	0	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									1,952	
STARTING		1,333	24	595	0	0	0	1,952		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	3	3	0
SBT	0	0	0
SBR	2	2	0
EBL	7	7	0
EBT	583	592	-9
EBR	0	0	0
WBL	0	0	0
WBT	1,340	1,331	9
WBR	17	17	0

13. Border Avenue at Foothill Parkway [Future]

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	1	NORTHBOUND	
	THRU	2	IN ...	34
	RIGHT	1	OUT ...	38
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	2	IN ...	64
	RIGHT	1	OUT ...	132
EAST BOUND	LEFT	1	EASTBOUND	
	THRU	3	IN ...	674
	RIGHT	1	OUT ...	1,345
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	3	IN ...	1,333
	RIGHT	1	OUT ...	590

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	1	20
	THRU	2	6
	RIGHT	1	9
SOUTH BOUND	LEFT	1	18
	THRU	2	3
	RIGHT	1	42
EAST BOUND	LEFT	1	63
	THRU	3	563
	RIGHT	1	17
WEST BOUND	LEFT	1	17
	THRU	3	1,283
	RIGHT	1	63

13. Border Avenue at Foothill Parkway [Future]

AM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	64.24	592.16	17.6	0	0	674
INBOUNI	2	41.25	0	19.31	3.44	0	0	64
	3	1252.02	63.57	0	17.41	0	0	1333
LINK	4	19.18	5.84	8.98	0	0	0	34
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		1312.45	133.66	620.44	38.45	0	0	2105
FUTURE OUTFLO\		1345	132	590	38	0	0	2105
DIFFERENCE (%)		-2.4202	1.2543	5.1598	1.1907	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	63	563	17	0	0	644	674	-4.5
INBOUNI	2	42	0	18	3	0	0	64	64	0.1
	3	1,283	63	0	17	0	0	1,363	1,333	2.3
LINK	4	20	6	9	0	0	0	34	34	-0.1
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									2,105	
STARTING		1,345	132	590	38	0	0	2,105		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	19	20	0
NBT	6	6	0
NBR	9	9	0
SBL	19	18	1
SBT	3	3	0
SBR	41	42	-1
EBL	64	63	1
EBT	592	563	29
EBR	18	17	0
WBL	17	17	0
WBT	1,252	1,283	-31
WBR	64	63	1

14. P Street at Foothill Parkway [Future]

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	3	IN ...	674
	RIGHT	0	OUT ...	1,345
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	3	IN ...	1,345
	RIGHT	0	OUT ...	674

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	3	674
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	3	1,345
	RIGHT	0	0

14. P Street at Foothill Parkway [Future]
AM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	674	0	0	0	674
INBOUNI	2	0	0	0	0	0	0	0
	3	1345	0	0	0	0	0	1345
LINK	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO'		1345	0	674	0	0	0	2019
FUTURE OUTFLO'		1345	0	674	0	0	0	2019
DIFFERENCE (%)		0	0	0	0	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	674	0	0	0	674	674	0.0
INBOUNI	2	0	0	0	0	0	0	0	0	0.0
	3	1,345	0	0	0	0	0	1,345	1,345	0.0
LINK	4	0	0	0	0	0	0	0	0	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									2,019	
STARTING		1,345	0	674	0	0	0	2,019		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	0	0	0
SBT	0	0	0
SBR	0	0	0
EBL	0	0	0
EBT	674	674	0
EBR	0	0	0
WBL	0	0	0
WBT	1,345	1,345	0
WBR	0	0	0

PM

APPENDIX
DATA FORMULATION FOR POST PROCESSING
PM PEAK HOUR

Existing Count (2013 Conditions)				Model Growth Between Year 2013 & Year 2035			Related Projects Traffic Not Accounted For In model			Year 2035 Cumulative to be Post Process	
1. Serfas Club Drive at Green River Road				Cars	Trucks	Total					
NL	6	NBA	32	0	0	0	NL	0	0	NBA	32
NT	18	SBD	60	0	0	0	NT	0	0	SBD	60
NR	8						NR	0			
SL	102	SBA	451	-24	0	-24	SL	0	0	SBA	427
ST	32	NBD	508	-184	0	-184	ST	0	0	NBD	324
SR	317						SR	0			
EL	383	EBA	1389	-26	0	-26	EL	0	0	EBA	1363
ET	988	WBD	559	803	0	803	ET	0	0	WBD	1362
ER	18						ER	0			
WL	10	WBA	353	900	0	900	WL	0	0	WBA	1253
WT	236	EBD	1098	234	0	234	WT	0	0	EBD	1332
WR	107						WR	0			
2. Paseo Grande at Green River Road/Foothill Parkway						Total					
NL	0	NBA	0	0	0	0	NL	0	0	NBA	0
NT	0	SBD	0	0	0	0	NT	0	0	SBD	0
NR	0						NR	0			
SL	0	SBA	233	-209	0	-209	SL	0	0	SBA	24
ST	0	NBD	909	-722	0	-722	ST	0	0	NBD	187
SR	233						SR	0			
EL	909	EBA	909	288	0	288	EL	0	0	EBA	1197
ET	0	WBD	233	972	0	972	ET	0	0	WBD	1205
ER	0						ER	0			
WL	0	WBA	0	1193	0	1193	WL	0	0	WBA	1193
WT	0	EBD	0	1023	0	1023	WT	0	0	EBD	1023
WR	0						WR	0			
3. Paseo Grande at Ontario Avenue						Total					
NL	0	NBA	915	-722	0	-722	NL	0	0	NBA	193
NT	188	SBD	270	-209	0	-209	NT	0	0	SBD	61
NR	727						NR	0			
SL	51	SBA	130	159	0	159	SL	0	0	SBA	289
ST	79	NBD	226	70	0	70	ST	0	0	NBD	296
SR	0						SR	0			
EL	0	EBA	2	0	0	0	EL	0	0	EBA	2
ET	0	WBD	1	0	0	0	ET	0	0	WBD	1
ER	2						ER	0			
WL	189	WBA	228	-253	0	-253	WL	0	0	WBA	-25
WT	1	EBD	778	-676	0	-676	WT	0	0	EBD	102
WR	38						WR	0			
4. Border Avenue at Ontario Avenue						Total					
NL	13	NBA	72	7	0	7	NL	0	0	NBA	79
NT	40	SBD	111	69	0	69	NT	0	0	SBD	180
NR	19						NR	0			
SL	44	SBA	126	26	0	26	SL	0	0	SBA	152
ST	59	NBD	93	-6	0	-6	ST	0	0	NBD	87
SR	23						SR	0			
EL	21	EBA	735	-451	0	-451	EL	0	0	EBA	284
ET	691	WBD	273	-253	0	-253	ET	0	0	WBD	20
ER	23						ER	0			
WL	29	WBA	298	-224	0	-224	WL	0	0	WBA	74
WT	237	EBD	754	-451	0	-451	WT	0	0	EBD	303
WR	32						WR	0			
5. Lincoln Avenue at Ontario Avenue						Total					
NL	91	NBA	439	-265	0	-265	NL	0	0	NBA	174
NT	270	SBD	1248	-407	0	-407	NT	0	0	SBD	841
NR	78						NR	0			
SL	365	SBA	1131	90	0	90	SL	0	0	SBA	1221
ST	628	NBD	597	139	0	139	ST	0	0	NBD	736
SR	138						SR	0			
EL	115	EBA	1645	-630	0	-630	EL	0	0	EBA	1015
ET	962	WBD	728	-65	0	-65	ET	0	0	WBD	663
ER	568						ER	0			
WL	52	WBA	763	313	0	313	WL	0	0	WBA	1076
WT	499	EBD	1405	-158	0	-158	WT	0	0	EBD	1247
WR	212						WR	0			
6. Border Avenue at Mesquite Lane						Total					
NL	0	NBA	32	-182	0	-182	NL	0	0	NBA	-150
NT	32	SBD	64	-172	0	-172	NT	0	0	SBD	-108
NR	0						NR	0			
SL	33	SBA	92	69	0	69	SL	0	0	SBA	161
ST	59	NBD	49	7	0	7	ST	0	0	NBD	56
SR	0						SR	0			
EL	0	EBA	0	0	0	0	EL	0	0	EBA	0
ET	0	WBD	0	0	0	0	ET	0	0	WBD	0
ER	0						ER	0			
WL	5	WBA	22	0	0	0	WL	0	0	WBA	22
WT	0	EBD	33	0	0	0	WT	0	0	EBD	33
WR	17						WR	0			

APPENDIX
DATA FORMULATION FOR POST PROCESSING
PM PEAK HOUR

Existing Count (2013 Conditions)				Model Growth Between Year 2013 & Year 2035			Related Projects Traffic Not Accounted For In model			Year 2035 Cumulative to be Post Process	
7. Border Avenue at Emerson Drive						Total					
NL	0	NBA	17	48	0	48	NL	0	0	NBA	65
NT	14	SBD	29	98	0	98	NT	0	0	SBD	127
NR	3						NR	0			
SL	5	SBA	34	98	0	98	SL	0	0	SBA	132
ST	29	NBD	15	48	0	48	ST	0	0	NBD	63
SR	0						SR	0			
EL	0	EBA	0	0	0	0	EL	0	0	EBA	0
ET	0	WBD	0	0	0	0	ET	0	0	WBD	0
ER	0						ER	0			
WL	0	WBA	1	0	0	0	WL	0	0	WBA	1
WT	0	EBD	8	0	0	0	WT	0	0	EBD	8
WR	1						WR	0			
8. Border Avenue at Peacock Lane						Total					
NL	0	NBA	5	48	0	48	NL	0	0	NBA	53
NT	3	SBD	14	98	0	98	NT	0	0	SBD	112
NR	2						NR	0			
SL	3	SBA	7	98	0	98	SL	0	0	SBA	105
ST	4	NBD	11	48	0	48	ST	0	0	NBD	59
SR	0						SR	0			
EL	0	EBA	0	0	0	0	EL	0	0	EBA	0
ET	0	WBD	0	0	0	0	ET	0	0	WBD	0
ER	0						ER	0			
WL	10	WBA	18	0	0	0	WL	0	0	WBA	18
WT	0	EBD	5	0	0	0	WT	0	0	EBD	5
WR	8						WR	0			
9. Lincoln Avenue at Foothill Parkway						Total					
NL	16	NBA	142	200	0	200	NL	0	0	NBA	342
NT	113	SBD	447	133	0	133	NT	0	0	SBD	580
NR	13						NR	0			
SL	240	SBA	667	-411	0	-411	SL	0	0	SBA	256
ST	374	NBD	210	-228	0	-228	ST	0	0	NBD	-18
SR	53						SR	0			
EL	43	EBA	217	750	0	750	EL	0	0	EBA	967
ET	138	WBD	222	838	0	838	ET	0	0	WBD	1060
ER	36						ER	0			
WL	37	WBA	244	549	0	549	WL	0	0	WBA	793
WT	153	EBD	391	347	0	347	WT	0	0	EBD	738
WR	54						WR	0			
10. Elysia Street at Foothill Parkway						Total					
NL	2	NBA	41	0	0	0	NL	0	0	NBA	41
NT	6	SBD	71	0	0	0	NT	0	0	SBD	71
NR	33						NR	0			
SL	138	SBA	160	0	0	0	SL	0	0	SBA	160
ST	16	NBD	106	0	0	0	ST	0	0	NBD	106
SR	6						SR	0			
EL	5	EBA	57	751	0	751	EL	0	0	EBA	808
ET	49	WBD	65	833	0	833	ET	0	0	WBD	898
ER	3						ER	0			
WL	52	WBA	204	833	0	833	WL	0	0	WBA	1037
WT	57	EBD	220	751	0	751	WT	0	0	EBD	971
WR	95						WR	0			
11. Trudy Way at Foothill Parkway						Total					
NL	2	NBA	52	54	0	54	NL	0	0	NBA	106
NT	0	SBD	71	50	0	50	NT	0	0	SBD	121
NR	50						NR	0			
SL	0	SBA	0	0	0	0	SL	0	0	SBA	0
ST	0	NBD	0	0	0	0	ST	0	0	NBD	0
SR	0						SR	0			
EL	0	EBA	8	1033	0	1033	EL	0	0	EBA	1041
ET	6	WBD	4	1120	0	1120	ET	0	0	WBD	1124
ER	2						ER	0			
WL	69	WBA	71	833	0	833	WL	0	0	WBA	904
WT	2	EBD	56	751	0	751	WT	0	0	EBD	807
WR	0						WR	0			
12. Chase Drive at Foothill Parkway [Future]						Total					
NL	0	NBA	0	0	0	0	NL	0	0	NBA	0
NT	0	SBD	0	0	0	0	NT	0	0	SBD	0
NR	0						NR	0			
SL	0	SBA	0	11	0	11	SL	0	0	SBA	11
ST	0	NBD	0	15	0	15	ST	0	0	NBD	15
SR	0						SR	0			
EL	0	EBA	8	1023	0	1023	EL	0	0	EBA	1031
ET	8	WBD	4	1104	0	1104	ET	0	0	WBD	1108
ER	0						ER	0			
WL	0	WBA	4	1120	0	1120	WL	0	0	WBA	1124
WT	4	EBD	8	1033	0	1033	WT	0	0	EBD	1041
WR	0						WR	0			

APPENDIX
DATA FORMULATION FOR POST PROCESSING
PM PEAK HOUR

Existing Count (2013 Conditions)				Model Growth Between Year 2013 & Year 2035			Related Projects Traffic Not Accounted For In model			Year 2035 Cumulative to be Post Process	
13. Border Avenue at Foothill Parkway [Future]						Total					
NL	0	NBA	0	52	0	52	NL	0	0	NBA	52
NT	0	SBD	0	47	0	47	NT	0	0	SBD	47
NR	0						NR	0			
SL	0	SBA	0	177	0	177	SL	0	0	SBA	177
ST	0	NBD	0	93	0	93	ST	0	0	NBD	93
SR	0						SR	0			
EL	0	EBA	8	1023	0	1023	EL	0	0	EBA	1031
ET	8	WBD	4	1193	0	1193	ET	0	0	WBD	1197
ER	0						ER	0			
WL	0	WBA	4	1104	0	1104	WL	0	0	WBA	1108
WT	4	EBD	8	1023	0	1023	WT	0	0	EBD	1031
WR	0						WR	0			
14. P Street at Foothill Parkway [Future]						Total					
NL	0	NBA	0	0	0	0	NL	0	0	NBA	0
NT	0	SBD	0	0	0	0	NT	0	0	SBD	0
NR	0						NR	0			
SL	0	SBA	0	0	0	0	SL	0	0	SBA	0
ST	0	NBD	0	0	0	0	ST	0	0	NBD	0
SR	0						SR	0			
EL	0	EBA	8	1023	0	1023	EL	0	0	EBA	1031
ET	8	WBD	4	1193	0	1193	ET	0	0	WBD	1197
ER	0						ER	0			
WL	0	WBA	4	1193	0	1193	WL	0	0	WBA	1197
WT	4	EBD	8	1023	0	1023	WT	0	0	EBD	1031
WR	0						WR	0			

1. Serfas Club Drive at Green River Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	6	NORTHBOUND	
	THRU	18	IN ...	32
	RIGHT	8	OUT ...	60
SOUTH BOUND	LEFT	102	SOUTHBOUND	
	THRU	32	IN ...	427
	RIGHT	317	OUT ...	324
EAST BOUND	LEFT	383	EASTBOUND	
	THRU	988	IN ...	1363
	RIGHT	18	OUT ...	1362
WEST BOUND	LEFT	10	WESTBOUND	
	THRU	236	IN ...	1253
	RIGHT	107	OUT ...	1332

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	6	17
	THRU	18	26
	RIGHT	8	13
SOUTH BOUND	LEFT	102	74
	THRU	32	27
	RIGHT	317	251
EAST BOUND	LEFT	383	317
	THRU	988	1,212
	RIGHT	18	6
WEST BOUND	LEFT	10	22
	THRU	236	1,100
	RIGHT	107	159

1. Serfas Club Drive at Green River Road
PM PEAK HOUR
******* SEVENTH ROW ITERATION FOLLOWS *******
OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	145.97	1204.63	12.4	0	0	1363
INBOUNI	2	299.49	0	108.31	19.2	0	0	427
	3	1056.32	168.25	0	28.43	0	0	1253
LINK	4	9.01	9.49	13.5	0	0	0	32
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		1364.82	323.71	1326.44	60.03	0	0	3075
FUTURE OUTFLO\		1362	324	1332	60	0	0	3078
DIFFERENCE (%)		0.2071	-0.0884	-0.4176	0.0463	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

		OUTBOUND LINK 1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	146	1,210	12	0	0	1,368	1,363	0.4
INBOUNI	2	299	0	109	19	0	0	427	427	0.0
	3	1,054	168	0	28	0	0	1,251	1,253	-0.2
LINK	4	9	10	14	0	0	0	32	32	0.1
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									3,075	
STARTING		1,362	324	1,332	60	0	0	3,078		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	9	9	0
NBT	9	10	0
NBR	13	14	0
SBL	108	109	0
SBT	19	19	0
SBR	299	299	1
EBL	146	146	0
EBT	1,205	1,210	-5
EBR	12	12	0
WBL	28	28	0
WBT	1,056	1,054	2
WBR	168	168	0

2. Paseo Grande at Green River Road/Foothill Parkway

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	2	IN ...	0
	RIGHT	1	OUT ...	0
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	2	IN ...	24
	RIGHT	233	OUT ...	187
EAST	LEFT	909	EASTBOUND	
BOUND	THRU	2	IN ...	1197
	RIGHT	1	OUT ...	1205
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	2	IN ...	1193
	RIGHT	1	OUT ...	1023

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	1	5
BOUND	THRU	2	5
	RIGHT	1	5
SOUTH	LEFT	1	109
BOUND	THRU	2	5
	RIGHT	233	123
EAST	LEFT	909	55
BOUND	THRU	2	927
	RIGHT	1	5
WEST	LEFT	1	5
BOUND	THRU	2	983
	RIGHT	1	123

2. Paseo Grande at Green River Road/Foothill Parkway
PM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	160.44	1036.56	0	0	0	1197
INBOUNI	2	14.65	0	9.35	0	0	0	24
	3	1163.56	29.44	0	0	0	0	1193
LINK	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO'		1178.22	189.88	1045.91	0	0	0	2414
FUTURE OUTFLO'		1205	187	1023	0	0	0	2415
DIFFERENCE (%)		-2.2227	1.5386	2.2392	0	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	158	1,014	0	0	0	1,172	1,197	-2.1
INBOUNI	2	15	0	9	0	0	0	24	24	0.5
	3	1,190	29	0	0	0	0	1,219	1,193	2.2
LINK	4	0	0	0	0	0	0	0	0	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									2,414	
STARTING		1,205	187	1,023	0	0	0	2,415		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	9	9	0
SBT	0	0	0
SBR	15	15	0
EBL	160	158	2
EBT	1,037	1,014	23
EBR	0	0	0
WBL	0	0	0
WBT	1,164	1,190	-26
WBR	29	29	0

3. Paseo Grande at Ontario Avenue

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	188	IN ...	193
	RIGHT	727	OUT ...	61
SOUTH BOUND	LEFT	51	SOUTHBOUND	
	THRU	79	IN ...	289
	RIGHT	0	OUT ...	296
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	2
	RIGHT	2	OUT ...	1
WEST BOUND	LEFT	189	WESTBOUND	
	THRU	1	IN ...	-25
	RIGHT	38	OUT ...	102

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	1
	THRU	188	253
	RIGHT	727	354
SOUTH BOUND	LEFT	51	57
	THRU	79	91
	RIGHT	0	1
EAST BOUND	LEFT	0	4
	THRU	0	1
	RIGHT	2	1
WEST BOUND	LEFT	189	146
	THRU	1	1
	RIGHT	38	29

3. Paseo Grande at Ontario Avenue

PM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	0	2	0	0	2
INBOUNI	2	0	0	181.94	107.06	0	0	289
	3	0.56	-25.56	0	-0.01	0	0	-25
LINK	4	0	192.88	0.12	0	0	0	193
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		0.56	167.33	182.06	109.05	0	0	459
FUTURE OUTFLO\		1	296	102	61	0	0	460
DIFFERENCE (%)		-43.5093	-43.4706	78.4885	78.7703	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	0	1	0	0	1	2	-44.1
INBOUNI	2	0	0	102	60	0	0	162	289	-44.0
	3	1	-45	0	0	0	0	-44	-25	76.9
LINK	4	0	341	0	0	0	0	341	193	76.8
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									459	
STARTING		1	296	102	61	0	0	460		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	193	341	-148
NBR	0	0	0
SBL	182	102	80
SBT	107	60	47
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	2	1	1
WBL	0	0	0
WBT	1	1	0
WBR	-26	-45	20

4. Border Avenue at Ontario Avenue

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	13	NORTHBOUND	
	THRU	40	IN ...	79
	RIGHT	19	OUT ...	180
SOUTH BOUND	LEFT	44	SOUTHBOUND	
	THRU	59	IN ...	152
	RIGHT	23	OUT ...	87
EAST BOUND	LEFT	21	EASTBOUND	
	THRU	691	IN ...	284
	RIGHT	23	OUT ...	20
WEST BOUND	LEFT	29	WESTBOUND	
	THRU	237	IN ...	74
	RIGHT	32	OUT ...	303

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	13	13
	THRU	40	57
	RIGHT	19	20
SOUTH BOUND	LEFT	44	44
	THRU	59	118
	RIGHT	23	23
EAST BOUND	LEFT	21	21
	THRU	691	691
	RIGHT	23	23
WEST BOUND	LEFT	29	38
	THRU	237	237
	RIGHT	32	32

4. Border Avenue at Ontario Avenue

PM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	10.18	250.6	23.22	0	0	284
INBOUNI	2	2.32	0	31.62	118.06	0	0	152
	3	15.72	20.18	0	38.11	0	0	74
LINK	4	1.94	56.85	20.21	0	0	0	79
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		19.98	87.2	302.43	179.39	0	0	589
FUTURE OUTFLO\		20	87	303	180	0	0	590
DIFFERENCE (%)		-0.0789	0.2296	-0.1883	-0.3409	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	10	251	23	0	0	285	284	0.2
INBOUNI	2	2	0	32	118	0	0	152	152	0.3
	3	16	20	0	38	0	0	74	74	0.1
LINK	4	2	57	20	0	0	0	79	79	-0.1
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									589	
STARTING		20	87	303	180	0	0	590		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	2	2	0
NBT	57	57	0
NBR	20	20	0
SBL	32	32	0
SBT	118	118	0
SBR	2	2	0
EBL	10	10	0
EBT	251	251	0
EBR	23	23	0
WBL	38	38	0
WBT	16	16	0
WBR	20	20	0

5. Lincoln Avenue at Ontario Avenue

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	91	NORTHBOUND	
	THRU	270	IN ...	174
	RIGHT	78	OUT ...	841
SOUTH BOUND	LEFT	365	SOUTHBOUND	
	THRU	628	IN ...	1,221
	RIGHT	138	OUT ...	736
EAST BOUND	LEFT	115	EASTBOUND	
	THRU	962	IN ...	1,015
	RIGHT	568	OUT ...	663
WEST BOUND	LEFT	52	WESTBOUND	
	THRU	499	IN ...	1,076
	RIGHT	212	OUT ...	1,247

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	91	91
	THRU	270	270
	RIGHT	78	78
SOUTH BOUND	LEFT	365	546
	THRU	628	628
	RIGHT	138	138
EAST BOUND	LEFT	115	115
	THRU	962	962
	RIGHT	568	568
WEST BOUND	LEFT	52	54
	THRU	499	522
	RIGHT	212	501

5. Lincoln Avenue at Ontario Avenue
PM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	107.25	673.7	234.06	0	0	1015
INBOUNI	2	121.74	0	546.24	553.01	0	0	1221
	3	521.38	500.39	0	54.23	0	0	1076
LINK	4	19	127.37	27.63	0	0	0	174
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO'		662.13	735	1247.57	841.3	0	0	3486
FUTURE OUTFLO\		663	736	1247	841	0	0	3487
DIFFERENCE (%)		-0.1316	-0.1359	0.046	0.0356	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	107	673	234	0	0	1,015	1,015	0.0
INBOUNI	2	122	0	546	553	0	0	1,221	1,221	0.0
	3	522	501	0	54	0	0	1,077	1,076	0.1
LINK	4	19	128	28	0	0	0	174	174	0.1
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									3,486	
STARTING		663	736	1,247	841	0	0	3,487		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	19	19	0
NBT	127	128	0
NBR	28	28	0
SBL	546	546	0
SBT	553	553	0
SBR	122	122	0
EBL	107	107	0
EBT	674	673	0
EBR	234	234	0
WBL	54	54	0
WBT	521	522	-1
WBR	500	501	-1

6. Border Avenue at Mesquite Lane

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	32	IN ...	-150
	RIGHT	0	OUT ...	-108
SOUTH BOUND	LEFT	33	SOUTHBOUND	
	THRU	59	IN ...	161
	RIGHT	0	OUT ...	56
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	5	WESTBOUND	
	THRU	0	IN ...	22
	RIGHT	17	OUT ...	33

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	32	60
	RIGHT	0	0
SOUTH BOUND	LEFT	33	33
	THRU	59	59
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	5	5
	THRU	0	0
	RIGHT	17	17

6. Border Avenue at Mesquite Lane

PM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	0	0	0	0	0
INBOUNI	2	0	0	-75.55	236.55	0	0	161
	3	0	10.86	0	11.14	0	0	22
LINK	4	0	-150	0	0	0	0	-150
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		0	-139.14	-75.55	247.69	0	0	33
FUTURE OUTFLO\		0	56	33	-108	0	0	-19
DIFFERENCE (%)		0	-348.4612	-328.9466	-329.3432	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	0	0	0	0	0	0	0.0
INBOUNI	2	0	0	33	-103	0	0	-70	161	-143.6
	3	0	-4	0	-5	0	0	-9	22	-141.9
LINK	4	0	60	0	0	0	0	60	-150	-140.2
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									33	
STARTING		0	56	33	-108	0	0	-19		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	-150	60	-210
NBR	0	0	0
SBL	-76	33	-109
SBT	237	-103	340
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	11	-5	16
WBT	0	0	0
WBR	11	-4	15

7. Border Avenue at Emerson Drive

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	14	IN ...	65
	RIGHT	3	OUT ...	127
SOUTH BOUND	LEFT	5	SOUTHBOUND	
	THRU	29	IN ...	132
	RIGHT	0	OUT ...	63
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	1
	RIGHT	1	OUT ...	8

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	14	62
	RIGHT	3	3
SOUTH BOUND	LEFT	5	5
	THRU	29	127
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	1	1

7. Border Avenue at Emerson Drive

PM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	0	0	0	0	0
INBOUNI	2	0	0	5.02	126.98	0	0	132
	3	0	1	0	0	0	0	1
LINK	4	0	62.02	2.98	0	0	0	65
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		0	63.02	8	126.98	0	0	198
FUTURE OUTFLO\		0	63	8	127	0	0	198
DIFFERENCE (%)		0	0.0291	0.0017	-0.0146	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	0	0	0	0	0	0	0.0
INBOUNI	2	0	0	5	127	0	0	132	132	0.0
	3	0	1	0	0	0	0	1	1	0.0
LINK	4	0	62	3	0	0	0	65	65	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									198	
STARTING		0	63	8	127	0	0	198		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	62	62	0
NBR	3	3	0
SBL	5	5	0
SBT	127	127	0
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	0	0	0
WBT	0	0	0
WBR	1	1	0

8. Border Avenue at Peacock Lane

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	3	IN ...	53
	RIGHT	2	OUT ...	112
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	4	IN ...	105
	RIGHT	0	OUT ...	59
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	10	WESTBOUND	
BOUND	THRU	0	IN ...	18
	RIGHT	8	OUT ...	5

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	0	0
BOUND	THRU	3	51
	RIGHT	2	2
SOUTH	LEFT	3	3
BOUND	THRU	4	102
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	10	10
BOUND	THRU	0	0
	RIGHT	8	8

8. Border Avenue at Peacock Lane
PM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	0	0	0	0	0
INBOUNI	2	0	0	3.36	101.64	0	0	105
	3	0	7.65	0	10.35	0	0	18
LINK	4	0	51.36	1.64	0	0	0	53
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		0	59.01	5	111.99	0	0	176
FUTURE OUTFLO\		0	59	5	112	0	0	176
DIFFERENCE (%)		0	0.0226	-0.0007	-0.0119	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	0	0	0	0	0	0	0.0
INBOUNI	2	0	0	3	102	0	0	105	105	0.0
	3	0	8	0	10	0	0	18	18	0.0
LINK	4	0	51	2	0	0	0	53	53	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									176	
STARTING		0	59	5	112	0	0	176		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	51	51	0
NBR	2	2	0
SBL	3	3	0
SBT	102	102	0
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	10	10	0
WBT	0	0	0
WBR	8	8	0

9. Lincoln Avenue at Foothill Parkway

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	16	NORTHBOUND	
	THRU	113	IN ...	342
	RIGHT	13	OUT ...	580
SOUTH BOUND	LEFT	240	SOUTHBOUND	
	THRU	374	IN ...	256
	RIGHT	53	OUT ...	-18
EAST BOUND	LEFT	43	EASTBOUND	
	THRU	138	IN ...	967
	RIGHT	36	OUT ...	1060
WEST BOUND	LEFT	37	WESTBOUND	
	THRU	153	IN ...	793
	RIGHT	54	OUT ...	738

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	16	298
	THRU	113	113
	RIGHT	13	62
SOUTH BOUND	LEFT	240	240
	THRU	374	374
	RIGHT	53	53
EAST BOUND	LEFT	43	43
	THRU	138	626
	RIGHT	36	331
WEST BOUND	LEFT	37	90
	THRU	153	719
	RIGHT	54	54

9. Lincoln Avenue at Foothill Parkway

PM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	-4.38	636.87	334.5	0	0	967
INBOUNI	2	42.98	0	51.49	161.54	0	0	256
	3	703.79	-1.45	0	90.66	0	0	793
LINK	4	291.37	-12	62.63	0	0	0	342
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		1038.14	-17.83	750.99	586.7	0	0	2358
FUTURE OUTFLO\		1060	-18	738	580	0	0	2360
DIFFERENCE (%)		-2.0621	-0.9596	1.7599	1.1547	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	-4	626	331	0	0	952	967	-1.5
INBOUNI	2	44	0	51	160	0	0	254	256	-0.7
	3	719	-1	0	90	0	0	807	793	1.7
LINK	4	298	-12	62	0	0	0	347	342	1.4
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									2,358	
STARTING		1,060	-18	738	580	0	0	2,360		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP.-DEP.)
NBL	291	298	-6
NBT	-12	-12	0
NBR	63	62	1
SBL	51	51	1
SBT	162	160	2
SBR	43	44	-1
EBL	-4	-4	0
EBT	637	626	11
EBR	335	331	4
WBL	91	90	1
WBT	704	719	-15
WBR	-1	-1	0

10. Elysia Street at Foothill Parkway

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	2	NORTHBOUND	
	THRU	6	IN ...	41
	RIGHT	33	OUT ...	71
SOUTH BOUND	LEFT	138	SOUTHBOUND	
	THRU	16	IN ...	160
	RIGHT	6	OUT ...	106
EAST BOUND	LEFT	5	EASTBOUND	
	THRU	49	IN ...	808
	RIGHT	3	OUT ...	898
WEST BOUND	LEFT	52	WESTBOUND	
	THRU	57	IN ...	1037
	RIGHT	95	OUT ...	971

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	2	20
	THRU	6	6
	RIGHT	33	20
SOUTH BOUND	LEFT	138	79
	THRU	16	16
	RIGHT	6	79
EAST BOUND	LEFT	5	12
	THRU	49	793
	RIGHT	3	9
WEST BOUND	LEFT	52	59
	THRU	57	878
	RIGHT	95	95

10. Elysia Street at Foothill Parkway

PM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	12.42	786.87	8.71	0	0	808
INBOUNI	2	15.09	0	141.93	2.98	0	0	160
	3	884.15	93.19	0	59.66	0	0	1037
LINK	4	5.17	0.98	34.85	0	0	0	41
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		904.41	106.59	963.65	71.35	0	0	2046
FUTURE OUTFLO\		898	106	971	71	0	0	2046
DIFFERENCE (%)		0.7136	0.5519	-0.7566	0.497	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
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*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	12	793	9	0	0	814	808	0.7
INBOUNI	2	15	0	143	3	0	0	161	160	0.6
	3	878	93	0	59	0	0	1,030	1,037	-0.7
LINK	4	5	1	35	0	0	0	41	41	0.5
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									2,046	
STARTING		898	106	971	71	0	0	2,046		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	5	5	0
NBT	1	1	0
NBR	35	35	0
SBL	142	143	-1
SBT	3	3	0
SBR	15	15	0
EBL	12	12	0
EBT	787	793	-6
EBR	9	9	0
WBL	60	59	0
WBT	884	878	6
WBR	93	93	1

11. Trudy Way at Foothill Parkway

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	2	NORTHBOUND	
	THRU	0	IN ...	106
	RIGHT	50	OUT ...	121
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	6	IN ...	1,041
	RIGHT	2	OUT ...	1,124
WEST BOUND	LEFT	69	WESTBOUND	
	THRU	2	IN ...	904
	RIGHT	0	OUT ...	807

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	2	114
	THRU	0	0
	RIGHT	50	50
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	6	800
	RIGHT	2	92
WEST BOUND	LEFT	69	69
	THRU	2	1,010
	RIGHT	0	0

11. Trudy Way at Foothill Parkway
PM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	940.66	100.34	0	0	1041
INBOUNI	2	0	0	0	0	0	0	0
	3	873.07	0	0	30.93	0	0	904
LINK	4	98.13	0	7.87	0	0	0	106
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		971.19	0	948.54	131.27	0	0	2051
FUTURE OUTFLO\		1124	0	807	121	0	0	2052
DIFFERENCE (%)		-13.5951	0	17.5386	8.489	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
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*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	800	92	0	0	893	1,041	-14.2
INBOUNI	2	0	0	0	0	0	0	0	0	0.0
	3	1,010	0	0	29	0	0	1,039	904	14.9
LINK	4	114	0	7	0	0	0	120	106	13.5
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									2,051	
STARTING		1,124	0	807	121	0	0	2,052		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	98	114	-15
NBT	0	0	0
NBR	8	7	1
SBL	0	0	0
SBT	0	0	0
SBR	0	0	0
EBL	0	0	0
EBT	941	800	140
EBR	100	92	8
WBL	31	29	2
WBT	873	1,010	-137
WBR	0	0	0

12. Chase Drive at Foothill Parkway [Future]

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	2	IN ...	0
	RIGHT	1	OUT ...	0
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	2	IN ...	11
	RIGHT	1	OUT ...	15
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	8	IN ...	1,031
	RIGHT	1	OUT ...	1,108
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	4	IN ...	1,124
	RIGHT	1	OUT ...	1,041

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	1	5
BOUND	THRU	2	5
	RIGHT	1	5
SOUTH	LEFT	1	10
BOUND	THRU	2	10
	RIGHT	1	10
EAST	LEFT	1	10
BOUND	THRU	8	1,036
	RIGHT	1	5
WEST	LEFT	1	5
BOUND	THRU	4	1,102
	RIGHT	1	10

12. Chase Drive at Foothill Parkway [Future]
PM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	4.93	1026.07	0	0	0	1031
INBOUNI	2	5.66	0	5.34	0	0	0	11
	3	1113.88	10.12	0	0	0	0	1124
LINK	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		1119.53	15.06	1031.41	0	0	0	2166
FUTURE OUTFLO\		1108	15	1041	0	0	0	2164
DIFFERENCE (%)		1.0407	0.3908	-0.9212	0	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
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*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	5	1,036	0	0	0	1,041	1,031	0.9
INBOUNI	2	6	0	5	0	0	0	11	11	-0.1
	3	1,102	10	0	0	0	0	1,112	1,124	-1.0
LINK	4	0	0	0	0	0	0	0	0	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									2,166	
STARTING		1,108	15	1,041	0	0	0	2,164		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	5	5	0
SBT	0	0	0
SBR	6	6	0
EBL	5	5	0
EBT	1,026	1,036	-10
EBR	0	0	0
WBL	0	0	0
WBT	1,114	1,102	11
WBR	10	10	0

13. Border Avenue at Foothill Parkway [Future]

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	1	NORTHBOUND	
	THRU	2	IN ...	52
	RIGHT	1	OUT ...	47
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	2	IN ...	177
	RIGHT	1	OUT ...	93
EAST BOUND	LEFT	1	EASTBOUND	
	THRU	8	IN ...	1,031
	RIGHT	1	OUT ...	1,197
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	4	IN ...	1,108
	RIGHT	1	OUT ...	1,031

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	1	28
	THRU	2	10
	RIGHT	1	15
SOUTH BOUND	LEFT	1	58
	THRU	2	14
	RIGHT	1	106
EAST BOUND	LEFT	1	38
	THRU	8	958
	RIGHT	1	15
WEST BOUND	LEFT	1	18
	THRU	4	1,064
	RIGHT	1	46

13. Border Avenue at Foothill Parkway [Future]
PM PEAK HOUR

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	37.67	978.57	14.76	0	0	1031
INBOUNI	2	103.76	0	59	14.24	0	0	177
	3	1044.36	45.73	0	17.91	0	0	1108
LINK	4	27.1	9.49	15.41	0	0	0	52
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		1175.21	92.89	1052.98	46.91	0	0	2368
FUTURE OUTFLO\		1197	93	1031	47	0	0	2368
DIFFERENCE (%)		-1.82	-0.1172	2.1323	-0.1898	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	38	958	15	0	0	1,011	1,031	-2.0
INBOUNI	2	106	0	58	14	0	0	178	177	0.4
	3	1,064	46	0	18	0	0	1,127	1,108	1.8
LINK	4	28	10	15	0	0	0	52	52	0.4
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									2,368	
STARTING		1,197	93	1,031	47	0	0	2,368		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	27	28	-1
NBT	9	10	0
NBR	15	15	0
SBL	59	58	1
SBT	14	14	0
SBR	104	106	-2
EBL	38	38	0
EBT	979	958	20
EBR	15	15	0
WBL	18	18	0
WBT	1,044	1,064	-19
WBR	46	46	0

14. P Street at Foothill Parkway [Future]

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	8	IN ...	1,031
	RIGHT	0	OUT ...	1,197
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	4	IN ...	1,197
	RIGHT	0	OUT ...	1,031

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	8	1,031
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	4	1,197
	RIGHT	0	0

14. P Street at Foothill Parkway [Future]
PM PEAK HOUR
******* SEVENTH ROW ITERATION FOLLOWS *******
OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	1031	0	0	0	1031
INBOUNI	2	0	0	0	0	0	0	0
	3	1197	0	0	0	0	0	1197
LINK	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		1197	0	1031	0	0	0	2228
FUTURE OUTFLO\		1197	0	1031	0	0	0	2228
DIFFERENCE (%)		0	0	0	0	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

		OUTBOUND LINK 1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	1,031	0	0	0	1,031	1,031	0.0
INBOUNI	2	0	0	0	0	0	0	0	0	0.0
	3	1,197	0	0	0	0	0	1,197	1,197	0.0
LINK	4	0	0	0	0	0	0	0	0	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									2,228	
STARTING		1,197	0	1,031	0	0	0	2,228		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	0	0	0
SBT	0	0	0
SBR	0	0	0
EBL	0	0	0
EBT	1,031	1,031	0
EBR	0	0	0
WBL	0	0	0
WBT	1,197	1,197	0
WBR	0	0	0

APPENDIX D-II

ROADWAY SEGMENT VOLUMES

APPENDIX
MODEL DATA FORMULATION FOR POST PROCESSING (VEHICLES)
DAILY

KEY INTERSECTION	LOCATION OF APPROACH OR DEPARTURE	2008 MODEL DAILY	2035 MODEL DAILY	DIFF.	1.00 CONVERT TO PEAK HOUR	0.8148 GROWTH B/W 2013 & 2035
1. Green River Road [E/W] between Serfas Club Drive and Paseo Grande	NBA	0	0	0	0	0
	SBD	0	0	0	0	0
	SBA	0	0	0	0	0
	NBD	0	0	0	0	0
	EBA	6,318	12,122	5804	5804	4729
	WBD	8,336	17,819	9483	9483	7727
	WBA	8,336	17,819	9483	9483	7727
	EBD	6,318	12,122	5804	5804	4729
2. Paseo Grande [N/S] between Ontario Avenue and Green River Road	NBA	6,636	1,920	-4716	-4716	-3843
	SBD	8,724	3,174	-5550	-5550	-4522
	SBA	8,724	3,174	-5550	-5550	-4522
	NBD	6,636	1,920	-4716	-4716	-3843
	EBA	0		0	0	0
	WBD	0		0	0	0
	WBA	0		0	0	0
	EBD	0		0	0	0
3. Ontario Avenue [E/W] between Paseo Grande and Border Avenue	NBA	0	0	0	0	0
	SBD	0	0	0	0	0
	SBA	0	0	0	0	0
	NBD	0	0	0	0	0
	EBA	5,624	1,592	-4032	-4032	-3285
	WBD	7,905	1,984	-5921	-5921	-4824
	WBA	7,905	1,984	-5921	-5921	-4824
	EBD	5,624	1,592	-4032	-4032	-3285
4. Border Avenue [N/S] between Via Pacifica and Ontario Avenue	NBA	2,245	2,529	284	284	231
	SBD	2,113	2,584	471	471	384
	SBA	2,113	2,584	471	471	384
	NBD	2,245	2,529	284	284	231
	EBA	0		0	0	0
	WBD	0		0	0	0
	WBA	0		0	0	0
	EBD	0		0	0	0
5. Ontario Avenue [E/W] between Border Avenue and Via Pacifica	NBA	0	0	0	0	0
	SBD	0	0	0	0	0
	SBA	0	0	0	0	0
	NBD	0	0	0	0	0
	EBA	5,626	3,109	-2517	-2517	-2051
	WBD	8,055	3,798	-4257	-4257	-3469
	WBA	8,055	3,798	-4257	-4257	-3469
	EBD	5,626	3,109	-2517	-2517	-2051
6. Ontario Avenue [E/W] between Via Pacifica and Lincoln Avenue	NBA	0	0	0	0	0
	SBD	0	0	0	0	0
	SBA	0	0	0	0	0
	NBD	0	0	0	0	0
	EBA	13,307	9,351	-3956	-3956	-3223
	WBD	15,840	10,802	-5038	-5038	-4105
	WBA	15,840	10,802	-5038	-5038	-4105
	EBD	13,307	9,351	-3956	-3956	-3223

APPENDIX
MODEL DATA FORMULATION FOR POST PROCESSING (VEHICLES)
DAILY

KEY INTERSECTION	LOCATION OF APPROACH OR DEPARTURE	2008 MODEL DAILY	2035 MODEL DAILY	DIFF.	1.00 CONVERT TO PEAK HOUR	0.8148 GROWTH B/W 2013 & 2035
7. Lincoln Avenue [N/S] between Citron Street and Ontario Avenue	NBA	11,489	11,595	106	106	86
	SBD	10,784	11,368	584	584	476
	SBA	10,784	11,368	584	584	476
	NBD	11,489	11,595	106	106	86
	EBA			0	0	0
	WBD			0	0	0
	WBA			0	0	0
	EBD			0	0	0
8. Border Avenue [N/S] between Ontario Avenue and Foothill Parkway	NBA	3,504	3,655	151	151	123
	SBD	3,549	3,887	338	338	275
	SBA	3,549	3,887	338	338	275
	NBD	3,504	3,655	151	151	123
	EBA			0	0	0
	WBD			0	0	0
	WBA			0	0	0
	EBD			0	0	0
9. Lincoln Avenue [N/S] between Ontario Avenue and Foothill Parkway	NBA	12,629	6,389	-6240	-6240	-5084
	SBD	12,002	7,716	-4286	-4286	-3492
	SBA	12,002	7,716	-4286	-4286	-3492
	NBD	12,629	6,389	-6240	-6240	-5084
	EBA			0	0	0
	WBD			0	0	0
	WBA			0	0	0
	EBD			0	0	0
10. Foothill Parkway [E/W] between Elysia Street and Lincoln Avenue	NBA	0	0	0	0	0
	SBD	0	0	0	0	0
	SBA	0	0	0	0	0
	NBD	0	0	0	0	0
	EBA	6,019	12,770	6751	6751	5501
	WBD	6,312	17,331	11019	11019	8978
	WBA	6,312	17,331	11019	11019	8978
	EBD	6,019	12,770	6751	6751	5501
11. Foothill Parkway [E/W] between Lincoln Avenue and Highgrove Street	NBA	0	0	0	0	0
	SBD	0	0	0	0	0
	SBA	0	0	0	0	0
	NBD	0	0	0	0	0
	EBA	3,137	6,869	3732	3732	3041
	WBD	3,556	10,442	6886	6886	5611
	WBA	3,556	10,442	6886	6886	5611
	EBD	3,137	6,869	3732	3732	3041

APPENDIX
DATA FORMULATION FOR POST PROCESSING
DAILY

Existing Count (2013 Conditions)				Model Growth Between Year 2013 & Year 2035			Related Projects Traffic Not Accounted For In model			Year 2035 Cumulative to be Post Process	
1. Green River Road [E/W] between Serfas Club Drive and Paseo Grand				Cars	Trucks	Total					
NL	0	NBA	0	0	0	0	NL	0	0	NBA	0
NT	0	SBD	0	0	0	0	NT	0	0	SBD	0
NR	0						NR	0			
SL	0	SBA	0	0	0	0	SL	0	0	SBA	0
ST	0	NBD	0	0	0	0	ST	0	0	NBD	0
SR	0						SR	0			
EL	0	EBA	6985	4729	0	4729	EL	0	0	EBA	11714
ET	6985	WBD	5413	7727	0	7727	ET	0	0	WBD	13140
ER	0						ER	0			
WL	0	WBA	5413	7727	0	7727	WL	0	0	WBA	13140
WT	5413	EBD	6985	4729	0	4729	WT	0	0	EBD	11714
WR	0						WR	0			
2. Paseo Grande [N/S] between Ontario Avenue and Green River Road						Total					
NL	0	NBA	6722	-3843	0	-3843	NL	0	0	NBA	2879
NT	6722	SBD	5635	-4522	0	-4522	NT	0	0	SBD	1113
NR	0						NR	0			
SL	0	SBA	5635	-4522	0	-4522	SL	0	0	SBA	1113
ST	5635	NBD	6722	-3843	0	-3843	ST	0	0	NBD	2879
SR	0						SR	0			
EL	0	EBA	0	0	0	0	EL	0	0	EBA	0
ET	0	WBD	0	0	0	0	ET	0	0	WBD	0
ER	0						ER	0			
WL	0	WBA	0	0	0	0	WL	0	0	WBA	0
WT	0	EBD	0	0	0	0	WT	0	0	EBD	0
WR	0						WR	0			
3. Ontario Avenue [E/W] between Paseo Grande and Border Avenue						Total					
NL	0	NBA	0	0	0	0	NL	0	0	NBA	0
NT	0	SBD	0	0	0	0	NT	0	0	SBD	0
NR	0						NR	0			
SL	0	SBA	0	0	0	0	SL	0	0	SBA	0
ST	0	NBD	0	0	0	0	ST	0	0	NBD	0
SR	0						SR	0			
EL	0	EBA	5428	-3285	0	-3285	EL	0	0	EBA	2143
ET	5428	WBD	4985	-4824	0	-4824	ET	0	0	WBD	161
ER	0						ER	0			
WL	0	WBA	4985	-4824	0	-4824	WL	0	0	WBA	161
WT	4985	EBD	5428	-3285	0	-3285	WT	0	0	EBD	2143
WR	0						WR	0			
4. Border Avenue [N/S] between Via Pacifica and Ontario Avenue						Total					
NL	0	NBA	1414	231	0	231	NL	0	0	NBA	1645
NT	1414	SBD	1948	384	0	384	NT	0	0	SBD	2332
NR	0						NR	0			
SL	0	SBA	1948	384	0	384	SL	0	0	SBA	2332
ST	1948	NBD	1414	231	0	231	ST	0	0	NBD	1645
SR	0						SR	0			
EL	0	EBA	0	0	0	0	EL	0	0	EBA	0
ET	0	WBD	0	0	0	0	ET	0	0	WBD	0
ER	0						ER	0			
WL	0	WBA	0	0	0	0	WL	0	0	WBA	0
WT	0	EBD	0	0	0	0	WT	0	0	EBD	0
WR	0						WR	0			
5. Ontario Avenue [E/W] between Border Avenue and Via Pacifica						Total					
NL	0	NBA	0	0	0	0	NL	0	0	NBA	0
NT	0	SBD	0	0	0	0	NT	0	0	SBD	0
NR	0						NR	0			
SL	0	SBA	0	0	0	0	SL	0	0	SBA	0
ST	0	NBD	0	0	0	0	ST	0	0	NBD	0
SR	0						SR	0			
EL	0	EBA	6198	-2051	0	-2051	EL	0	0	EBA	4147
ET	6198	WBD	5675	-3469	0	-3469	ET	0	0	WBD	2206
ER	0						ER	0			
WL	0	WBA	5675	-3469	0	-3469	WL	0	0	WBA	2206
WT	5675	EBD	6198	-2051	0	-2051	WT	0	0	EBD	4147
WR	0						WR	0			
6. Ontario Avenue [E/W] between Via Pacifica and Lincoln Avenue						Total					
NL	0	NBA	0	0	0	0	NL	0	0	NBA	0
NT	0	SBD	0	0	0	0	NT	0	0	SBD	0
NR	0						NR	0			
SL	0	SBA	0	0	0	0	SL	0	0	SBA	0
ST	0	NBD	0	0	0	0	ST	0	0	NBD	0
SR	0						SR	0			
EL	0	EBA	13104	-3223	0	-3223	EL	0	0	EBA	9881
ET	13104	WBD	12573	-4105	0	-4105	ET	0	0	WBD	8468
ER	0						ER	0			
WL	0	WBA	12573	-4105	0	-4105	WL	0	0	WBA	8468
WT	12573	EBD	13104	-3223	0	-3223	WT	0	0	EBD	9881
WR	0						WR	0			

APPENDIX
DATA FORMULATION FOR POST PROCESSING
DAILY

Existing Count (2013 Conditions)				Model Growth Between Year 2013 & Year 2035			Related Projects Traffic Not Accounted For In model			Year 2035 Cumulative to be Post Process	
7. Lincoln Avenue [N/S] between Citron Street and Ontario Avenue						Total					
NL	0	NBA	10715	86	0	86	NL	0	0	NBA	10801
NT	10715	SBD	9806	476	0	476	NT	0	0	SBD	10282
NR	0						NR	0			
SL	0	SBA	9806	476	0	476	SL	0	0	SBA	10282
ST	9806	NBD	10715	86	0	86	ST	0	0	NBD	10801
SR	0						SR	0			
EL	0	EBA	0	0	0	0	EL	0	0	EBA	0
ET	0	WBD	0	0	0	0	ET	0	0	WBD	0
ER	0						ER	0			
WL	0	WBA	0	0	0	0	WL	0	0	WBA	0
WT	0	EBD	0	0	0	0	WT	0	0	EBD	0
WR	0						WR	0			
8. Border Avenue [N/S] between Ontario Avenue and Foothill Parkway						Total					
NL	0	NBA	1560	123	0	123	NL	0	0	NBA	1683
NT	1560	SBD	1537	275	0	275	NT	0	0	SBD	1812
NR	0						NR	0			
SL	0	SBA	1537	275	0	275	SL	0	0	SBA	1812
ST	1537	NBD	1560	123	0	123	ST	0	0	NBD	1683
SR	0						SR	0			
EL	0	EBA	0	0	0	0	EL	0	0	EBA	0
ET	0	WBD	0	0	0	0	ET	0	0	WBD	0
ER	0						ER	0			
WL	0	WBA	0	0	0	0	WL	0	0	WBA	0
WT	0	EBD	0	0	0	0	WT	0	0	EBD	0
WR	0						WR	0			
9. Lincoln Avenue [N/S] between Ontario Avenue and Foothill Parkway						Total					
NL	0	NBA	8267	-5084	0	-5084	NL	0	0	NBA	3183
NT	8267	SBD	8518	-3492	0	-3492	NT	0	0	SBD	5026
NR	0						NR	0			
SL	0	SBA	8518	-3492	0	-3492	SL	0	0	SBA	5026
ST	8518	NBD	8267	-5084	0	-5084	ST	0	0	NBD	3183
SR	0						SR	0			
EL	0	EBA	0	0	0	0	EL	0	0	EBA	0
ET	0	WBD	0	0	0	0	ET	0	0	WBD	0
ER	0						ER	0			
WL	0	WBA	0	0	0	0	WL	0	0	WBA	0
WT	0	EBD	0	0	0	0	WT	0	0	EBD	0
WR	0						WR	0			
10. Foothill Parkway [E/W] between Elysia Street and Lincoln Avenue						Total					
NL	0	NBA	0	0	0	0	NL	0	0	NBA	0
NT	0	SBD	0	0	0	0	NT	0	0	SBD	0
NR	0						NR	0			
SL	0	SBA	0	0	0	0	SL	0	0	SBA	0
ST	0	NBD	0	0	0	0	ST	0	0	NBD	0
SR	0						SR	0			
EL	0	EBA	2397	5501	0	5501	EL	0	0	EBA	7898
ET	2397	WBD	2544	8978	0	8978	ET	0	0	WBD	11522
ER	0						ER	0			
WL	0	WBA	2544	8978	0	8978	WL	0	0	WBA	11522
WT	2544	EBD	2397	5501	0	5501	WT	0	0	EBD	7898
WR	0						WR	0			
11. Foothill Parkway [E/W] between Lincoln Avenue and Highgrove Street						Total					
NL	0	NBA	0	0	0	0	NL	0	0	NBA	0
NT	0	SBD	0	0	0	0	NT	0	0	SBD	0
NR	0						NR	0			
SL	0	SBA	0	0	0	0	SL	0	0	SBA	0
ST	0	NBD	0	0	0	0	ST	0	0	NBD	0
SR	0						SR	0			
EL	0	EBA	3667	3041	0	3041	EL	0	0	EBA	6708
ET	3667	WBD	2685	5611	0	5611	ET	0	0	WBD	8296
ER	0						ER	0			
WL	0	WBA	2685	5611	0	5611	WL	0	0	WBA	8296
WT	2685	EBD	3667	3041	0	3041	WT	0	0	EBD	6708
WR	0						WR	0			

1. Green River Road [E/W] between Serfas Club Drive and Paseo Grande

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	6985	IN ...	11714
	RIGHT	0	OUT ...	13140
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	5413	IN ...	13140
	RIGHT	0	OUT ...	11714

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	6,985	11,229
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	5,413	13,864
	RIGHT	0	0

1. Green River Road [E/W] between Serfas Club Drive and Paseo Grande

DAILY

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	11714	0	0	0	11714
INBOUNI	2	0	0	0	0	0	0	0
	3	13140	0	0	0	0	0	13140
LINK	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		13140	0	11714	0	0	0	24854
FUTURE OUTFLO\		13140	0	11714	0	0	0	24854
DIFFERENCE (%)		0	0	0	0	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	11,714	0	0	0	11,714	11,714	0.0
INBOUNI	2	0	0	0	0	0	0	0	0	0.0
	3	13,140	0	0	0	0	0	13,140	13,140	0.0
LINK	4	0	0	0	0	0	0	0	0	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									24,854	
STARTING		13,140	0	11,714	0	0	0	24,854		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	0	0	0
SBT	0	0	0
SBR	0	0	0
EBL	0	0	0
EBT	11,714	11,714	0
EBR	0	0	0
WBL	0	0	0
WBT	13,140	13,140	0
WBR	0	0	0

2. Paseo Grande [N/S] between Ontario Avenue and Green River Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	6722	IN ...	2879
	RIGHT	0	OUT ...	1113
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	5635	IN ...	1113
	RIGHT	0	OUT ...	2879
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	6,722	4,872
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	5,635	4,474
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

2. Paseo Grande [N/S] between Ontario Avenue and Green River Road

DAILY

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	0	0	0	0	0
INBOUNI	2	0	0	0	1113	0	0	1113
	3	0	0	0	0	0	0	0
LINK	4	0	2879	0	0	0	0	2879
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		0	2879	0	1113	0	0	3992
FUTURE OUTFLO\		0	2879	0	1113	0	0	3992
DIFFERENCE (%)		0	0	0	0	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	0	0	0	0	0	0	0.0
INBOUNI	2	0	0	0	1,113	0	0	1,113	1,113	0.0
	3	0	0	0	0	0	0	0	0	0.0
LINK	4	0	2,879	0	0	0	0	2,879	2,879	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									3,992	
STARTING		0	2,879	0	1,113	0	0	3,992		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	2,879	2,879	0
NBR	0	0	0
SBL	0	0	0
SBT	1,113	1,113	0
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	0	0	0
WBT	0	0	0
WBR	0	0	0

3. Ontario Avenue [E/W] between Paseo Grande and Border Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	5428	IN ...	2,143
	RIGHT	0	OUT ...	161
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	4985	IN ...	161
	RIGHT	0	OUT ...	2,143

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	5,428	2,143
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	4,985	161
	RIGHT	0	0

3. Ontario Avenue [E/W] between Paseo Grande and Border Avenue

DAILY

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	2143	0	0	0	2143
INBOUNI	2	0	0	0	0	0	0	0
	3	161	0	0	0	0	0	161
LINK	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		161	0	2143	0	0	0	2304
FUTURE OUTFLO\		161	0	2143	0	0	0	2304
DIFFERENCE (%)		0	0	0	0	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	2,143	0	0	0	2,143	2,143	0.0
INBOUNI	2	0	0	0	0	0	0	0	0	0.0
	3	161	0	0	0	0	0	161	161	0.0
LINK	4	0	0	0	0	0	0	0	0	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									2,304	
STARTING		161	0	2,143	0	0	0	2,304		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	0	0	0
SBT	0	0	0
SBR	0	0	0
EBL	0	0	0
EBT	2,143	2,143	0
EBR	0	0	0
WBL	0	0	0
WBT	161	161	0
WBR	0	0	0

4. Border Avenue [N/S] between Via Pacifica and Ontario Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1414	IN ...	1,645
	RIGHT	0	OUT ...	2,332
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	1948	IN ...	2,332
	RIGHT	0	OUT ...	1,645
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	0	0
BOUND	THRU	1,414	1,645
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	1,948	2,332
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Border Avenue [N/S] between Via Pacifica and Ontario Avenue
DAILY

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	0	0	0	0	0
INBOUNI	2	0	0	0	2332	0	0	2332
	3	0	0	0	0	0	0	0
LINK	4	0	1645	0	0	0	0	1645
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		0	1645	0	2332	0	0	3977
FUTURE OUTFLO\		0	1645	0	2332	0	0	3977
DIFFERENCE (%)		0	0	0	0	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	0	0	0	0	0	0	0.0
INBOUNI	2	0	0	0	2,332	0	0	2,332	2,332	0.0
	3	0	0	0	0	0	0	0	0	0.0
LINK	4	0	1,645	0	0	0	0	1,645	1,645	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									3,977	
STARTING		0	1,645	0	2,332	0	0	3,977		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	1,645	1,645	0
NBR	0	0	0
SBL	0	0	0
SBT	2,332	2,332	0
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	0	0	0
WBT	0	0	0
WBR	0	0	0

5. Ontario Avenue [E/W] between Border Avenue and Via Pacifica

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	6198	IN ...	4,147
	RIGHT	0	OUT ...	2,206
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	5675	IN ...	2,206
	RIGHT	0	OUT ...	4,147

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	6,198	4,147
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	5,675	2,206
	RIGHT	0	0

5. Ontario Avenue [E/W] between Border Avenue and Via Pacifica

DAILY

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	4147	0	0	0	4147
INBOUNI	2	0	0	0	0	0	0	0
	3	2206	0	0	0	0	0	2206
LINK	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		2206	0	4147	0	0	0	6353
FUTURE OUTFLO\		2206	0	4147	0	0	0	6353
DIFFERENCE (%)		0	0	0	0	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	4,147	0	0	0	4,147	4,147	0.0
INBOUNI	2	0	0	0	0	0	0	0	0	0.0
	3	2,206	0	0	0	0	0	2,206	2,206	0.0
LINK	4	0	0	0	0	0	0	0	0	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									6,353	
STARTING		2,206	0	4,147	0	0	0	6,353		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	0	0	0
SBT	0	0	0
SBR	0	0	0
EBL	0	0	0
EBT	4,147	4,147	0
EBR	0	0	0
WBL	0	0	0
WBT	2,206	2,206	0
WBR	0	0	0

6. Ontario Avenue [E/W] between Via Pacifica and Lincoln Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	13104	IN ...	9,881
	RIGHT	0	OUT ...	8,468
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	12573	IN ...	8,468
	RIGHT	0	OUT ...	9,881

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	13,104	11,716
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	12,573	8,468
	RIGHT	0	0

6. Ontario Avenue [E/W] between Via Pacifica and Lincoln Avenue

DAILY

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	9881	0	0	0	9881
INBOUNI	2	0	0	0	0	0	0	0
	3	8468	0	0	0	0	0	8468
LINK	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		8468	0	9881	0	0	0	18349
FUTURE OUTFLO\		8468	0	9881	0	0	0	18349
DIFFERENCE (%)		0	0	0	0	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	9,881	0	0	0	9,881	9,881	0.0
INBOUNI	2	0	0	0	0	0	0	0	0	0.0
	3	8,468	0	0	0	0	0	8,468	8,468	0.0
LINK	4	0	0	0	0	0	0	0	0	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									18,349	
STARTING		8,468	0	9,881	0	0	0	18,349		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP, -DEP.)
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	0	0	0
SBT	0	0	0
SBR	0	0	0
EBL	0	0	0
EBT	9,881	9,881	0
EBR	0	0	0
WBL	0	0	0
WBT	8,468	8,468	0
WBR	0	0	0

7. Lincoln Avenue [N/S] between Citron Street and Ontario Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	10715	IN ...	10,801
	RIGHT	0	OUT ...	10,282
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	9806	IN ...	10,282
	RIGHT	0	OUT ...	10,801
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	10,715	10,801
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	9,806	10,282
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

7. Lincoln Avenue [N/S] between Citron Street and Ontario Avenue

DAILY

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	0	0	0	0	0
INBOUNI	2	0	0	0	10282	0	0	10282
	3	0	0	0	0	0	0	0
LINK	4	0	10801	0	0	0	0	10801
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		0	10801	0	10282	0	0	21083
FUTURE OUTFLO\		0	10801	0	10282	0	0	21083
DIFFERENCE (%)		0	0	0	0	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	0	0	0	0	0	0	0.0
INBOUNI	2	0	0	0	10,282	0	0	10,282	10,282	0.0
	3	0	0	0	0	0	0	0	0	0.0
LINK	4	0	10,801	0	0	0	0	10,801	10,801	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									21,083	
STARTING		0	10,801	0	10,282	0	0	21,083		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	10,801	10,801	0
NBR	0	0	0
SBL	0	0	0
SBT	10,282	10,282	0
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	0	0	0
WBT	0	0	0
WBR	0	0	0

8. Border Avenue [N/S] between Ontario Avenue and Foothill Parkway

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	1560	IN ...	1,683
	RIGHT	0	OUT ...	1,812
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	1537	IN ...	1,812
	RIGHT	0	OUT ...	1,683
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	1,560	1,683
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	1,537	1,812
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

8. Border Avenue [N/S] between Ontario Avenue and Foothill Parkway

DAILY

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	0	0	0	0	0
INBOUNI	2	0	0	0	1812	0	0	1812
	3	0	0	0	0	0	0	0
LINK	4	0	1683	0	0	0	0	1683
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO'		0	1683	0	1812	0	0	3495
FUTURE OUTFLO'		0	1683	0	1812	0	0	3495
DIFFERENCE (%)		0	0	0	0	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	0	0	0	0	0	0	0.0
INBOUNI	2	0	0	0	1,812	0	0	1,812	1,812	0.0
	3	0	0	0	0	0	0	0	0	0.0
LINK	4	0	1,683	0	0	0	0	1,683	1,683	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									3,495	
STARTING		0	1,683	0	1,812	0	0	3,495		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	1,683	1,683	0
NBR	0	0	0
SBL	0	0	0
SBT	1,812	1,812	0
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	0	0	0
WBT	0	0	0
WBR	0	0	0

9. Lincoln Avenue [N/S] between Ontario Avenue and Foothill Parkway

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	8267	IN ...	3183
	RIGHT	0	OUT ...	5026
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	8518	IN ...	5026
	RIGHT	0	OUT ...	3183
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	8,267	3,183
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	8,518	5,026
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

9. Lincoln Avenue [N/S] between Ontario Avenue and Foothill Parkway

DAILY

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	0	0	0	0	0
INBOUNI	2	0	0	0	5026	0	0	5026
	3	0	0	0	0	0	0	0
LINK	4	0	3183	0	0	0	0	3183
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		0	3183	0	5026	0	0	8209
FUTURE OUTFLO\		0	3183	0	5026	0	0	8209
DIFFERENCE (%)		0	0	0	0	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	0	0	0	0	0	0	0.0
INBOUNI	2	0	0	0	5,026	0	0	5,026	5,026	0.0
	3	0	0	0	0	0	0	0	0	0.0
LINK	4	0	3,183	0	0	0	0	3,183	3,183	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									8,209	
STARTING		0	3,183	0	5,026	0	0	8,209		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	3,183	3,183	0
NBR	0	0	0
SBL	0	0	0
SBT	5,026	5,026	0
SBR	0	0	0
EBL	0	0	0
EBT	0	0	0
EBR	0	0	0
WBL	0	0	0
WBT	0	0	0
WBR	0	0	0

10. Foothill Parkway [E/W] between Elysia Street and Lincoln Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	2397	IN ...	7898
	RIGHT	0	OUT ...	11522
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	2544	IN ...	11522
	RIGHT	0	OUT ...	7898

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	2,397	7,898
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	2,544	11,522
	RIGHT	0	0

10. Foothill Parkway [E/W] between Elysia Street and Lincoln Avenue

DAILY

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	7898	0	0	0	7898
INBOUNI	2	0	0	0	0	0	0	0
	3	11522	0	0	0	0	0	11522
LINK	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		11522	0	7898	0	0	0	19420
FUTURE OUTFLO\		11522	0	7898	0	0	0	19420
DIFFERENCE (%)		0	0	0	0	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	7,898	0	0	0	7,898	7,898	0.0
INBOUNI	2	0	0	0	0	0	0	0	0	0.0
	3	11,522	0	0	0	0	0	11,522	11,522	0.0
LINK	4	0	0	0	0	0	0	0	0	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									19,420	
STARTING		11,522	0	7,898	0	0	0	19,420		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	0	0	0
SBT	0	0	0
SBR	0	0	0
EBL	0	0	0
EBT	7,898	7,898	0
EBR	0	0	0
WBL	0	0	0
WBT	11,522	11,522	0
WBR	0	0	0

11. Foothill Parkway [E/W] between Lincoln Avenue and Highgrove Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	3667	IN ...	6,708
	RIGHT	0	OUT ...	8,296
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	2685	IN ...	8,296
	RIGHT	0	OUT ...	6,708

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	3,667	6,708
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	2,685	8,296
	RIGHT	0	0

11. Foothill Parkway [E/W] between Lincoln Avenue and Highgrove Street

DAILY

******* SEVENTH ROW ITERATION FOLLOWS *******

OUTBOUND LINK

		1	2	3	4	5	6	FUT. IN-FLOW
	1	0	0	6708	0	0	0	6708
INBOUNI	2	0	0	0	0	0	0	0
	3	8296	0	0	0	0	0	8296
LINK	4	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0
	6	0	0	0	0	0	0	0
ADJ.FUT.OUTFLO\		8296	0	6708	0	0	0	15004
FUTURE OUTFLO\		8296	0	6708	0	0	0	15004
DIFFERENCE (%)		0	0	0	0	0	0	

******* SEVENTH COLUMN ITERATION FOLLOWS *******

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
Modified by: COMSIS Corp. (M. Roskin) 2/13/86

*** RESULTS ***

OUTBOUND LINK

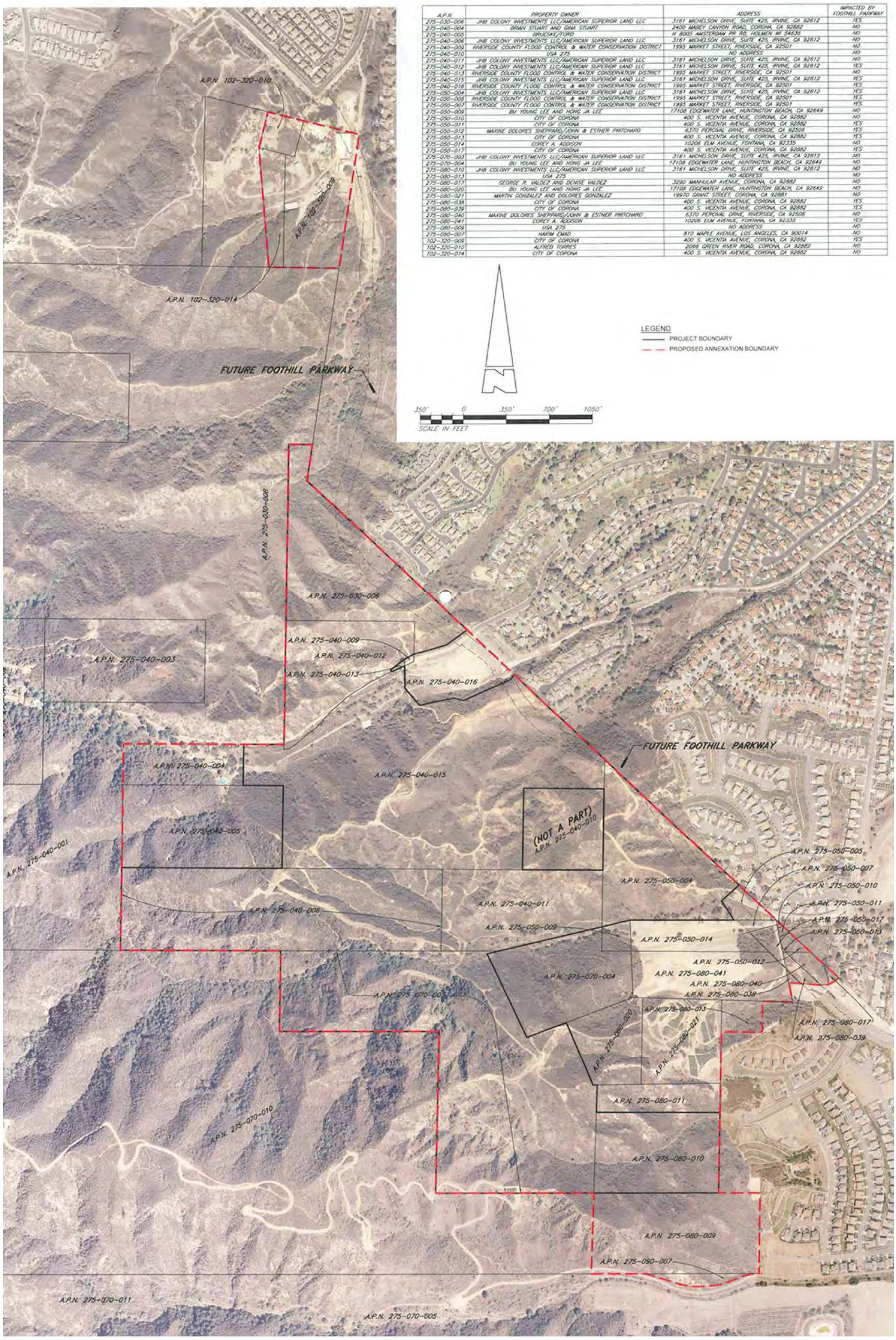
		1	2	3	4	5	6	ADJ FUTURE INFLOW	START FUTURE INFLOW	(%) DIFF
	1	0	0	6,708	0	0	0	6,708	6,708	0.0
INBOUNI	2	0	0	0	0	0	0	0	0	0.0
	3	8,296	0	0	0	0	0	8,296	8,296	0.0
LINK	4	0	0	0	0	0	0	0	0	0.0
	5	0	0	0	0	0	0	0	0	0.0
	6	0	0	0	0	0	0	0	0	0.0
OUTFLOWS:									15,004	
STARTING		8,296	0	6,708	0	0	0	15,004		

	BALANCING APPROACH	BALANCING DEPARTURE	DIFFERENCE (APP. -DEP.)
NBL	0	0	0
NBT	0	0	0
NBR	0	0	0
SBL	0	0	0
SBT	0	0	0
SBR	0	0	0
EBL	0	0	0
EBT	6,708	6,708	0
EBR	0	0	0
WBL	0	0	0
WBT	8,296	8,296	0
WBR	0	0	0

APPENDIX D-III

ANNEXATION AREA EXHIBITS AND TABLES

A.P.N.	PROPERTY OWNER	ADDRESS	IMPACTED BY FOOTHILL PARKWAY
275-030-006	JHB COLONY INVESTMENTS LLC/AMERICAN SUPERIOR LAND LLC	3161 MICHELSON DRIVE, SUITE 425, IRVINE, CA 92612	YES
275-040-004	BRIAN STUART AND GINA STUART	2400 MABEY CANYON ROAD, CORONA, CA 92882	NO
275-040-005	BRUESKY/FORD	N 8005 AMSTERDAM PR RD, HOLMEN WI 54636	NO
275-040-006	JHB COLONY INVESTMENTS LLC/AMERICAN SUPERIOR LAND LLC	3161 MICHELSON DRIVE, SUITE 425, IRVINE, CA 92612	NO
275-040-009	RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT	1995 MARKET STREET, RIVERSIDE, CA 92501	NO
275-040-010	USA 275	NO ADDRESS	NO
275-040-011	JHB COLONY INVESTMENTS LLC/AMERICAN SUPERIOR LAND LLC	3161 MICHELSON DRIVE, SUITE 425, IRVINE, CA 92612	NO
275-040-012	JHB COLONY INVESTMENTS LLC/AMERICAN SUPERIOR LAND LLC	3161 MICHELSON DRIVE, SUITE 425, IRVINE, CA 92612	YES
275-040-013	RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT	1995 MARKET STREET, RIVERSIDE, CA 92501	NO
275-040-015	JHB COLONY INVESTMENTS LLC/AMERICAN SUPERIOR LAND LLC	3161 MICHELSON DRIVE, SUITE 425, IRVINE, CA 92612	YES
275-040-016	RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT	1995 MARKET STREET, RIVERSIDE, CA 92501	YES
275-050-004	JHB COLONY INVESTMENTS LLC/AMERICAN SUPERIOR LAND LLC	3161 MICHELSON DRIVE, SUITE 425, IRVINE, CA 92612	YES
275-050-005	RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT	1995 MARKET STREET, RIVERSIDE, CA 92501	YES
275-050-007	RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT	1995 MARKET STREET, RIVERSIDE, CA 92501	YES
275-050-009	BU YOUNG LEE AND HONG JA LEE	17108 EDGEWATER LANE, HUNTINGTON BEACH, CA 92649	NO
275-050-010	CITY OF CORONA	400 S. VICENTIA AVENUE, CORONA, CA 92882	NO
275-050-011	CITY OF CORONA	400 S. VICENTIA AVENUE, CORONA, CA 92882	YES
275-050-012	MAXINE DOLORES SHEPPARD/JOHN & ESTHER PRITCHARD	6370 PERCIVAL DRIVE, RIVERSIDE, CA 92506	YES
275-050-013	CITY OF CORONA	400 S. VICENTIA AVENUE, CORONA, CA 92882	YES
275-050-014	CORLY A. ADDISON	10206 ELM AVENUE, FONTANA, CA 92335	NO
275-050-017	CITY OF CORONA	400 S. VICENTIA AVENUE, CORONA, CA 92882	YES
275-070-003	JHB COLONY INVESTMENTS LLC/AMERICAN SUPERIOR LAND LLC	3161 MICHELSON DRIVE, SUITE 425, IRVINE, CA 92613	NO
275-070-004	BU YOUNG LEE AND HONG JA LEE	17108 EDGEWATER LANE, HUNTINGTON BEACH, CA 92649	NO
275-080-010	JHB COLONY INVESTMENTS LLC/AMERICAN SUPERIOR LAND LLC	3161 MICHELSON DRIVE, SUITE 425, IRVINE, CA 92612	NO
275-080-013	USA 275	NO ADDRESS	NO
275-080-017	GEORGE R. VALDEZ AND DENISE VALDEZ	3290 MANHULAR AVENUE, CORONA, CA 92882	NO
275-080-020	BU YOUNG LEE AND HONG JA LEE	17108 EDGEWATER LANE, HUNTINGTON BEACH, CA 92649	NO
275-080-021	MARTIN GONZALEZ AND DOLORES GONZALEZ	19970 GRANT STREET, CORONA, CA 92881	NO
275-080-038	CITY OF CORONA	400 S. VICENTIA AVENUE, CORONA, CA 92882	YES
275-080-039	CITY OF CORONA	400 S. VICENTIA AVENUE, CORONA, CA 92882	YES
275-080-040	MAXINE DOLORES SHEPPARD/JOHN & ESTHER PRITCHARD	6370 PERCIVAL DRIVE, RIVERSIDE, CA 92506	NO
275-080-041	CORLY A. ADDISON	10206 ELM AVENUE, FONTANA, CA 92335	YES
275-080-009	USA 275	NO ADDRESS	NO
275-090-007	HAKIM EMAD	810 MAPLE AVENUE, LOS ANGELES, CA 90014	NO
102-320-009	CITY OF CORONA	400 S. VICENTIA AVENUE, CORONA, CA 92882	YES
102-320-010	ALFRED TORRES	2096 GREEN RIVER ROAD, CORONA, CA 92882	NO
102-320-014	CITY OF CORONA	400 S. VICENTIA AVENUE, CORONA, CA 92882	NO



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SOURCE: KWC ENGINEERS

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

EXHIBIT 1

ANNEXATION AREA EXHIBIT

SKYLINE HEIGHTS, CORONA

A.P.N.	PROPERTY OWNER	ADDRESS	IMPACTED BY FOOTHILL PARKWAY
275-030-006	JHB COLONY INVESTMENTS LLC/AMERICAN SUPERIOR LAND LLC	3161 MICHELSON DRIVE, SUITE 425, IRVINE, CA 92612	YES
275-040-004	BRIAN STUART AND GINA STUART	2400 MABEY CANYON ROAD, CORONA, CA 92882	NO
275-040-005	BRUESKE/FORD	N 8005 AMSTERDAM PR RD, HOLMEN WI 54636	NO
275-040-006	JHB COLONY INVESTMENTS LLC/AMERICAN SUPERIOR LAND LLC	3161 MICHELSON DRIVE, SUITE 425, IRVINE, CA 92612	NO
275-040-009	RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT	1995 MARKET STREET, RIVERSIDE, CA 92501	NO
275-040-010	USA 275	NO ADDRESS	NO
275-040-011	JHB COLONY INVESTMENTS LLC/AMERICAN SUPERIOR LAND LLC	3161 MICHELSON DRIVE, SUITE 425, IRVINE, CA 92612	NO
275-040-012	JHB COLONY INVESTMENTS LLC/AMERICAN SUPERIOR LAND LLC	3161 MICHELSON DRIVE, SUITE 425, IRVINE, CA 92612	YES
275-040-013	RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT	1995 MARKET STREET, RIVERSIDE, CA 92501	NO
275-040-015	JHB COLONY INVESTMENTS LLC/AMERICAN SUPERIOR LAND LLC	3161 MICHELSON DRIVE, SUITE 425, IRVINE, CA 92612	YES
275-040-016	RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT	1995 MARKET STREET, RIVERSIDE, CA 92501	YES
275-050-004	JHB COLONY INVESTMENTS LLC/AMERICAN SUPERIOR LAND LLC	3161 MICHELSON DRIVE, SUITE 425, IRVINE, CA 92612	YES
275-050-005	RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT	1995 MARKET STREET, RIVERSIDE, CA 92501	YES
275-050-007	RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT	1995 MARKET STREET, RIVERSIDE, CA 92501	YES
275-050-009	BU YOUNG LEE AND HONG JA LEE	17108 EDGEWATER LANE, HUNTINGTON BEACH, CA 92649	NO
275-050-010	CITY OF CORONA	400 S. VICENTIA AVENUE, CORONA, CA 92882	NO
275-050-011	CITY OF CORONA	400 S. VICENTIA AVENUE, CORONA, CA 92882	YES
275-050-012	MAXINE DOLORES SHEPPARD/JOHN & ESTHER PRITCHARD	6370 PERCIVAL DRIVE, RIVERSIDE, CA 92506	YES
275-050-013	CITY OF CORONA	400 S. VICENTIA AVENUE, CORONA, CA 92882	YES
275-050-014	CORLY A. ADDISON	10206 ELM AVENUE, FONTANA, CA 92335	NO
275-050-017	CITY OF CORONA	400 S. VICENTIA AVENUE, CORONA, CA 92882	YES
275-070-003	JHB COLONY INVESTMENTS LLC/AMERICAN SUPERIOR LAND LLC	3161 MICHELSON DRIVE, SUITE 425, IRVINE, CA 92612	NO
275-070-004	BU YOUNG LEE AND HONG JA LEE	17108 EDGEWATER LANE, HUNTINGTON BEACH, CA 92649	NO
275-080-010	JHB COLONY INVESTMENTS LLC/AMERICAN SUPERIOR LAND LLC	3161 MICHELSON DRIVE, SUITE 425, IRVINE, CA 92612	NO
275-080-013	USA 275	NO ADDRESS	NO
275-080-017	GEORGE R. VALDEZ AND DENISE VALDEZ	3290 MANRULAR AVENUE, CORONA, CA 92882	NO
275-080-020	BU YOUNG LEE AND HONG JA LEE	17108 EDGEWATER LANE, HUNTINGTON BEACH, CA 92649	NO
275-080-021	MARTIN GONZALEZ AND DOLORES GONZALEZ	19970 GRANT STREET, CORONA, CA 92881	NO
275-080-038	CITY OF CORONA	400 S. VICENTIA AVENUE, CORONA, CA 92882	YES
275-080-039	CITY OF CORONA	400 S. VICENTIA AVENUE, CORONA, CA 92882	YES
275-080-040	MAXINE DOLORES SHEPPARD/JOHN & ESTHER PRITCHARD	6370 PERCIVAL DRIVE, RIVERSIDE, CA 92506	NO
275-080-041	CORLY A. ADDISON	10206 ELM AVENUE, FONTANA, CA 92335	YES
275-080-059	USA 275	NO ADDRESS	NO
275-090-007	HAKIM EMAD	810 MAPLE AVENUE, LOS ANGELES, CA 90014	NO
102-320-009	CITY OF CORONA	400 S. VICENTIA AVENUE, CORONA, CA 92882	YES
102-320-010	ALFRED TORRES	2098 GREEN RIVER ROAD, CORONA, CA 92882	NO
102-320-014	CITY OF CORONA	400 S. VICENTIA AVENUE, CORONA, CA 92882	NO

LEGEND

PROJECT BOUNDARY

PROPOSED ANNEXATION BOUNDARY

350' 0 350' 700' 1050'

SCALE IN FEET

A.P.N. 102-320-010

A.P.N. 102-320-009

A.P.N. 102-320-014

FUTURE FOOTHILL PARKWAY

A.P.N. 275-030-008

A.P.N. 275-030-006

A.P.N. 275-040-009

A.P.N. 275-040-012

A.P.N. 275-040-013

A.P.N. 275-040-016

A.P.N. 275-040-003

A.P.N. 275-040-014

A.P.N. 275-040-015

A.P.N. 275-040-005

A.P.N. 275-040-001

(NOT A PART)
A.P.N. 275-040-010

A.P.N. 275-050-005

A.P.N. 275-050-007

A.P.N. 275-050-010

A.P.N. 275-050-011

A.P.N. 275-050-017

A.P.N. 275-050-013

A.P.N. 275-050-004

A.P.N. 275-040-011

A.P.N. 275-040-006

A.P.N. 275-050-009

A.P.N. 275-050-014

A.P.N. 275-050-012

A.P.N. 275-040-004

A.P.N. 275-070-003

A.P.N. 275-080-041

A.P.N. 275-080-040

A.P.N. 275-080-038

A.P.N. 275-080-013

A.P.N. 275-080-020

A.P.N. 275-080-021

A.P.N. 275-080-017

A.P.N. 275-080-039

A.P.N. 275-080-011

A.P.N. 275-070-010

A.P.N. 275-080-010

A.P.N. 275-080-009

A.P.N. 275-090-007

A.P.N. 275-070-011

A.P.N. 275-070-005

n:\3300\2133354 - skyline heights, corona\dwg\3354 exhibit 2.dwg LDP 13:16:45 07-11-2013 aguilar

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: KWC ENGINEERS

KEY

= GPA TRAFFIC GENERATION AREAS

EXHIBIT 2

GPA TRAFFIC GENERATION ANNEXATION AREA EXHIBIT

SKYLINE HEIGHTS, CORONA

TABLE A
DEVELOPABLE ANNEXATION AREA PARCELS
SKYLINE HEIGHTS, CORONA

TAZ	#	APN	Area (AC)	DU/AC	DU
A	1	102-320-009	13.35		
	2	102-320-010	2.07		
	3	102-320-014	3.59		
		TAZ A Total:	**19.01**	**5.5**	**105**
B	4	275-040-004	7.58		
	5	275-040-005	20.20		
		TAZ B Total:	**27.78**	**5.5**	**153**
C	6	275-050-009	1.20		
	7	275-050-014	5.72		
	8	275-070-004	15.29		
	9	275-080-020	7.48		
	10	275-080-021	10.21		
	11	275-080-041	11.29		
	12	275-090-007	1.28		
		TAZ C Total:	**52.47**	**5.5**	**289**
		Total:	**99.26**		**547**

TABLE B
DEVELOPABLE ANNEXATION AREAS TRIP GENERATION RATES AND FORECAST
SKYLINE HEIGHTS, CORONA

TAZ A							
	Daily	AM Peak Hour			PM Peak Hour		
ITE Land Use Code / Project Description	**2-Way**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**
Project Trip Generation Factors [1]:							
210: Single Family Residential (TE/DU)	9.52	0.19	0.56	0.75	0.63	0.37	1.00
TAZ A Generation Forecast:							
Single Family Residential (105 DU)	1,000	20	59	79	66	39	105
TAZ A Trip Generation Total	**1,000**	**20**	**59**	**79**	**66**	**39**	**105**

TAZ B							
	Daily	AM Peak Hour			PM Peak Hour		
ITE Land Use Code / Project Description	**2-Way**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**
Project Trip Generation Factors [1]:							
210: Single Family Residential (TE/DU)	9.52	0.19	0.56	0.75	0.63	0.37	1.00
TAZ B Generation Forecast:							
Single Family Residential (153 DU)	1,457	29	86	115	96	57	153
TAZ B Trip Generation Total	**1,457**	**29**	**86**	**115**	**96**	**57**	**153**

TAZ C							
	Daily	AM Peak Hour			PM Peak Hour		
ITE Land Use Code / Project Description	**2-Way**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**
Project Trip Generation Factors [1]:							
210: Single Family Residential (TE/DU)	9.52	0.19	0.56	0.75	0.63	0.37	1.00
TAZ C Generation Forecast:							
Single Family Residential (289 DU)	2,751	55	162	217	182	107	289
TAZ C Trip Generation Total	**2,751**	**55**	**162**	**217**	**182**	**107**	**289**

Notes:

[1] Source: *Trip Generation, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012)* . Average rates used.

TE/DU = Trip ends per Dwelling Units

DU = Dwelling Units

APPENDIX E

EXISTING TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX E-I

EXISTING TRAFFIC CONDITIONS

AM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Serfas Club Drive at Green River Road

Cycle (sec):	110	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	16	Average Delay (sec/veh):	33.8
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Serfas Club Drive						Green River Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 1	0	2	0 1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	11	51	18	10	13	135	358	360	1	10	840	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	51	18	10	13	135	358	360	1	10	840	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	51	18	10	13	135	358	360	1	10	840	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	19	11	14	142	377	379	1	11	884	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	54	19	11	14	142	377	379	1	11	884	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	54	19	11	14	142	377	379	1	11	884	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.95	1.00	0.85	0.92	0.95	0.95	0.95	0.93	0.93
Lanes:	0.14	0.64	0.22	1.00	1.00	1.00	2.00	1.99	0.01	1.00	1.69	0.31
Final Sat.:	252	1167	412	1805	1900	1615	3502	3600	10	1805	2978	549
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.01	0.01	0.09	0.11	0.11	0.11	0.01	0.30	0.30
Crit Moves:		****			****		****				****	
Green Time:	28.0	28.0	28.0	6.0	6.0	22.0	16.0	42.0	42.0	18.0	44.0	44.0
Volume/Cap:	0.18	0.18	0.18	0.11	0.13	0.44	0.74	0.28	0.28	0.04	0.74	0.74
Delay/Veh:	32.2	32.2	32.2	49.9	50.1	39.6	50.8	23.6	23.6	38.7	30.3	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	32.2	32.2	49.9	50.1	39.6	50.8	23.6	23.6	38.7	30.3	30.3
LOS by Move:	C	C	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	113	113	113	22	29	225	375	226	226	16	735	735

AM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Paseo Grande at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.994
Loss Time (sec):	0	Average Delay (sec/veh):	34.2
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Paseo Grande						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	0	237	186	51	291	0	0	0	0	468	0	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	237	186	51	291	0	0	0	0	468	0	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	237	186	51	291	0	0	0	0	468	0	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	249	196	54	306	0	0	0	0	493	0	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	249	196	54	306	0	0	0	0	493	0	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	249	196	54	306	0	0	0	0	493	0	169
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.15	0.85	0.00	0.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	0	495	549	75	429	0	0	395	0	495	527	590
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.50	0.36	0.71	0.71	xxxx	xxxx	0.00	xxxx	0.99	0.00	0.29
Crit Moves:		****		****				****		****		
Delay/Veh:	0.0	16.9	12.7	25.8	25.8	0.0	0.0	0.0	0.0	65.7	0.0	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.9	12.7	25.8	25.8	0.0	0.0	0.0	0.0	65.7	0.0	11.2
LOS by Move:	*	C	B	D	D	*	*	*	*	F	*	B
ApproachDel:		15.1			25.8			xxxxxx			51.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		15.1			25.8			xxxxxx			51.7	
LOS by Appr:		C			D			*			F	
AllWayAvgQ:	24.0	24.0	13.4	54.8	54.8	54.8	0.0	0.0	0.0	192	0.0	9.9

AM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #4 Border Avenue at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.906
Loss Time (sec):	0	Average Delay (sec/veh):	25.5
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Border Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	40	122	37	20	158	16	17	167	24	32	460	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	122	37	20	158	16	17	167	24	32	460	24
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:	40	122	37	20	158	16	17	167	24	32	460	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	128	39	21	166	17	18	176	25	34	484	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	128	39	21	166	17	18	176	25	34	484	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	128	39	21	166	17	18	176	25	34	484	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.77	0.23	1.00	0.91	0.09	0.09	0.91	1.00	0.07	0.93	1.00
Final Sat.:	448	374	113	447	438	44	47	459	564	37	534	633
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.34	0.05	0.38	0.38	0.38	0.38	0.04	0.91	0.91	0.04
Crit Moves:		****			****		****				****	
Delay/Veh:	11.1	13.0	13.0	10.7	13.7	13.7	13.3	13.3	9.0	41.7	41.7	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:	11.1	13.0	13.0	10.7	13.7	13.7	13.3	13.3	9.0	41.7	41.7	8.4
LOS by Move:	B	B	B	B	B	B	B	B	A	E	E	A
ApproachDel:		12.6			13.4			12.8			40.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.6			13.4			12.8			40.1	
LOS by Appr:		B			B			B			E	
AllWayAvgQ:	2.3	11.3	11.3	1.1	13.2	13.2	13.5	13.5	1.0	130	130	1.0

AM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #5 Lincoln Avenue at Ontario Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	16	Average Delay (sec/veh):	43.5
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Lincoln Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Ovl			Ovl	
Min. Green:	6	28	28	6	31	31	6	28	28	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	384	679	82	154	170	195	282	533	117	40	786	342
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	679	82	154	170	195	282	533	117	40	786	342
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:	384	679	82	154	170	195	282	533	117	40	786	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	404	715	86	162	179	205	297	561	123	42	827	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	715	86	162	179	205	297	561	123	42	827	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	404	715	86	162	179	205	297	561	123	42	827	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.87	0.87	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1661	1661	3502	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.05	0.09	0.11	0.12	0.08	0.16	0.08	0.02	0.23	0.22
Crit Moves:	****					****	****				****	
Green Time:	30.4	44.3	51.8	17.1	31.0	31.0	11.5	35.1	65.5	7.5	31.1	48.2
Volume/Cap:	0.88	0.54	0.12	0.63	0.42	0.48	0.88	0.53	0.14	0.37	0.88	0.56
Delay/Veh:	61.3	30.2	20.5	53.5	37.3	38.1	76.7	36.1	13.5	56.0	52.8	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3	30.2	20.5	53.5	37.3	38.1	76.7	36.1	13.5	56.0	52.8	28.7
LOS by Move:	E	C	C	D	D	D	E	D	B	E	D	C
HCM2k95thQ:	755	501	95	317	286	333	391	434	111	97	796	480

AM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #6 Border Avenue at Mesquite Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.059
Loss Time (sec):	0	Average Delay (sec/veh):	7.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Mesquite Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	41	6	23	22	0	0	0	0	6	0	49
Growth Adj:	1.00	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	41	6	23	22	0	0	0	0	6	0	49
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	41	6	23	22	0	0	0	0	6	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	43	6	24	23	0	0	0	0	6	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	43	6	24	23	0	0	0	0	6	0	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	43	6	24	23	0	0	0	0	6	0	52
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.87	0.13	1.00	1.00	0.00	0.00	0.00	0.00	0.11	0.00	0.89
Final Sat.:	0	759	111	693	768	0	0	0	0	107	0	871
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.06	0.06	0.03	0.03	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.06
Crit Moves:		****		****						****		
Delay/Veh:	0.0	7.3	7.3	8.0	7.5	0.0	0.0	0.0	0.0	6.8	0.0	6.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.3	7.3	8.0	7.5	0.0	0.0	0.0	0.0	6.8	0.0	6.8
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.3			7.8			xxxxxx			6.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.3			7.8			xxxxxx			6.8	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	1.5	1.5	1.5	0.9	0.8	0.0	0.0	0.0	0.0	1.5	1.5	1.5

AM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #7 Border Avenue at Emerson Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.026
Loss Time (sec):	0	Average Delay (sec/veh):	7.1
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Emerson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	21	1	0	11	0	0	0	0	1	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	21	1	0	11	0	0	0	0	1	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	21	1	0	11	0	0	0	0	1	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	22	1	0	12	0	0	0	0	1	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	22	1	0	12	0	0	0	0	1	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	22	1	0	12	0	0	0	0	1	0	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.95	0.05	1.00	1.00	0.00	0.00	0.00	0.00	0.33	0.00	0.67
Final Sat.:	0	860	41	717	795	0	0	0	0	327	0	654
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.03	0.03	0.00	0.01	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.00
Crit Moves:			****		****					****		
Delay/Veh:	0.0	7.1	7.1	0.0	7.3	0.0	0.0	0.0	0.0	6.7	0.0	6.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.1	7.1	0.0	7.3	0.0	0.0	0.0	0.0	6.7	0.0	6.7
LOS by Move:	*	A	A	*	A	*	*	*	*	A	*	A
ApproachDel:		7.1			7.3			xxxxxx			6.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.1			7.3			xxxxxx			6.7	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.7	0.7	0.7	0.0	0.4	0.0	0.0	0.0	0.0	0.1	0.1	0.1

AM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #8 Border Avenue at Peacock Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.008
Loss Time (sec):	0	Average Delay (sec/veh):	6.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Peacock Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	3	4	3	3	0	0	0	0	1	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3	4	3	3	0	0	0	0	1	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3	4	3	3	0	0	0	0	1	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	3	4	3	3	0	0	0	0	1	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3	4	3	3	0	0	0	0	1	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3	4	3	3	0	0	0	0	1	0	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.43	0.57	1.00	1.00	0.00	0.00	1.00	0.00	0.20	0.00	0.80
Final Sat.:	0	419	559	717	796	0	0	912	0	206	0	822
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.01	0.01	0.00	0.00	xxxx	xxxx	0.00	xxxx	0.01	xxxx	0.01
Crit Moves:		****		****				****		****		
Delay/Veh:	0.0	6.7	6.7	7.7	7.2	0.0	0.0	0.0	0.0	6.5	0.0	6.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.7	6.7	7.7	7.2	0.0	0.0	0.0	0.0	6.5	0.0	6.5
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		6.7			7.5			xxxxxx			6.5	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		6.7			7.5			xxxxxx			6.5	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1

AM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #9 Lincoln Avenue at Foothill Parkway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.367	
Loss Time (sec):	16	Average Delay (sec/veh):	26.3	
Optimal Cycle:	90	Level Of Service:	C	

Street Name:	Lincoln Avenue						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	24	24	6	24	24	6	24	24	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	41	403	64	75	147	25	80	180	35	35	118	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	403	64	75	147	25	80	180	35	35	118	112
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:	41	403	64	75	147	25	80	180	35	35	118	112
User Adj:	1.00	1.00	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:	43	424	67	79	155	26	84	189	37	37	124	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	424	67	79	155	26	84	189	37	37	124	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	424	67	79	155	26	84	189	37	37	124	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.95	0.93	0.93	0.95	0.88	0.88
Lanes:	1.00	1.73	0.27	1.00	1.71	0.29	1.00	1.67	0.33	1.00	1.03	0.97
Final Sat.:	1805	3050	484	1805	3017	513	1805	2950	574	1805	1717	1630
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.04	0.05	0.05	0.05	0.06	0.06	0.02	0.07	0.07
Crit Moves:		****		****			****				****	
Green Time:	7.3	27.9	27.9	8.8	29.3	29.3	9.4	29.9	29.9	7.5	28.0	28.0
Volume/Cap:	0.29	0.45	0.45	0.45	0.16	0.16	0.45	0.19	0.19	0.25	0.23	0.23
Delay/Veh:	40.0	25.2	25.2	40.2	21.6	21.6	39.6	21.5	21.5	39.5	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	25.2	25.2	40.2	21.6	21.6	39.6	21.5	21.5	39.5	23.1	23.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	73	289	289	133	96	96	138	120	120	61	135	135

AM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 Elysia Street at Foothill Parkway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.265
Loss Time (sec):	0	Average Delay (sec/veh):	9.2
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Elysia Street						Foothill Parkway					
Approach:	North Bound			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	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	18	78	152	5	0	16	59	0	27	34	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	18	78	152	5	0	16	59	0	27	34	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	18	78	152	5	0	16	59	0	27	34	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	19	82	160	5	0	17	62	0	28	36	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	19	82	160	5	0	17	62	0	28	36	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	19	82	160	5	0	17	62	0	28	36	120
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:	0.02	0.18	0.80	1.00	1.00	0.00	1.00	2.00	0.00	1.00	1.00	1.00
Final Sat.:	14	128	556	604	656	0	553	1198	0	576	626	715
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.26	0.01	xxxx	0.03	0.05	xxxx	0.05	0.06	0.17
Crit Moves:	****			****				****				****
Delay/Veh:	8.7	8.7	8.7	10.4	8.0	0.0	9.0	8.7	0.0	9.0	8.5	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:	8.7	8.7	8.7	10.4	8.0	0.0	9.0	8.7	0.0	9.0	8.5	8.4
LOS by Move:	A	A	A	B	A	*	A	A	*	A	A	A
ApproachDel:		8.7			10.4			8.7			8.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.7			10.4			8.7			8.5	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	3.9	3.9	3.9	8.3	0.2	0.2	0.7	1.2	1.2	1.2	1.4	4.5

AM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #11 Trudy Way at Foothill Parkway

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: A[8.5]

Street Name:	Trudy Way						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	1 0 1	0	0
Volume Module:												
Base Vol:	1	0	61	0	0	0	0	2	1	51	2	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	61	0	0	0	0	2	1	51	2	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	61	0	0	0	0	2	1	51	2	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	0	64	0	0	0	0	2	1	54	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	64	0	0	0	0	2	1	54	2	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	112	112	3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3	xxxx	xxxxx
Potent Cap.:	889	782	1087	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1632	xxxx	xxxxx
Move Cap.:	867	756	1087	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1632	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1083	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the distance per lane in feet.

PM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Serfas Club Drive at Green River Road

Cycle (sec):	115	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	16	Average Delay (sec/veh):	34.4
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Serfas Club Drive						Green River Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0		1 0 1	0 1	2 0	1 1	0	1 0	1 1 0
Volume Module:												
Base Vol:	6	18	8	102	32	317	383	988	18	10	236	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	18	8	102	32	317	383	988	18	10	236	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	18	8	102	32	317	383	988	18	10	236	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	19	8	107	34	334	403	1040	19	11	248	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	19	8	107	34	334	403	1040	19	11	248	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	19	8	107	34	334	403	1040	19	11	248	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.95	1.00	0.85	0.92	0.95	0.95	0.95	0.91	0.91
Lanes:	0.19	0.56	0.25	1.00	1.00	1.00	2.00	1.96	0.04	1.00	1.38	0.62
Final Sat.:	341	1023	455	1805	1900	1615	3502	3535	64	1805	2367	1073
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.02	0.21	0.12	0.29	0.29	0.01	0.10	0.10
Crit Moves:		****				****		****		****		
Green Time:	28.0	28.0	28.0	15.4	15.4	35.2	19.8	49.6	49.6	6.0	35.8	35.8
Volume/Cap:	0.08	0.08	0.08	0.44	0.13	0.68	0.67	0.68	0.68	0.11	0.34	0.34
Delay/Veh:	33.6	33.6	33.6	47.1	44.1	38.6	47.5	27.6	27.6	52.5	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	33.6	33.6	47.1	44.1	38.6	47.5	27.6	27.6	52.5	30.6	30.6
LOS by Move:	C	C	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	47	47	47	194	57	511	377	713	713	23	252	252

PM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Paseo Grande at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	1.026
Loss Time (sec):	0	Average Delay (sec/veh):	40.0
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Paseo Grande						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	0	0 0	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	0	188	727	51	79	0	0	0	2	189	1	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	188	727	51	79	0	0	0	2	189	1	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:	0	188	727	51	79	0	0	0	2	189	1	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:	0	198	765	54	83	0	0	0	2	199	1	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	198	765	54	83	0	0	0	2	199	1	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	198	765	54	83	0	0	0	2	199	1	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:	0.00	1.00	1.00	0.39	0.61	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	0	644	746	219	340	0	0	0	523	487	521	581
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.31	1.03	0.24	0.24	xxxx	xxxx	xxxx	0.00	0.41	0.00	0.07
Crit Moves:			****		****				****	****		
Delay/Veh:	0.0	10.6	60.9	11.3	11.3	0.0	0.0	0.0	9.7	14.9	9.5	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	10.6	60.9	11.3	11.3	0.0	0.0	0.0	9.7	14.9	9.5	9.3
LOS by Move:	*	B	F	B	B	*	*	*	A	B	A	A
ApproachDel:		50.6			11.3			9.7			13.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		50.6			11.3			9.7			13.9	
LOS by Appr:		F			B			A			B	
AllWayAvgQ:	10.7	10.7	276.7	7.8	7.8	7.8	0.1	0.1	0.1	16.5	0.0	1.8

PM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #4 Border Avenue at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	1.167
Loss Time (sec):	0	Average Delay (sec/veh):	69.9
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Border Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	13	40	19	44	59	23	21	691	23	29	237	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	40	19	44	59	23	21	691	23	29	237	32
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:	13	40	19	44	59	23	21	691	23	29	237	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	42	20	46	62	24	22	727	24	31	249	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	42	20	46	62	24	22	727	24	31	249	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	42	20	46	62	24	22	727	24	31	249	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.68	0.32	1.00	0.72	0.28	0.03	0.97	1.00	0.11	0.89	1.00
Final Sat.:	447	334	158	459	363	141	19	623	719	64	526	672
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.10	0.17	0.17	1.17	1.17	0.03	0.47	0.47	0.05
Crit Moves:			****		****			****			****	
Delay/Veh:	10.7	10.7	10.7	11.1	11.0	11.0	112.0	112	7.8	13.9	13.9	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	11.1	11.0	11.0	112.0	112	7.8	13.9	13.9	8.2
LOS by Move:	B	B	B	B	B	B	F	F	A	B	B	A
ApproachDel:		10.7			11.0			108.8			13.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			11.0			108.8			13.3	
LOS by Appr:		B			B			F			B	
AllWayAvgQ:	0.7	3.3	3.3	2.6	4.8	4.8	462	462	0.8	21.3	21.3	1.3

PM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #5 Lincoln Avenue at Ontario Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.737	
Loss Time (sec):	16	Average Delay (sec/veh):	39.5	
Optimal Cycle:	90	Level Of Service:	D	

Street Name:	Lincoln Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	6	28	28	6	31	31	6	28	28	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	91	270	78	365	628	138	115	962	568	52	499	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	270	78	365	628	138	115	962	568	52	499	212
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:	91	270	78	365	628	138	115	962	568	52	499	212
User Adj:	1.00	1.00	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:	96	284	82	384	661	145	121	1013	598	55	525	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	284	82	384	661	145	121	1013	598	55	525	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	284	82	384	661	145	121	1013	598	55	525	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	2880	633	3502	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.05	0.21	0.23	0.23	0.03	0.28	0.37	0.03	0.15	0.14
Crit Moves:		****		****					****	****		
Green Time:	9.6	28.0	34.0	28.1	46.6	46.6	9.6	41.9	51.4	6.0	38.3	66.4
Volume/Cap:	0.67	0.34	0.18	0.91	0.59	0.59	0.43	0.80	0.86	0.61	0.46	0.25
Delay/Veh:	64.9	38.5	32.7	67.8	29.9	29.9	53.7	39.2	42.0	67.1	32.8	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	38.5	32.7	67.8	29.9	29.9	53.7	39.2	42.0	67.1	32.8	14.0
LOS by Move:	E	D	C	E	C	C	D	D	D	E	C	B
HCM2k95thQ:	230	228	116	751	568	568	136	829	946	151	384	207

PM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #6 Border Avenue at Mesquite Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.079	
Loss Time (sec):	0	Average Delay (sec/veh):	7.5	
Optimal Cycle:	0	Level Of Service:	A	

Street Name:	Border Avenue						Mesquite Lane					
Approach:	North Bound			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	1 0	1	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	32	0	33	59	0	0	0	0	5	0	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:	0	32	0	33	59	0	0	0	0	5	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	32	0	33	59	0	0	0	0	5	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	34	0	35	62	0	0	0	0	5	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	34	0	35	62	0	0	0	0	5	0	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	34	0	35	62	0	0	0	0	5	0	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:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.23	0.00	0.77
Final Sat.:	0	862	0	708	784	0	0	0	0	211	0	716
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.04	xxxx	0.05	0.08	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.02
Crit Moves:		****			****							****
Delay/Veh:	0.0	7.3	0.0	8.0	7.7	0.0	0.0	0.0	0.0	6.9	0.0	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.3	0.0	8.0	7.7	0.0	0.0	0.0	0.0	6.9	0.0	6.9
LOS by Move:	*	A	*	A	A	*	*	*	*	A	*	A
ApproachDel:		7.3			7.8			xxxxxx			6.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.3			7.8			xxxxxx			6.9	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	1.0	1.0	1.0	1.3	2.1	0.0	0.0	0.0	0.0	0.6	0.6	0.6

PM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #7 Border Avenue at Emerson Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.038
Loss Time (sec):	0	Average Delay (sec/veh):	7.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Emerson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	14	3	5	29	0	0	0	0	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	14	3	5	29	0	0	0	0	0	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	14	3	5	29	0	0	0	0	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	15	3	5	31	0	0	0	0	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	15	3	5	31	0	0	0	0	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	15	3	5	31	0	0	0	0	0	0	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.82	0.18	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	753	161	718	798	0	0	0	0	0	0	1039
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.02	0.02	0.01	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Crit Moves:			****		****							****
Delay/Veh:	0.0	7.0	7.0	7.7	7.4	0.0	0.0	0.0	0.0	0.0	0.0	6.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.0	7.0	7.7	7.4	0.0	0.0	0.0	0.0	0.0	0.0	6.4
LOS by Move:	*	A	A	A	A	*	*	*	*	*	*	A
ApproachDel:		7.0			7.4			xxxxxx			6.4	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.0			7.4			xxxxxx			6.4	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.5	0.5	0.5	0.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #8 Border Avenue at Peacock Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.020
Loss Time (sec):	0	Average Delay (sec/veh):	7.0
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Peacock Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	3	2	3	4	0	0	0	0	10	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3	2	3	4	0	0	0	0	10	0	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3	2	3	4	0	0	0	0	10	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	3	2	3	4	0	0	0	0	11	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3	2	3	4	0	0	0	0	11	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3	2	3	4	0	0	0	0	11	0	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.60	0.40	1.00	1.00	0.00	0.00	1.00	0.00	0.56	0.00	0.44
Final Sat.:	0	564	376	712	790	0	0	909	0	528	0	422
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.01	0.01	0.00	0.01	xxxx	xxxx	0.00	xxxx	0.02	xxxx	0.02
Crit Moves:		****			****			****				****
Delay/Veh:	0.0	6.8	6.8	7.8	7.3	0.0	0.0	0.0	0.0	6.8	0.0	6.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	6.8	7.8	7.3	0.0	0.0	0.0	0.0	6.8	0.0	6.8
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		6.8			7.5			xxxxxx			6.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		6.8			7.5			xxxxxx			6.8	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.5	0.5	0.5

PM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #9 Lincoln Avenue at Foothill Parkway

Cycle (sec):	95	Critical Vol./Cap.(X):	0.319
Loss Time (sec):	16	Average Delay (sec/veh):	27.7
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Lincoln Avenue						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	24	24	6	24	24	6	24	24	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	16	113	13	240	374	53	43	138	36	37	153	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	113	13	240	374	53	43	138	36	37	153	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:	16	113	13	240	374	53	43	138	36	37	153	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:	17	119	14	253	394	56	45	145	38	39	161	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	119	14	253	394	56	45	145	38	39	161	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	119	14	253	394	56	45	145	38	39	161	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.93	0.93	0.95	0.92	0.92	0.95	0.91	0.91
Lanes:	1.00	1.79	0.21	1.00	1.75	0.25	1.00	1.59	0.41	1.00	1.48	0.52
Final Sat.:	1805	3189	367	1805	3102	440	1805	2774	724	1805	2564	905
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.14	0.13	0.13	0.03	0.05	0.05	0.02	0.06	0.06
Crit Moves:		****		****			****				****	
Green Time:	9.0	24.0	24.0	21.0	36.0	36.0	6.0	27.2	27.2	6.8	28.0	28.0
Volume/Cap:	0.10	0.15	0.15	0.63	0.33	0.33	0.40	0.18	0.18	0.30	0.21	0.21
Delay/Veh:	39.5	27.6	27.6	36.8	21.1	21.1	45.0	25.6	25.6	43.2	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	27.6	27.6	36.8	21.1	21.1	45.0	25.6	25.6	43.2	25.3	25.3
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	27	82	82	361	242	242	90	109	109	71	129	129

PM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 Elysia Street at Foothill Parkway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.238	
Loss Time (sec):	0	Average Delay (sec/veh):	8.9	
Optimal Cycle:	0	Level Of Service:	A	

Street Name:	Elysia Street						Foothill Parkway					
Approach:	North Bound			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	1 0	0 1	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	2	6	33	138	16	6	5	49	3	52	57	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	33	138	16	6	5	49	3	52	57	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	6	33	138	16	6	5	49	3	52	57	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	6	35	145	17	6	5	52	3	55	60	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	6	35	145	17	6	5	52	3	55	60	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	6	35	145	17	6	5	52	3	55	60	100
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:	0.05	0.15	0.80	1.00	0.73	0.27	1.00	1.88	0.12	1.00	1.00	1.00
Final Sat.:	34	102	560	609	501	188	566	1165	72	604	659	755
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.24	0.03	0.03	0.01	0.04	0.04	0.09	0.09	0.13
Crit Moves:			****	****				****				****
Delay/Veh:	8.2	8.2	8.2	10.1	7.9	7.9	8.8	8.5	8.4	9.0	8.5	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:	8.2	8.2	8.2	10.1	7.9	7.9	8.8	8.5	8.4	9.0	8.5	7.9
LOS by Move:	A	A	A	B	A	A	A	A	A	A	A	A
ApproachDel:		8.2			9.8			8.5			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			9.8			8.5			8.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	1.5	1.5	1.5	7.2	0.8	0.8	0.2	1.0	1.0	2.3	2.3	3.5

PM Existing (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #11 Trudy Way at Foothill Parkway

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: A[8.6]

Street Name:	Trudy Way						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!		0 0	0 0	0	0 0	0 0	0 1	0	1 0	1	0 0
Volume Module:												
Base Vol:	2	0	50	0	0	0	0	6	2	69	2	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	50	0	0	0	0	6	2	69	2	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	50	0	0	0	0	6	2	69	2	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	0	53	0	0	0	0	6	2	73	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	53	0	0	0	0	6	2	73	2	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	155	155	7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	8	xxxx	xxxxx
Potent Cap.:	841	741	1081	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1625	xxxx	xxxxx
Move Cap.:	813	708	1081	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1625	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1067	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the distance per lane in feet.

APPENDIX E-II

EXISTING WITH PROJECT TRAFFIC CONDITIONS

AM Existing With Project (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Serfas Club Drive at Green River Road

Cycle (sec):	115	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	16	Average Delay (sec/veh):	34.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Serfas Club Drive						Green River Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	1 0	1	2 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	11	51	18	10	13	135	358	360	1	10	840	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	51	18	10	13	135	358	360	1	10	840	155
Added Vol:	0	0	0	0	0	0	0	16	0	0	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	51	18	10	13	135	358	376	1	10	889	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	19	11	14	142	377	396	1	11	936	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	54	19	11	14	142	377	396	1	11	936	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	54	19	11	14	142	377	396	1	11	936	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.95	1.00	0.85	0.92	0.95	0.95	0.95	0.93	0.93
Lanes:	0.14	0.64	0.22	1.00	1.00	1.00	2.00	1.99	0.01	1.00	1.70	0.30
Final Sat.:	252	1167	412	1805	1900	1615	3502	3600	10	1805	3006	524
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.01	0.01	0.09	0.11	0.11	0.11	0.01	0.31	0.31
Crit Moves:		****			****		****				****	
Green Time:	28.0	28.0	28.0	6.0	6.0	22.7	16.7	45.5	45.5	19.5	48.3	48.3
Volume/Cap:	0.19	0.19	0.19	0.11	0.14	0.45	0.74	0.28	0.28	0.03	0.74	0.74
Delay/Veh:	34.7	34.7	34.7	52.5	52.7	41.6	52.8	23.7	23.7	39.9	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	34.7	34.7	52.5	52.7	41.6	52.8	23.7	23.7	39.9	30.1	30.1
LOS by Move:	C	C	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	120	120	120	23	30	234	386	240	240	17	780	780

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AM Existing With Project (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Paseo Grande at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	1.105
Loss Time (sec):	0	Average Delay (sec/veh):	46.6
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Paseo Grande						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	0	237	186	51	291	0	0	0	0	468	0	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	237	186	51	291	0	0	0	0	468	0	161
Added Vol:	0	0	16	3	0	0	0	0	0	49	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	237	202	54	291	0	0	0	0	517	0	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	249	213	57	306	0	0	0	0	544	0	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	249	213	57	306	0	0	0	0	544	0	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	249	213	57	306	0	0	0	0	544	0	178
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.16	0.84	0.00	0.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	0	495	548	79	424	0	0	392	0	492	524	586
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.50	0.39	0.72	0.72	xxxx	xxxx	0.00	xxxx	1.11	0.00	0.30
Crit Moves:		****			****			****		****		
Delay/Veh:	0.0	17.0	13.3	26.5	26.5	0.0	0.0	0.0	0.0	98.1	0.0	11.4
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	17.0	13.3	26.5	26.5	0.0	0.0	0.0	0.0	98.1	0.0	11.4
LOS by Move:	*	C	B	D	D	*	*	*	*	F	*	B
ApproachDel:		15.3			26.5			xxxxxx			76.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		15.3			26.5			xxxxxx			76.8	
LOS by Appr:		C			D			*			F	
AllWayAvgQ:	24.2	24.2	15.4	57.0	57.0	57.0	0.0	0.0	0.0	301	0.0	10.7

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AM Existing With Project (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #4 Border Avenue at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.947
Loss Time (sec):	0	Average Delay (sec/veh):	28.7
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Border Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	40	122	37	20	158	16	17	167	24	32	460	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	122	37	20	158	16	17	167	24	32	460	24
Added Vol:	57	8	0	0	3	0	0	0	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	130	37	20	161	16	17	167	43	32	460	24
User Adj:	1.00	1.00	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:	102	137	39	21	169	17	18	176	45	34	484	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	137	39	21	169	17	18	176	45	34	484	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	137	39	21	169	17	18	176	45	34	484	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.78	0.22	1.00	0.91	0.09	0.09	0.91	1.00	0.07	0.93	1.00
Final Sat.:	445	377	107	436	426	42	45	442	540	36	511	603
Capacity Analysis Module:												
Vol/Sat:	0.23	0.36	0.36	0.05	0.40	0.40	0.40	0.40	0.08	0.95	0.95	0.04
Crit Moves:			****		****			****		****		
Delay/Veh:	12.7	13.7	13.7	11.0	14.6	14.6	14.1	14.1	9.6	50.8	50.8	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:	12.7	13.7	13.7	11.0	14.6	14.6	14.1	14.1	9.6	50.8	50.8	8.8
LOS by Move:	B	B	B	B	B	B	B	B	A	F	F	A
ApproachDel:		13.3			14.2			13.3			48.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.3			14.2			13.3			48.9	
LOS by Appr:		B			B			B			E	
AllWayAvgQ:	6.8	12.8	12.8	1.2	14.6	14.6	14.6	14.6	2.1	158	158	1.0

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AM Existing With Project (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #5 Lincoln Avenue at Ontario Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	16	Average Delay (sec/veh):	43.4
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Lincoln Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	6	28	28	6	31	31	6	28	28	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	384	679	82	154	170	195	282	533	117	40	786	342
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	679	82	154	170	195	282	533	117	40	786	342
Added Vol:	0	41	8	0	14	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	384	720	90	154	184	195	282	533	117	43	786	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	404	758	95	162	194	205	297	561	123	45	827	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	758	95	162	194	205	297	561	123	45	827	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	404	758	95	162	194	205	297	561	123	45	827	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.88	0.88	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1666	1666	3502	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.22	0.21	0.06	0.09	0.12	0.12	0.08	0.16	0.08	0.03	0.23	0.22
Crit Moves:	****				****		****				****	
Green Time:	30.4	44.3	51.8	17.1	31.0	31.0	11.5	35.1	65.5	7.5	31.1	48.2
Volume/Cap:	0.88	0.57	0.14	0.63	0.45	0.48	0.88	0.53	0.14	0.40	0.88	0.56
Delay/Veh:	61.3	30.8	20.6	53.5	37.7	38.1	76.7	36.1	13.5	56.4	52.8	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3	30.8	20.6	53.5	37.7	38.1	76.7	36.1	13.5	56.4	52.8	28.7
LOS by Move:	E	C	C	D	D	D	E	D	B	E	D	C
HCM2k95thQ:	755	538	105	317	312	333	391	434	111	105	796	480

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AM Existing With Project (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #6 Border Avenue at Mesquite Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.139
Loss Time (sec):	0	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Mesquite Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	41	6	23	22	0	0	0	0	6	0	49
Growth Adj:	1.00	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	41	6	23	22	0	0	0	0	6	0	49
Added Vol:	0	66	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	107	6	23	44	0	0	0	0	6	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	113	6	24	46	0	0	0	0	6	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	113	6	24	46	0	0	0	0	6	0	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	113	6	24	46	0	0	0	0	6	0	52
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.95	0.05	1.00	1.00	0.00	0.00	0.00	0.00	0.11	0.00	0.89
Final Sat.:	0	809	45	686	758	0	0	0	0	99	0	811
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.14	0.14	0.04	0.06	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.06
Crit Moves:			****		****					****		
Delay/Veh:	0.0	7.8	7.8	8.1	7.7	0.0	0.0	0.0	0.0	7.0	0.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	7.8	8.1	7.7	0.0	0.0	0.0	0.0	7.0	0.0	7.0
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.8			7.8			xxxxxx			7.0	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.8			7.8			xxxxxx			7.0	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	3.9	3.9	3.9	0.9	1.6	0.0	0.0	0.0	0.0	1.6	1.6	1.6

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AM Existing With Project (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Border Avenue at Emerson Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.104
Loss Time (sec):	0	Average Delay (sec/veh):	7.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Emerson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 1	0		1 0 1	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	21	1	0	11	0	0	0	0	1	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	21	1	0	11	0	0	0	0	1	0	2
Added Vol:	0	66	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	87	1	0	33	0	0	0	0	1	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	92	1	0	35	0	0	0	0	1	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	92	1	0	35	0	0	0	0	1	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	92	1	0	35	0	0	0	0	1	0	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.99	0.01	1.00	1.00	0.00	0.00	0.00	0.00	0.33	0.00	0.67
Final Sat.:	0	881	10	710	787	0	0	0	0	304	0	608
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.10	0.10	0.00	0.04	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.00
Crit Moves:		****			****					****		
Delay/Veh:	0.0	7.5	7.5	0.0	7.5	0.0	0.0	0.0	0.0	6.8	0.0	6.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.5	7.5	0.0	7.5	0.0	0.0	0.0	0.0	6.8	0.0	6.8
LOS by Move:	*	A	A	*	A	*	*	*	*	A	*	A
ApproachDel:		7.5			7.5			xxxxxx			6.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.5			7.5			xxxxxx			6.8	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	2.9	2.9	2.9	0.0	1.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1

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Skyline Heights, Corona [2.13.3354.1]
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Border Avenue at Peacock Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.086
Loss Time (sec):	0	Average Delay (sec/veh):	7.4
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Peacock Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	3	4	3	3	0	0	0	0	1	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3	4	3	3	0	0	0	0	1	0	4
Added Vol:	0	66	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	69	4	3	25	0	0	0	0	1	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	73	4	3	26	0	0	0	0	1	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	73	4	3	26	0	0	0	0	1	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	73	4	3	26	0	0	0	0	1	0	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.95	0.05	1.00	1.00	0.00	0.00	1.00	0.00	0.20	0.00	0.80
Final Sat.:	0	848	49	711	788	0	0	851	0	190	0	760
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.09	0.09	0.00	0.03	xxxx	xxxx	0.00	xxxx	0.01	xxxx	0.01
Crit Moves:			****		****			****		****		
Delay/Veh:	0.0	7.4	7.4	7.8	7.4	0.0	0.0	0.0	0.0	6.7	0.0	6.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.4	7.4	7.8	7.4	0.0	0.0	0.0	0.0	6.7	0.0	6.7
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.4			7.4			xxxxxx			6.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.4			7.4			xxxxxx			6.7	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	2.3	2.3	2.3	0.1	0.9	0.9	0.0	0.0	0.0	0.1	0.1	0.1

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AM Existing With Project (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #9 Lincoln Avenue at Foothill Parkway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.407
Loss Time (sec):	16	Average Delay (sec/veh):	27.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Lincoln Avenue						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	24	24	6	24	24	6	24	24	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	41	403	64	75	147	25	80	180	35	35	118	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	403	64	75	147	25	80	180	35	35	118	112
Added Vol:	0	0	0	0	0	16	49	49	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	403	64	75	147	41	129	229	35	35	134	112
User Adj:	1.00	1.00	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:	43	424	67	79	155	43	136	241	37	37	141	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	424	67	79	155	43	136	241	37	37	141	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	424	67	79	155	43	136	241	37	37	141	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.92	0.92	0.95	0.93	0.93	0.95	0.89	0.89
Lanes:	1.00	1.73	0.27	1.00	1.56	0.44	1.00	1.73	0.27	1.00	1.09	0.91
Final Sat.:	1805	3050	484	1805	2730	761	1805	3069	469	1805	1833	1532
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.04	0.06	0.06	0.08	0.08	0.08	0.02	0.08	0.08
Crit Moves:		****		****			****				****	
Green Time:	6.5	24.8	24.8	7.8	26.1	26.1	13.4	33.1	33.1	8.3	28.0	28.0
Volume/Cap:	0.33	0.50	0.50	0.50	0.20	0.20	0.50	0.21	0.21	0.22	0.25	0.25
Delay/Veh:	41.2	27.9	27.9	41.9	24.2	24.2	36.8	19.6	19.6	38.6	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	27.9	27.9	41.9	24.2	24.2	36.8	19.6	19.6	38.6	23.3	23.3
LOS by Move:	D	C	C	D	C	C	D	B	B	D	C	C
HCM2k95thQ:	77	309	309	142	112	112	202	140	140	58	144	144

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AM Existing With Project (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 Elysia Street at Foothill Parkway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.285
Loss Time (sec):	0	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Elysia Street						Foothill Parkway					
Approach:	North Bound			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	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	18	78	152	5	0	16	59	0	27	34	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	18	78	152	5	0	16	59	0	27	34	114
Added Vol:	0	0	0	0	0	0	0	98	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	18	78	152	5	0	16	157	0	27	66	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	19	82	160	5	0	17	165	0	28	69	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	19	82	160	5	0	17	165	0	28	69	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	19	82	160	5	0	17	165	0	28	69	120
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:	0.02	0.18	0.80	1.00	1.00	0.00	1.00	2.00	0.00	1.00	1.00	1.00
Final Sat.:	13	117	509	561	605	0	543	1177	0	549	595	674
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.29	0.01	xxxx	0.03	0.14	xxxx	0.05	0.12	0.18
Crit Moves:	****			****				****				****
Delay/Veh:	9.3	9.3	9.3	11.1	8.4	0.0	9.2	9.4	0.0	9.3	9.2	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:	9.3	9.3	9.3	11.1	8.4	0.0	9.2	9.4	0.0	9.3	9.2	8.8
LOS by Move:	A	A	A	B	A	*	A	A	*	A	A	A
ApproachDel:		9.3			11.0			9.4			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			11.0			9.4			9.0	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	4.2	4.2	4.2	8.9	0.2	0.2	0.7	3.6	3.6	1.2	3.0	4.8

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AM Existing With Project (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #11 Trudy Way at Foothill Parkway

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: A[9.1]

Street Name:	Trudy Way						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	1	0	1 0 2	0	0
Volume Module:												
Base Vol:	1	0	61	0	0	0	0	2	1	51	2	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	61	0	0	0	0	2	1	51	2	0
Added Vol:	12	0	50	0	0	0	0	49	4	16	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	0	111	0	0	0	0	51	5	67	18	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	0	117	0	0	0	0	54	5	71	19	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	0	117	0	0	0	0	54	5	71	19	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	207	216	29	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	59	xxxx	xxxxx
Potent Cap.:	768	685	1045	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1558	xxxx	xxxxx
Move Cap.:	742	654	1045	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1558	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1002	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.1			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the distance per lane in feet.

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Skyline Heights, Corona [2.13.3354.1]
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Border Avenue at Foothill Parkway [Future]

Cycle (sec):	90	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	16	Average Delay (sec/veh):	25.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Border Avenue						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	24	24	24	6	14	14	6	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	3	0	0	3	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	3	0	0	3	0
Added Vol:	0	44	34	4	15	3	10	15	0	11	5	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	44	34	4	15	3	10	18	0	11	8	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	46	36	4	16	3	11	19	0	12	8	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	46	36	4	16	3	11	19	0	12	8	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	46	36	4	16	3	11	19	0	12	8	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.98	0.98	0.95	0.95	0.95	0.95	0.86	0.86
Lanes:	0.00	0.56	0.44	1.00	0.83	0.17	1.00	2.00	0.00	1.00	1.00	1.00
Final Sat.:	0	1009	779	1805	1544	309	1805	3610	0	1805	1643	1643
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.00	0.01	0.01	0.01	0.01	0.00	0.01	0.01	0.01
Crit Moves:		****			****			****		****		
Green Time:	0.0	27.0	27.0	24.0	24.0	24.0	22.1	16.1	0.0	27.0	17.0	17.0
Volume/Cap:	0.00	0.15	0.15	0.01	0.04	0.04	0.03	0.03	0.00	0.03	0.03	0.04
Delay/Veh:	0.0	23.2	23.2	24.3	24.5	24.5	25.8	30.5	0.0	22.2	29.8	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.2	23.2	24.3	24.5	24.5	25.8	30.5	0.0	22.2	29.8	29.9
LOS by Move:	A	C	C	C	C	C	C	C	A	C	C	C
HCM2k95thQ:	0	86	86	5	20	20	12	12	0	11	10	15

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AM Existing With Project (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #14 P Street at Foothill Parkway [Future]

****

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: A[8.4]

****

Street Name:	P Street						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	3	0	0	3	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	3	0	0	3	0
Added Vol:	0	0	25	0	0	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	25	0	0	0	0	3	0	8	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	26	0	0	0	0	3	0	8	3	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	26	0	0	0	0	3	0	8	3	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	22	xxxx	2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3	xxxx	xxxxx
Potent Cap.:	998	xxxx	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1632	xxxx	xxxxx
Move Cap.:	994	xxxx	1088	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1632	xxxx	xxxxx
Total Cap:	951	833	xxxxx	935	832	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.9	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	8.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

****

Note: Queue reported is the distance per lane in feet.

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Skyline Heights, Corona [2.13.3354.1]
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Serfas Club Drive at Green River Road

Cycle (sec):	115	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	16	Average Delay (sec/veh):	34.4
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Serfas Club Drive						Green River Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	1 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	6	18	8	102	32	317	383	988	18	10	236	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	18	8	102	32	317	383	988	18	10	236	107
Added Vol:	0	0	0	0	0	0	0	55	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	18	8	102	32	317	383	1043	18	10	268	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	19	8	107	34	334	403	1098	19	11	282	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	19	8	107	34	334	403	1098	19	11	282	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	19	8	107	34	334	403	1098	19	11	282	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.95	1.00	0.85	0.92	0.95	0.95	0.95	0.91	0.91
Lanes:	0.19	0.56	0.25	1.00	1.00	1.00	2.00	1.97	0.03	1.00	1.43	0.57
Final Sat.:	341	1023	455	1805	1900	1615	3502	3538	61	1805	2469	986
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.02	0.21	0.12	0.31	0.31	0.01	0.11	0.11
Crit Moves:		****				****		****		****		
Green Time:	28.0	28.0	28.0	14.8	14.8	34.8	20.0	50.2	50.2	6.0	36.2	36.2
Volume/Cap:	0.08	0.08	0.08	0.46	0.14	0.68	0.66	0.71	0.71	0.11	0.36	0.36
Delay/Veh:	33.6	33.6	33.6	47.9	44.7	39.2	47.1	28.0	28.0	52.5	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	33.6	33.6	47.9	44.7	39.2	47.1	28.0	28.0	52.5	30.7	30.7
LOS by Move:	C	C	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	47	47	47	198	57	515	374	760	760	23	276	276

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PM Existing With Project (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Paseo Grande at Ontario Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 1.141
Loss Time (sec): 0 Average Delay (sec/veh): 62.0
Optimal Cycle: 0 Level Of Service: F

Street Name:	Paseo Grande						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	0	0 0	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	0	188	727	51	79	0	0	0	2	189	1	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	188	727	51	79	0	0	0	2	189	1	38
Added Vol:	0	0	55	9	0	0	0	0	0	32	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	188	782	60	79	0	0	0	2	221	1	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	198	823	63	83	0	0	0	2	233	1	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	198	823	63	83	0	0	0	2	233	1	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	198	823	63	83	0	0	0	2	233	1	45
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.43	0.57	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	0	626	721	236	310	0	0	0	509	486	520	579
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.32	1.14	0.27	0.27	xxxx	xxxx	xxxx	0.00	0.48	0.00	0.08
Crit Moves:			****		****				****	****		
Delay/Veh:	0.0	11.0	99.1	11.8	11.8	0.0	0.0	0.0	9.8	16.5	9.6	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.0	99.1	11.8	11.8	0.0	0.0	0.0	9.8	16.5	9.6	9.4
LOS by Move:	*	B	F	B	B	*	*	*	A	C	A	A
ApproachDel:		82.0			11.8			9.8			15.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		82.0			11.8			9.8			15.3	
LOS by Appr:		F			B			A			C	
AllWayAvgQ:	11.2	11.2	458.1	8.8	8.8	8.8	0.1	0.1	0.1	21.7	0.0	2.1

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PM Existing With Project (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #4 Border Avenue at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	1.219
Loss Time (sec):	0	Average Delay (sec/veh):	76.1
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Border Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	13	40	19	44	59	23	21	691	23	29	237	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	40	19	44	59	23	21	691	23	29	237	32
Added Vol:	38	5	0	0	9	0	0	0	64	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	45	19	44	68	23	21	691	87	29	237	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	47	20	46	72	24	22	727	92	31	249	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	47	20	46	72	24	22	727	92	31	249	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	47	20	46	72	24	22	727	92	31	249	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.70	0.30	1.00	0.75	0.25	0.03	0.97	1.00	0.11	0.89	1.00
Final Sat.:	442	341	144	446	364	123	18	597	686	61	497	629
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.14	0.10	0.20	0.20	1.22	1.22	0.13	0.50	0.50	0.05
Crit Moves:			****		****			****			****	
Delay/Veh:	11.6	11.0	11.0	11.4	11.5	11.5	132.9	133	8.6	15.1	15.1	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:	11.6	11.0	11.0	11.4	11.5	11.5	132.9	133	8.6	15.1	15.1	8.6
LOS by Move:	B	B	B	B	B	B	F	F	A	C	C	A
ApproachDel:		11.3			11.5			119.4			14.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.3			11.5			119.4			14.4	
LOS by Appr:		B			B			F			B	
AllWayAvgQ:	3.2	3.7	3.7	2.7	5.7	5.7	531	531	3.7	23.4	23.4	1.4

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PM Existing With Project (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #5 Lincoln Avenue at Ontario Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	16	Average Delay (sec/veh):	39.8
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Lincoln Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	6	28	28	6	31	31	6	28	28	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	91	270	78	365	628	138	115	962	568	52	499	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	270	78	365	628	138	115	962	568	52	499	212
Added Vol:	0	27	5	0	46	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	297	83	365	674	138	115	962	568	61	499	212
User Adj:	1.00	1.00	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:	96	313	87	384	709	145	121	1013	598	64	525	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	313	87	384	709	145	121	1013	598	64	525	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	313	87	384	709	145	121	1013	598	64	525	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.66	0.34	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	2922	598	3502	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.05	0.21	0.24	0.24	0.03	0.28	0.37	0.04	0.15	0.14
Crit Moves:		****		****					****	****		
Green Time:	9.6	28.0	34.0	28.1	46.6	46.6	9.6	41.9	51.4	6.0	38.3	66.4
Volume/Cap:	0.67	0.37	0.19	0.91	0.63	0.63	0.43	0.80	0.86	0.71	0.46	0.25
Delay/Veh:	64.9	38.9	32.8	67.8	30.6	30.6	53.7	39.2	42.0	79.3	32.8	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	38.9	32.8	67.8	30.6	30.6	53.7	39.2	42.0	79.3	32.8	14.0
LOS by Move:	E	D	C	E	C	C	D	D	D	E	C	B
HCM2k95thQ:	230	253	124	751	611	611	136	829	946	186	384	207

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PM Existing With Project (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #6 Border Avenue at Mesquite Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.178
Loss Time (sec): 0 Average Delay (sec/veh): 8.0
Optimal Cycle: 0 Level Of Service: A

Street Name:	Border Avenue						Mesquite Lane					
Approach:	North Bound			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	1 0	1	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	32	0	33	59	0	0	0	0	5	0	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:	0	32	0	33	59	0	0	0	0	5	0	17
Added Vol:	0	43	0	0	73	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	75	0	33	132	0	0	0	0	5	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	79	0	35	139	0	0	0	0	5	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	79	0	35	139	0	0	0	0	5	0	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	79	0	35	139	0	0	0	0	5	0	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:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.23	0.00	0.77
Final Sat.:	0	845	0	703	780	0	0	0	0	193	0	657
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.09	xxxx	0.05	0.18	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.03
Crit Moves:		****			****					****		
Delay/Veh:	0.0	7.7	0.0	8.1	8.3	0.0	0.0	0.0	0.0	7.1	0.0	7.1
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	7.7	0.0	8.1	8.3	0.0	0.0	0.0	0.0	7.1	0.0	7.1
LOS by Move:	*	A	*	A	A	*	*	*	*	A	*	A
ApproachDel:		7.7			8.2			xxxxxx			7.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.7			8.2			xxxxxx			7.1	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	2.5	2.5	2.5	1.3	5.3	0.0	0.0	0.0	0.0	0.6	0.6	0.6

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PM Existing With Project (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Border Avenue at Emerson Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.136
Loss Time (sec):	0	Average Delay (sec/veh):	7.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Emerson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	14	3	5	29	0	0	0	0	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	14	3	5	29	0	0	0	0	0	0	1
Added Vol:	0	43	0	0	73	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	57	3	5	102	0	0	0	0	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	60	3	5	107	0	0	0	0	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	60	3	5	107	0	0	0	0	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	60	3	5	107	0	0	0	0	0	0	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.95	0.05	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	834	44	713	792	0	0	0	0	0	0	939
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.07	0.07	0.01	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Crit Moves:		****			****							****
Delay/Veh:	0.0	7.4	7.4	7.8	7.9	0.0	0.0	0.0	0.0	0.0	0.0	6.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.4	7.4	7.8	7.9	0.0	0.0	0.0	0.0	0.0	0.0	6.7
LOS by Move:	*	A	A	A	A	*	*	*	*	*	*	A
ApproachDel:		7.4			7.9			xxxxxx			6.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.4			7.9			xxxxxx			6.7	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	1.9	1.9	1.9	0.2	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #8 Border Avenue at Peacock Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.103
Loss Time (sec):	0	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Peacock Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	3	2	3	4	0	0	0	0	10	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3	2	3	4	0	0	0	0	10	0	8
Added Vol:	0	43	0	0	73	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	46	2	3	77	0	0	0	0	10	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	48	2	3	81	0	0	0	0	11	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	48	2	3	81	0	0	0	0	11	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	48	2	3	81	0	0	0	0	11	0	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.96	0.04	1.00	1.00	0.00	0.00	1.00	0.00	0.56	0.00	0.44
Final Sat.:	0	837	36	708	784	0	0	827	0	479	0	384
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.06	0.06	0.00	0.10	xxxx	xxxx	0.00	xxxx	0.02	xxxx	0.02
Crit Moves:		****			****			****		****		
Delay/Veh:	0.0	7.3	7.3	7.8	7.8	0.0	0.0	0.0	0.0	7.1	0.0	7.1
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	7.3	7.3	7.8	7.8	0.0	0.0	0.0	0.0	7.1	0.0	7.1
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.3			7.8			xxxxxx			7.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.3			7.8			xxxxxx			7.1	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	1.5	1.5	1.5	0.1	2.8	2.8	0.0	0.0	0.0	0.5	0.5	0.5

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PM Existing With Project (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #9 Lincoln Avenue at Foothill Parkway

Cycle (sec):	95	Critical Vol./Cap.(X):	0.361
Loss Time (sec):	16	Average Delay (sec/veh):	28.7
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Lincoln Avenue						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	24	24	6	24	24	6	24	24	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	16	113	13	240	374	53	43	138	36	37	153	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	113	13	240	374	53	43	138	36	37	153	54
Added Vol:	0	0	0	0	0	55	32	32	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	113	13	240	374	108	75	170	36	37	208	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:	17	119	14	253	394	114	79	179	38	39	219	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	119	14	253	394	114	79	179	38	39	219	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	119	14	253	394	114	79	179	38	39	219	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.92	0.92	0.95	0.93	0.93	0.95	0.92	0.92
Lanes:	1.00	1.79	0.21	1.00	1.55	0.45	1.00	1.65	0.35	1.00	1.59	0.41
Final Sat.:	1805	3189	367	1805	2706	781	1805	2902	614	1805	2777	721
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.14	0.15	0.15	0.04	0.06	0.06	0.02	0.08	0.08
Crit Moves:		****		****			****				****	
Green Time:	8.9	24.0	24.0	20.6	35.7	35.7	6.4	27.5	27.5	6.9	28.0	28.0
Volume/Cap:	0.10	0.15	0.15	0.65	0.39	0.39	0.65	0.21	0.21	0.30	0.27	0.27
Delay/Veh:	39.6	27.6	27.6	37.6	21.9	21.9	54.6	25.6	25.6	43.0	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	27.6	27.6	37.6	21.9	21.9	54.6	25.6	25.6	43.0	25.8	25.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	27	82	82	366	279	279	173	129	129	71	165	165

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PM Existing With Project (Year 2013)
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 Elysia Street at Foothill Parkway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.261
Loss Time (sec): 0 Average Delay (sec/veh): 9.5
Optimal Cycle: 0 Level Of Service: A

Street Name:	Elysia Street						Foothill Parkway					
Approach:	North Bound			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	1 0	0 1	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	2	6	33	138	16	6	5	49	3	52	57	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	33	138	16	6	5	49	3	52	57	95
Added Vol:	0	0	0	0	0	0	0	65	0	0	110	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	6	33	138	16	6	5	114	3	52	167	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	6	35	145	17	6	5	120	3	55	176	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	6	35	145	17	6	5	120	3	55	176	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	6	35	145	17	6	5	120	3	55	176	100
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:	0.05	0.15	0.80	1.00	0.73	0.27	1.00	1.95	0.05	1.00	1.27	0.73
Final Sat.:	30	91	502	557	452	170	539	1141	30	582	827	505
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.26	0.04	0.04	0.01	0.11	0.10	0.09	0.21	0.20
Crit Moves:			****	****				****			****	
Delay/Veh:	8.8	8.8	8.8	10.9	8.4	8.4	9.1	9.2	9.2	9.3	9.5	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	8.8	8.8	10.9	8.4	8.4	9.1	9.2	9.2	9.3	9.5	8.8
LOS by Move:	A	A	A	B	A	A	A	A	A	A	A	A
ApproachDel:		8.8			10.6			9.2			9.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			10.6			9.2			9.2	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	1.6	1.6	1.6	7.9	0.9	0.9	0.2	2.6	2.6	2.4	6.4	5.7

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

Intersection #11 Trudy Way at Foothill Parkway

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: A[9.1]

Street Name:	Trudy Way						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	1	0	1 0 2	0	0
Volume Module:												
Base Vol:	2	0	50	0	0	0	0	6	2	69	2	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	50	0	0	0	0	6	2	69	2	0
Added Vol:	8	0	33	0	0	0	0	32	13	56	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	83	0	0	0	0	38	15	125	56	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	0	87	0	0	0	0	40	16	132	59	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	0	87	0	0	0	0	40	16	132	59	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	341	370	28	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	56	xxxx	xxxxx
Potent Cap.:	635	563	1047	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1562	xxxx	xxxxx
Move Cap.:	594	515	1047	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1562	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	6.9	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	968	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

Note: Queue reported is the distance per lane in feet.

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

Intersection #13 Border Avenue at Foothill Parkway [Future]

Cycle (sec):	90	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	16	Average Delay (sec/veh):	25.0
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Border Avenue						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	24	24	24	6	14	14	6	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	8	0	0	4	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	8	0	0	4	0
Added Vol:	0	29	22	13	49	11	7	10	0	37	17	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	29	22	13	49	11	7	18	0	37	21	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	31	23	14	52	12	7	19	0	39	22	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	31	23	14	52	12	7	19	0	39	22	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	31	23	14	52	12	7	19	0	39	22	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.97	0.97	0.95	0.95	0.95	0.95	0.91	0.91
Lanes:	0.00	0.57	0.43	1.00	0.82	0.18	1.00	2.00	0.00	1.00	1.45	0.55
Final Sat.:	0	1018	772	1805	1510	339	1805	3610	0	1805	2507	955
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.03	0.01	0.03	0.03	0.00	0.01	0.00	0.02	0.01	0.01
Crit Moves:		****			****			****		****		
Green Time:	0.0	23.8	23.8	27.2	27.2	27.2	22.1	16.1	0.0	27.0	17.0	17.0
Volume/Cap:	0.00	0.11	0.11	0.03	0.11	0.11	0.02	0.03	0.00	0.09	0.05	0.05
Delay/Veh:	0.0	25.2	25.2	22.1	22.8	22.8	25.7	30.5	0.0	22.6	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.2	25.2	22.1	22.8	22.8	25.7	30.5	0.0	22.6	29.9	29.9
LOS by Move:	A	C	C	C	C	C	C	C	A	C	C	C
HCM2k95thQ:	0	59	59	14	65	65	8	12	0	37	18	18

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

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Intersection #14 P Street at Foothill Parkway [Future]

****

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: A[8.4]

****

Street Name:	P Street						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	8	0	0	4	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	8	0	0	4	0
Added Vol:	0	0	17	0	0	0	0	0	0	28	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	17	0	0	0	0	8	0	28	4	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	18	0	0	0	0	8	0	29	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	18	0	0	0	0	8	0	29	4	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	69	xxxx	4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	8	xxxx	xxxxx
Potent Cap.:	933	xxxx	1084	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1625	xxxx	xxxxx
Move Cap.:	920	xxxx	1084	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1625	xxxx	xxxxx
Total Cap:	894	787	xxxxx	878	786	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

****

Note: Queue reported is the distance per lane in feet.

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APPENDIX E-III

EXISTING WITH PROJECT WITH MITIGATION TRAFFIC CONDITIONS

AM Existing With Project (Year 2013) - Mitigation
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Paseo Grande at Ontario Avenue

Cycle (sec):	90	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	8	Average Delay (sec/veh):	19.7
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Paseo Grande						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	6	6	6	6	6	6	14	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	0	237	186	51	291	0	0	0	0	468	0	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	237	186	51	291	0	0	0	0	468	0	161
Added Vol:	0	0	16	3	0	0	0	0	0	49	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	237	202	54	291	0	0	0	0	517	0	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	249	213	57	306	0	0	0	0	544	0	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	249	213	57	306	0	0	0	0	544	0	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	249	213	57	306	0	0	0	0	544	0	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.91	0.91	1.00	1.00	1.00	1.00	0.77	1.00	0.85
Lanes:	0.00	1.00	1.00	0.16	0.84	0.00	0.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	0	1900	1615	271	1458	0	0	1900	0	1461	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.21	0.21	0.00	0.00	0.00	0.00	0.37	0.00	0.11
Crit Moves:					****					****		
Green Time:	0.0	29.6	29.6	29.6	29.6	0.0	0.0	0.0	0.0	52.4	0.0	52.4
Volume/Cap:	0.00	0.40	0.40	0.64	0.64	0.00	0.00	0.00	0.00	0.64	0.00	0.19
Delay/Veh:	0.0	23.8	23.9	28.1	28.1	0.0	0.0	0.0	0.0	14.1	0.0	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.8	23.9	28.1	28.1	0.0	0.0	0.0	0.0	14.1	0.0	8.9
LOS by Move:	A	C	C	C	C	A	A	A	A	B	A	A
HCM2k95thQ:	0	266	234	435	435	0	0	0	0	492	0	118

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AM Existing With Project (Year 2013) - Mitigation
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #4 Border Avenue at Ontario Avenue

Cycle (sec):	90	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	8	Average Delay (sec/veh):	15.2
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Border Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	17	17	17	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	40	122	37	20	158	16	17	167	24	32	460	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	122	37	20	158	16	17	167	24	32	460	24
Added Vol:	57	8	0	0	3	0	0	0	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	130	37	20	161	16	17	167	43	32	460	24
User Adj:	1.00	1.00	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:	102	137	39	21	169	17	18	176	45	34	484	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	137	39	21	169	17	18	176	45	34	484	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	137	39	21	169	17	18	176	45	34	484	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.97	0.97	0.54	0.99	0.99	0.41	0.97	0.97	0.61	0.99	0.99
Lanes:	1.00	0.78	0.22	1.00	0.91	0.09	1.00	0.80	0.20	1.00	0.95	0.05
Final Sat.:	994	1430	407	1030	1706	170	779	1464	377	1161	1793	94
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.02	0.10	0.10	0.02	0.12	0.12	0.03	0.27	0.27
Crit Moves:					****						****	
Green Time:	22.1	22.1	22.1	22.1	22.1	22.1	59.9	59.9	59.9	59.9	59.9	59.9
Volume/Cap:	0.42	0.39	0.39	0.08	0.41	0.41	0.03	0.18	0.18	0.04	0.41	0.41
Delay/Veh:	29.8	28.9	28.9	26.3	29.1	29.1	5.2	5.8	5.8	5.2	7.1	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	28.9	28.9	26.3	29.1	29.1	5.2	5.8	5.8	5.2	7.1	7.1
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	143	212	212	26	225	225	10	117	117	18	312	312

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PM Existing With Project (Year 2013) - Mitigation
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #3 Paseo Grande at Ontario Avenue

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.734	
Loss Time (sec):	8	Average Delay (sec/veh):	15.1	
Optimal Cycle:	90	Level Of Service:	B	

****

Street Name:	Paseo Grande						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	6	6	6	6	6	6	14	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 0	0	0	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	188	727	51	79	0	0	0	2	189	1	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	188	727	51	79	0	0	0	2	189	1	38
Added Vol:	0	0	55	9	0	0	0	0	0	32	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	188	782	60	79	0	0	0	2	221	1	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	198	823	63	83	0	0	0	2	233	1	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	198	823	63	83	0	0	0	2	233	1	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	198	823	63	83	0	0	0	2	233	1	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.83	0.83	1.00	1.00	1.00	0.87	0.77	1.00	0.85
Lanes:	0.00	1.00	1.00	0.43	0.57	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	0	1900	1615	679	894	0	0	0	1644	1461	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.51	0.09	0.09	0.00	0.00	0.00	0.00	0.16	0.00	0.03
Crit Moves:			****							****		
Green Time:	0.0	62.5	62.5	62.5	62.5	0.0	0.0	0.0	19.5	19.5	19.5	19.5
Volume/Cap:	0.00	0.15	0.73	0.13	0.13	0.00	0.00	0.00	0.01	0.73	0.00	0.13
Delay/Veh:	0.0	4.7	11.1	4.7	4.7	0.0	0.0	0.0	27.6	41.4	27.6	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.7	11.1	4.7	4.7	0.0	0.0	0.0	27.6	41.4	27.6	28.6
LOS by Move:	A	A	B	A	A	A	A	A	C	D	C	C
HCM2k95thQ:	0	95	676	71	71	0	0	0	2	364	1	55

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PM Existing With Project (Year 2013) - Mitigation
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #4 Border Avenue at Ontario Avenue

Cycle (sec):	90	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	8	Average Delay (sec/veh):	10.8
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Border Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	17	17	17	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	13	40	19	44	59	23	21	691	23	29	237	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	40	19	44	59	23	21	691	23	29	237	32
Added Vol:	38	5	0	0	9	0	0	0	64	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	45	19	44	68	23	21	691	87	29	237	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	47	20	46	72	24	22	727	92	31	249	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	47	20	46	72	24	22	727	92	31	249	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	47	20	46	72	24	22	727	92	31	249	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.96	0.96	0.71	0.96	0.96	0.57	0.98	0.98	0.26	0.98	0.98
Lanes:	1.00	0.70	0.30	1.00	0.75	0.25	1.00	0.89	0.11	1.00	0.88	0.12
Final Sat.:	1307	1276	539	1357	1366	462	1091	1659	209	494	1644	222
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.05	0.05	0.02	0.44	0.44	0.06	0.15	0.15
Crit Moves:					****			****				
Green Time:	17.0	17.0	17.0	17.0	17.0	17.0	65.0	65.0	65.0	65.0	65.0	65.0
Volume/Cap:	0.22	0.20	0.20	0.18	0.28	0.28	0.03	0.61	0.61	0.09	0.21	0.21
Delay/Veh:	31.3	31.0	31.0	31.0	31.7	31.7	3.6	7.0	7.0	3.8	4.2	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.0	31.0	31.0	31.7	31.7	3.6	7.0	7.0	3.8	4.2	4.2
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	72	85	85	61	123	123	10	528	528	17	130	130

APPENDIX F

YEAR 2020 TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX F-I

YEAR 2020 WITHOUT PROJECT TRAFFIC CONDITIONS

AM Year 2020 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Serfas Club Drive at Green River Road

Cycle (sec):	120	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	16	Average Delay (sec/veh):	27.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Serfas Club Drive						Green River Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	1 0	1	2 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	3	39	29	9	17	54	167	597	0	2	906	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	39	29	9	17	54	167	597	0	2	906	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	39	29	9	17	54	167	597	0	2	906	212
User Adj:	1.00	1.00	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:	3	41	31	9	18	57	176	628	0	2	954	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	41	31	9	18	57	176	628	0	2	954	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	41	31	9	18	57	176	628	0	2	954	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	1.00	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.04	0.55	0.41	1.00	1.00	1.00	2.00	2.00	0.00	1.00	1.62	0.38
Final Sat.:	76	984	732	1805	1900	1615	3502	3610	0	1805	2844	665
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.01	0.01	0.04	0.05	0.17	0.00	0.00	0.34	0.34
Crit Moves:	****				****		****				****	
Green Time:	28.0	28.0	28.0	6.0	6.0	15.1	9.1	54.4	0.0	15.6	60.9	60.9
Volume/Cap:	0.18	0.18	0.18	0.10	0.19	0.28	0.66	0.38	0.00	0.01	0.66	0.66
Delay/Veh:	37.0	37.0	37.0	54.9	55.6	48.3	60.0	21.9	0.0	45.5	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	37.0	37.0	54.9	55.6	48.3	60.0	21.9	0.0	45.5	22.8	22.8
LOS by Move:	D	D	D	D	E	D	E	C	A	D	C	C
HCM2k95thQ:	112	112	112	22	41	107	220	373	0	4	743	743

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AM Year 2020 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Paseo Grande at Green River Road/Foothill Parkway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.200
Loss Time (sec):	16	Average Delay (sec/veh):	26.8
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Paseo Grande						Green River Road/Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	1	2 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	2	2	2	22	2	123	30	185	2	2	381	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	2	2	22	2	123	30	185	2	2	381	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	2	2	22	2	123	30	185	2	2	381	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	2	2	23	2	129	32	195	2	2	401	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	2	23	2	129	32	195	2	2	401	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	2	23	2	129	32	195	2	2	401	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.85	0.85	0.92	0.95	0.95	0.95	0.95	0.85
Lanes:	0.34	0.33	0.33	1.00	0.03	1.97	2.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	595	595	595	1805	52	3186	3502	3564	39	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.04	0.04	0.01	0.05	0.05	0.00	0.11	0.01
Crit Moves:		****			****		****				****	
Green Time:	28.0	28.0	28.0	10.7	10.7	10.7	6.0	24.7	24.7	10.6	29.3	29.3
Volume/Cap:	0.01	0.01	0.01	0.11	0.34	0.34	0.14	0.20	0.20	0.01	0.34	0.04
Delay/Veh:	21.4	21.4	21.4	35.6	36.9	36.9	39.8	25.2	25.2	35.1	23.2	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	21.4	21.4	35.6	36.9	36.9	39.8	25.2	25.2	35.1	23.2	20.8
LOS by Move:	C	C	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	6	6	6	33	102	102	28	113	113	3	222	23

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AM Year 2020 Without Project
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Linscott, Law and Greenspan, Engineers

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

Intersection #3 Paseo Grande at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	0	Average Delay (sec/veh):	10.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Paseo Grande						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0 1!	0 0	0	0 1!	0 0	1	0 1	0 1
Volume Module:												
Base Vol:	1	28	62	12	84	1	2	1	1	270	1	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	28	62	12	84	1	2	1	1	270	1	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	28	62	12	84	1	2	1	1	270	1	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	29	65	13	88	1	2	1	1	284	1	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	29	65	13	88	1	2	1	1	284	1	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	29	65	13	88	1	2	1	1	284	1	107
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:	0.03	0.97	1.00	0.12	0.87	0.01	0.50	0.25	0.25	1.00	1.00	1.00
Final Sat.:	21	585	690	76	532	6	317	159	159	641	701	812
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.09	0.17	0.17	0.17	0.01	0.01	0.01	0.44	0.00	0.13
Crit Moves:			****			****		****		****		
Delay/Veh:	8.6	8.6	8.1	9.7	9.7	9.7	8.5	8.5	8.5	12.4	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:	8.6	8.6	8.1	9.7	9.7	9.7	8.5	8.5	8.5	12.4	7.7	7.7
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	A
ApproachDel:		8.3			9.7			8.5			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			9.7			8.5			11.1	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	1.2	1.2	2.3	4.5	4.5	4.5	0.2	0.2	0.2	18.7	0.0	3.6

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Linscott, Law and Greenspan, Engineers

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

Intersection #4 Border Avenue at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	0	Average Delay (sec/veh):	18.0
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Border Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	34	139	45	21	170	14	15	142	20	27	391	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	139	45	21	170	14	15	142	20	27	391	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	139	45	21	170	14	15	142	20	27	391	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	36	146	47	22	179	15	16	149	21	28	412	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	146	47	22	179	15	16	149	21	28	412	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	146	47	22	179	15	16	149	21	28	412	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.76	0.24	1.00	0.92	0.08	0.10	0.90	1.00	0.06	0.94	1.00
Final Sat.:	459	382	124	457	458	38	48	458	561	37	530	631
Capacity Analysis Module:												
Vol/Sat:	0.08	0.38	0.38	0.05	0.39	0.39	0.33	0.33	0.04	0.78	0.78	0.04
Crit Moves:			****		****			****			****	
Delay/Veh:	10.6	13.0	13.0	10.4	13.3	13.3	12.3	12.3	8.9	26.2	26.2	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:	10.6	13.0	13.0	10.4	13.3	13.3	12.3	12.3	8.9	26.2	26.2	8.4
LOS by Move:	B	B	B	B	B	B	B	B	A	D	D	A
ApproachDel:		12.6			13.0			11.9			25.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.6			13.0			11.9			25.3	
LOS by Appr:		B			B			B			D	
AllWayAvgQ:	1.8	12.8	12.8	1.1	13.3	13.3	10.3	10.3	0.8	67.8	67.8	0.8

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

Intersection #5 Lincoln Avenue at Ontario Avenue

Cycle (sec):	110	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	16	Average Delay (sec/veh):	39.3
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Lincoln Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	6	28	28	6	31	31	6	28	28	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	326	566	67	220	140	166	285	562	99	33	668	432
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	566	67	220	140	166	285	562	99	33	668	432
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:	326	566	67	220	140	166	285	562	99	33	668	432
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	343	596	71	232	147	175	300	592	104	35	703	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	596	71	232	147	175	300	592	104	35	703	455
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	343	596	71	232	147	175	300	592	104	35	703	455
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.87	0.87	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1659	1659	3502	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.17	0.04	0.13	0.09	0.11	0.09	0.16	0.06	0.02	0.19	0.28
Crit Moves:	****					****	****				****	
Green Time:	25.5	37.5	44.2	18.9	31.0	31.0	11.5	30.9	56.4	6.6	26.1	45.0
Volume/Cap:	0.82	0.48	0.11	0.75	0.32	0.37	0.82	0.58	0.13	0.32	0.82	0.69
Delay/Veh:	52.4	28.9	20.7	52.8	31.3	32.0	62.1	34.9	14.0	51.2	46.2	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	28.9	20.7	52.8	31.3	32.0	62.1	34.9	14.0	51.2	46.2	29.8
LOS by Move:	D	C	C	D	C	C	E	C	B	D	D	C
HCM2k95thQ:	595	397	75	423	207	249	351	441	92	75	627	601

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

Intersection #6 Border Avenue at Mesquite Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.177
Loss Time (sec):	0	Average Delay (sec/veh):	7.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Mesquite Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	140	5	25	18	0	0	0	0	5	0	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	140	5	25	18	0	0	0	0	5	0	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:	0	140	5	25	18	0	0	0	0	5	0	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	147	5	26	19	0	0	0	0	5	0	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	147	5	26	19	0	0	0	0	5	0	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
FinalVolume:	0	147	5	26	19	0	0	0	0	5	0	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:	0.00	0.97	0.03	1.00	1.00	0.00	0.00	0.00	0.00	0.11	0.00	0.89
Final Sat.:	0	834	30	686	758	0	0	0	0	96	0	810
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.18	0.18	0.04	0.03	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	0.05
Crit Moves:			****	****						****		
Delay/Veh:	0.0	8.0	8.0	8.1	7.5	0.0	0.0	0.0	0.0	7.0	0.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	8.0	8.1	7.5	0.0	0.0	0.0	0.0	7.0	0.0	7.0
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		8.0			7.8			xxxxxx			7.0	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		8.0			7.8			xxxxxx			7.0	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	5.2	5.2	5.2	1.0	0.6	0.0	0.0	0.0	0.0	1.3	1.3	1.3

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Linscott, Law and Greenspan, Engineers

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

Intersection #7 Border Avenue at Emerson Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.054
Loss Time (sec):	0	Average Delay (sec/veh):	7.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Emerson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	45	1	0	20	0	0	0	0	1	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	45	1	0	20	0	0	0	0	1	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	45	1	0	20	0	0	0	0	1	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	47	1	0	21	0	0	0	0	1	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	47	1	0	21	0	0	0	0	1	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	47	1	0	21	0	0	0	0	1	0	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.98	0.02	1.00	1.00	0.00	0.00	0.00	0.00	0.33	0.00	0.67
Final Sat.:	0	876	19	714	793	0	0	0	0	318	0	635
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.05	0.05	0.00	0.03	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.00
Crit Moves:		****			****					****		
Delay/Veh:	0.0	7.2	7.2	0.0	7.4	0.0	0.0	0.0	0.0	6.7	0.0	6.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.2	7.2	0.0	7.4	0.0	0.0	0.0	0.0	6.7	0.0	6.7
LOS by Move:	*	A	A	*	A	*	*	*	*	A	*	A
ApproachDel:		7.2			7.4			xxxxxx			6.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.2			7.4			xxxxxx			6.7	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	1.4	1.4	1.4	0.0	0.7	0.0	0.0	0.0	0.0	0.1	0.1	0.1

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Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #8 Border Avenue at Peacock Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.036
Loss Time (sec):	0	Average Delay (sec/veh):	7.1
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Peacock Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	27	4	3	12	0	0	0	0	1	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	27	4	3	12	0	0	0	0	1	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	27	4	3	12	0	0	0	0	1	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	28	4	3	13	0	0	0	0	1	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	28	4	3	13	0	0	0	0	1	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	28	4	3	13	0	0	0	0	1	0	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.87	0.13	1.00	1.00	0.00	0.00	1.00	0.00	0.20	0.00	0.80
Final Sat.:	0	793	117	715	794	0	0	888	0	199	0	797
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.04	0.04	0.00	0.02	xxxx	xxxx	0.00	xxxx	0.01	xxxx	0.01
Crit Moves:		****			****			****		****		
Delay/Veh:	0.0	7.1	7.1	7.7	7.3	0.0	0.0	0.0	0.0	6.6	0.0	6.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.1	7.1	7.7	7.3	0.0	0.0	0.0	0.0	6.6	0.0	6.6
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.1			7.4			xxxxxx			6.6	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.1			7.4			xxxxxx			6.6	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.9	0.9	0.9	0.1	0.4	0.4	0.0	0.0	0.0	0.1	0.1	0.1

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Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #9 Lincoln Avenue at Foothill Parkway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.369
Loss Time (sec):	16	Average Delay (sec/veh):	26.7
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Lincoln Avenue						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	24	24	6	24	24	6	24	24	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	162	343	83	64	125	26	52	264	72	49	348	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	343	83	64	125	26	52	264	72	49	348	95
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:	162	343	83	64	125	26	52	264	72	49	348	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	171	361	87	67	132	27	55	278	76	52	366	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	361	87	67	132	27	55	278	76	52	366	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	361	87	67	132	27	55	278	76	52	366	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	1.61	0.39	1.00	1.66	0.34	1.00	1.57	0.43	1.00	1.57	0.43
Final Sat.:	1805	2822	683	1805	2911	605	1805	2746	749	1805	2745	749
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.13	0.04	0.05	0.05	0.03	0.10	0.10	0.03	0.13	0.13
Crit Moves:	****				****		****				****	
Green Time:	16.0	32.0	32.0	8.0	24.0	24.0	6.0	27.2	27.2	6.8	28.0	28.0
Volume/Cap:	0.53	0.36	0.36	0.42	0.17	0.17	0.45	0.33	0.33	0.38	0.43	0.43
Delay/Veh:	35.3	21.6	21.6	40.6	25.4	25.4	43.1	24.6	24.6	41.3	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	21.6	21.6	40.6	25.4	25.4	43.1	24.6	24.6	41.3	24.9	24.9
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	242	240	240	116	92	92	106	203	203	92	272	272

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Linscott, Law and Greenspan, Engineers

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

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Intersection #10 Elysia Street at Foothill Parkway

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.404	
Loss Time (sec):	0	Average Delay (sec/veh):	10.8	
Optimal Cycle:	0	Level Of Service:	B	

****

Street Name:	Elysia Street						Foothill Parkway					
Approach:	North Bound			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	1 0	0 1	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	16	15	40	64	4	24	15	155	2	28	383	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	15	40	64	4	24	15	155	2	28	383	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	15	40	64	4	24	15	155	2	28	383	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	17	16	42	67	4	25	16	163	2	29	403	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	16	42	67	4	25	16	163	2	29	403	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	16	42	67	4	25	16	163	2	29	403	124
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.21	0.56	1.00	0.14	0.86	1.00	1.97	0.03	1.00	1.53	0.47
Final Sat.:	127	119	316	494	83	498	513	1095	14	583	997	319
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.14	0.05	0.05	0.03	0.15	0.15	0.05	0.40	0.39
Crit Moves:		****		****				****			****	
Delay/Veh:	9.9	9.9	9.9	10.5	8.7	8.7	9.6	9.9	9.9	9.0	11.6	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.9	10.5	8.7	8.7	9.6	9.9	9.9	9.0	11.6	11.0
LOS by Move:	A	A	A	B	A	A	A	A	A	A	B	B
ApproachDel:		9.9			10.0			9.8			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			10.0			9.8			11.4	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	3.3	3.3	3.3	3.4	1.1	1.1	0.7	3.9	3.9	1.3	16.4	14.8

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

Intersection #11 Trudy Way at Foothill Parkway

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.4]

Street Name:	Trudy Way						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!		0 0	0 0 0		0 0	0 0 1		1 0	1 0 2		0 0
Volume Module:												
Base Vol:	26	0	35	0	0	0	0	124	21	38	404	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	35	0	0	0	0	124	21	38	404	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	35	0	0	0	0	124	21	38	404	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	0	37	0	0	0	0	131	22	40	425	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	0	37	0	0	0	0	131	22	40	425	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	434	647	76	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	153	xxxx	xxxxx
Potent Cap.:	555	392	976	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1440	xxxx	xxxxx
Move Cap.:	543	382	976	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1440	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	729	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		10.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the distance per lane in feet.

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

Intersection #12 Chase Drive at Foothill Parkway [Future]

Cycle (sec):	120	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	16	Average Delay (sec/veh):	15.9
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Chase Drive						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	24	24	24	6	14	14	6	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0		1 0	0 1	0		1 0	1 1	0
Volume Module:												
Base Vol:	2	2	2	3	3	3	3	184	2	2	422	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	2	2	3	3	3	3	184	2	2	422	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	2	2	3	3	3	3	184	2	2	422	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	2	2	3	3	3	3	194	2	2	444	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	2	3	3	3	3	194	2	2	444	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	2	3	3	3	3	194	2	2	444	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.34	0.33	0.33	1.00	0.50	0.50	1.00	1.98	0.02	1.00	1.97	0.03
Final Sat.:	595	595	595	1805	879	879	1805	3564	39	1805	3552	51
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.05	0.00	0.13	0.13
Crit Moves:		****			****		****				****	
Green Time:	6.0	6.0	6.0	24.0	24.0	24.0	57.8	51.8	51.8	78.0	68.0	68.0
Volume/Cap:	0.07	0.07	0.07	0.01	0.02	0.02	0.01	0.13	0.13	0.00	0.22	0.22
Delay/Veh:	54.7	54.7	54.7	38.5	38.6	38.6	16.2	20.5	20.5	7.4	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	54.7	54.7	38.5	38.6	38.6	16.2	20.5	20.5	7.4	12.9	12.9
LOS by Move:	D	D	D	D	D	D	B	C	C	A	B	B
HCM2k95thQ:	14	14	14	5	10	10	3	110	110	1	207	207

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

Intersection #13 Border Avenue at Foothill Parkway [Future]

Cycle (sec):	120	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	12	Average Delay (sec/veh):	8.8
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Border Avenue						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	24	0	24	6	6	0	0	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	6	0	13	20	179	0	0	408	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	13	20	179	0	0	408	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	13	20	179	0	0	408	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	6	0	14	21	188	0	0	429	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	6	0	14	21	188	0	0	429	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	6	0	14	21	188	0	0	429	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.95	1.00	1.00	0.94	0.94
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	1805	0	1615	1805	3610	0	0	3417	168
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.05	0.00	0.00	0.13	0.13
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	24.0	0.0	24.0	84.0	84.0	0.0	0.0	76.9	76.9
Volume/Cap:	0.00	0.00	0.00	0.02	0.00	0.04	0.03	0.07	0.00	0.00	0.20	0.20
Delay/Veh:	0.0	0.0	0.0	38.6	0.0	38.8	5.7	5.7	0.0	0.0	8.9	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.6	0.0	38.8	5.7	5.7	0.0	0.0	8.9	8.9
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	10	0	22	13	58	0	0	173	173

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2020 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Serfas Club Drive at Green River Road

Cycle (sec):	110	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	16	Average Delay (sec/veh):	30.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Serfas Club Drive						Green River Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	1 0	1	2 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	9	20	9	63	23	213	270	1050	5	14	506	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	20	9	63	23	213	270	1050	5	14	506	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	20	9	63	23	213	270	1050	5	14	506	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	21	9	66	24	224	284	1105	5	15	533	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	21	9	66	24	224	284	1105	5	15	533	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	21	9	66	24	224	284	1105	5	15	533	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.95	1.00	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.24	0.52	0.24	1.00	1.00	1.00	2.00	1.99	0.01	1.00	1.61	0.39
Final Sat.:	430	956	430	1805	1900	1615	3502	3589	17	1805	2812	689
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.04	0.01	0.14	0.08	0.31	0.31	0.01	0.19	0.19
Crit Moves:		****				****		****		****		
Green Time:	28.0	28.0	28.0	9.5	9.5	24.8	15.3	50.5	50.5	6.0	41.2	41.2
Volume/Cap:	0.09	0.09	0.09	0.43	0.15	0.62	0.58	0.67	0.67	0.15	0.51	0.51
Delay/Veh:	31.3	31.3	31.3	49.6	47.0	41.5	46.1	24.3	24.3	50.3	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	31.3	49.6	47.0	41.5	46.1	24.3	24.3	50.3	26.9	26.9
LOS by Move:	C	C	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	53	53	53	132	44	362	265	694	694	31	429	429

PM Year 2020 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Paseo Grande at Green River Road/Foothill Parkway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.173
Loss Time (sec):	16	Average Delay (sec/veh):	27.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Paseo Grande						Green River Road/Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	1	2 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	2	2	2	33	2	105	47	286	2	2	308	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	2	2	33	2	105	47	286	2	2	308	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:	2	2	2	33	2	105	47	286	2	2	308	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:	2	2	2	35	2	111	49	301	2	2	324	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	2	35	2	111	49	301	2	2	324	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	2	35	2	111	49	301	2	2	324	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.85	0.85	0.92	0.95	0.95	0.95	0.95	0.85
Lanes:	0.34	0.33	0.33	1.00	0.04	1.96	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	595	595	595	1805	61	3181	3502	3581	25	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.03	0.03	0.01	0.08	0.08	0.00	0.09	0.02
Crit Moves:		****			****		****				****	
Green Time:	28.0	28.0	28.0	11.2	11.2	11.2	6.0	24.4	24.4	10.5	28.8	28.8
Volume/Cap:	0.01	0.01	0.01	0.16	0.28	0.28	0.21	0.31	0.31	0.01	0.28	0.08
Delay/Veh:	21.4	21.4	21.4	35.5	36.2	36.2	40.2	26.3	26.3	35.2	23.0	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	21.4	21.4	35.5	36.2	36.2	40.2	26.3	26.3	35.2	23.0	21.4
LOS by Move:	C	C	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	6	6	6	50	85	85	45	180	180	3	178	40

PM Year 2020 Without Project
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Linscott, Law and Greenspan, Engineers

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

Intersection #3 Paseo Grande at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	0	Average Delay (sec/veh):	10.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Paseo Grande						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	1	208	301	53	82	1	1	1	1	124	1	24
Growth Adj:	1.00	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	208	301	53	82	1	1	1	1	124	1	24
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	208	301	53	82	1	1	1	1	124	1	24
User Adj:	1.00	1.00	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	219	317	56	86	1	1	1	1	131	1	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	219	317	56	86	1	1	1	1	131	1	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	219	317	56	86	1	1	1	1	131	1	25
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:	0.01	0.99	1.00	0.39	0.60	0.01	0.34	0.33	0.33	1.00	1.00	1.00
Final Sat.:	3	685	795	245	379	5	182	182	182	526	565	635
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.40	0.23	0.23	0.23	0.01	0.01	0.01	0.25	0.00	0.04
Crit Moves:			****		****		****			****		
Delay/Veh:	10.2	10.2	10.0	10.2	10.2	10.2	9.1	9.1	9.1	11.1	8.7	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.2	10.0	10.2	10.2	10.2	9.1	9.1	9.1	11.1	8.7	8.2
LOS by Move:	B	B	A	B	B	B	A	A	A	B	A	A
ApproachDel:		10.1			10.2			9.1			10.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			10.2			9.1			10.7	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	11.2	11.2	15.6	6.9	6.9	6.9	0.1	0.1	0.1	7.2	0.0	0.9

PM Year 2020 Without Project
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Linscott, Law and Greenspan, Engineers

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

Intersection #4 Border Avenue at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.989
Loss Time (sec):	0	Average Delay (sec/veh):	36.0
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Border Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	11	45	17	37	77	20	18	587	20	32	201	27
Growth Adj:	1.00	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	45	17	37	77	20	18	587	20	32	201	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	45	17	37	77	20	18	587	20	32	201	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	47	18	39	81	21	19	618	21	34	212	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	47	18	39	81	21	19	618	21	34	212	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	47	18	39	81	21	19	618	21	34	212	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	1.00	0.79	0.21	0.03	0.97	1.00	0.14	0.86	1.00
Final Sat.:	451	359	136	465	403	105	19	625	722	80	504	666
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.08	0.20	0.20	0.99	0.99	0.03	0.42	0.42	0.04
Crit Moves:		****			****			****		****		
Delay/Veh:	10.6	10.7	10.7	10.9	11.3	11.3	55.6	55.6	7.7	12.9	12.9	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.7	10.7	10.9	11.3	11.3	55.6	55.6	7.7	12.9	12.9	8.2
LOS by Move:	B	B	B	B	B	B	F	F	A	B	B	A
ApproachDel:		10.7			11.2			54.1			12.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			11.2			54.1			12.5	
LOS by Appr:		B			B			F			B	
AllWayAvgQ:	0.6	3.5	3.5	2.2	5.9	5.9	212	212	0.7	17.0	17.0	1.1

PM Year 2020 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #5 Lincoln Avenue at Ontario Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	16	Average Delay (sec/veh):	38.1
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Lincoln Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	6	28	28	6	31	31	6	28	28	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	77	221	64	423	520	117	98	818	483	43	506	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	221	64	423	520	117	98	818	483	43	506	304
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	221	64	423	520	117	98	818	483	43	506	304
User Adj:	1.00	1.00	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:	81	233	67	445	547	123	103	861	508	45	533	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	233	67	445	547	123	103	861	508	45	533	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	233	67	445	547	123	103	861	508	45	533	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.63	0.37	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	2864	644	3502	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.04	0.25	0.19	0.19	0.03	0.24	0.31	0.03	0.15	0.20
Crit Moves:		****		****					****	****		
Green Time:	10.0	28.0	34.0	33.8	51.7	51.7	8.4	36.2	46.3	6.0	33.8	67.6
Volume/Cap:	0.54	0.28	0.15	0.88	0.44	0.44	0.42	0.79	0.82	0.50	0.52	0.35
Delay/Veh:	56.6	37.9	32.3	56.9	24.2	24.2	54.6	42.4	41.3	59.9	36.8	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	37.9	32.3	56.9	24.2	24.2	54.6	42.4	41.3	59.9	36.8	14.5
LOS by Move:	E	D	C	E	C	C	D	D	D	E	D	B
HCM2k95thQ:	181	185	94	800	422	422	120	735	803	119	417	305

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Linscott, Law and Greenspan, Engineers

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

Intersection #6 Border Avenue at Mesquite Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.063
Loss Time (sec):	0	Average Delay (sec/veh):	7.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Mesquite Lane					
Approach:	North Bound			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	1 0	1	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	40	0	28	47	0	0	0	0	4	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	40	0	28	47	0	0	0	0	4	0	14
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	40	0	28	47	0	0	0	0	4	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	42	0	29	49	0	0	0	0	4	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	42	0	29	49	0	0	0	0	4	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	42	0	29	49	0	0	0	0	4	0	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.22	xxxx	0.78
Final Sat.:	0	869	0	709	786	0	0	0	0	208	0	728
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.05	xxxx	0.04	0.06	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.02
Crit Moves:		****			****					****		
Delay/Veh:	0.0	7.3	0.0	8.0	7.6	0.0	0.0	0.0	0.0	6.8	6.8	6.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.3	0.0	8.0	7.6	0.0	0.0	0.0	0.0	6.8	6.8	6.8
LOS by Move:	*	A	*	A	A	*	*	*	*	A	A	A
ApproachDel:		7.3			7.7			xxxxxx			6.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.3			7.7			xxxxxx			6.8	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	1.3	1.3	1.3	1.1	1.7	0.0	0.0	0.0	0.0	0.5	0.5	0.5

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Linscott, Law and Greenspan, Engineers

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

Intersection #7 Border Avenue at Emerson Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.078
Loss Time (sec):	0	Average Delay (sec/veh):	7.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Emerson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	29	3	4	59	0	0	0	0	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	29	3	4	59	0	0	0	0	0	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	29	3	4	59	0	0	0	0	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	31	3	4	62	0	0	0	0	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	31	3	4	62	0	0	0	0	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	31	3	4	62	0	0	0	0	0	0	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.91	0.09	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	812	84	717	796	0	0	0	0	0	0	998
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.04	0.04	0.01	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Crit Moves:			****		****							****
Delay/Veh:	0.0	7.2	7.2	7.8	7.6	0.0	0.0	0.0	0.0	0.0	0.0	6.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.2	7.2	7.8	7.6	0.0	0.0	0.0	0.0	0.0	0.0	6.5
LOS by Move:	*	A	A	A	A	*	*	*	*	*	*	A
ApproachDel:		7.2			7.6			xxxxxx			6.5	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.2			7.6			xxxxxx			6.5	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	1.0	1.0	1.0	0.1	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Linscott, Law and Greenspan, Engineers

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

Intersection #8 Border Avenue at Peacock Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.045
Loss Time (sec):	0	Average Delay (sec/veh):	7.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Peacock Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	18	1	3	34	0	0	0	0	9	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	18	1	3	34	0	0	0	0	9	0	7
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	18	1	3	34	0	0	0	0	9	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	19	1	3	36	0	0	0	0	9	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	19	1	3	36	0	0	0	0	9	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	19	1	3	36	0	0	0	0	9	0	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.95	0.05	1.00	1.00	0.00	0.00	1.00	0.00	0.56	0.00	0.44
Final Sat.:	0	839	47	711	789	0	0	877	0	515	0	400
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.02	0.02	0.00	0.05	xxxx	xxxx	0.00	xxxx	0.02	xxxx	0.02
Crit Moves:			****		****			****				****
Delay/Veh:	0.0	7.1	7.1	7.8	7.5	0.0	0.0	0.0	0.0	7.0	0.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.1	7.1	7.8	7.5	0.0	0.0	0.0	0.0	7.0	0.0	7.0
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.1			7.5			xxxxxx			7.0	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.1			7.5			xxxxxx			7.0	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.6	0.6	0.6	0.1	1.2	1.2	0.0	0.0	0.0	0.5	0.5	0.5

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Linscott, Law and Greenspan, Engineers

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

Intersection #9 Lincoln Avenue at Foothill Parkway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.343
Loss Time (sec):	16	Average Delay (sec/veh):	28.5
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Lincoln Avenue						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	24	24	6	24	24	6	24	24	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	106	96	28	204	318	28	26	289	130	54	325	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	96	28	204	318	28	26	289	130	54	325	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:	106	96	28	204	318	28	26	289	130	54	325	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:	112	101	29	215	335	29	27	304	137	57	342	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	101	29	215	335	29	27	304	137	57	342	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	101	29	215	335	29	27	304	137	57	342	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.91	0.91	0.95	0.93	0.93
Lanes:	1.00	1.55	0.45	1.00	1.84	0.16	1.00	1.38	0.62	1.00	1.75	0.25
Final Sat.:	1805	2700	787	1805	3278	289	1805	2375	1069	1805	3102	439
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.04	0.12	0.10	0.10	0.02	0.13	0.13	0.03	0.11	0.11
Crit Moves:		****		****			****				****	
Green Time:	8.0	24.0	24.0	16.0	32.0	32.0	6.0	27.2	27.2	6.8	28.0	28.0
Volume/Cap:	0.70	0.14	0.14	0.67	0.29	0.29	0.23	0.42	0.42	0.42	0.35	0.35
Delay/Veh:	52.3	25.2	25.2	39.9	20.9	20.9	40.8	25.4	25.4	41.8	24.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	25.2	25.2	39.9	20.9	20.9	40.8	25.4	25.4	41.8	24.2	24.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	220	76	76	325	191	191	48	261	261	103	222	222

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

Intersection #10 Elysia Street at Foothill Parkway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.323
Loss Time (sec):	0	Average Delay (sec/veh):	10.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Elysia Street						Foothill Parkway					
Approach:	North Bound			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	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	8	5	17	67	14	29	7	277	5	54	304	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	5	17	67	14	29	7	277	5	54	304	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	5	17	67	14	29	7	277	5	54	304	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	5	18	71	15	31	7	292	5	57	320	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	5	18	71	15	31	7	292	5	57	320	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	5	18	71	15	31	7	292	5	57	320	84
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.17	0.57	1.00	0.33	0.67	1.00	1.96	0.04	1.00	1.58	0.42
Final Sat.:	144	90	307	495	186	385	536	1145	21	564	992	269
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.14	0.08	0.08	0.01	0.25	0.25	0.10	0.32	0.31
Crit Moves:		****		****				****			****	
Delay/Veh:	9.5	9.5	9.5	10.6	9.0	9.0	9.2	10.6	10.5	9.6	10.8	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:	9.5	9.5	9.5	10.6	9.0	9.0	9.2	10.6	10.5	9.6	10.8	10.4
LOS by Move:	A	A	A	B	A	A	A	B	B	A	B	B
ApproachDel:		9.5			10.0			10.5			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.5			10.0			10.5			10.6	
LOS by Appr:		A			A			B			B	
AllWayAvgQ:	1.3	1.3	1.3	3.6	1.8	1.8	0.3	7.8	7.8	2.6	11.4	10.5

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

Intersection #11 Trudy Way at Foothill Parkway

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[11.8]

Street Name:	Trudy Way						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	1	0	1 0 2	0	0
Volume Module:												
Base Vol:	36	0	31	0	0	0	0	255	29	40	316	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	0	31	0	0	0	0	255	29	40	316	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	0	31	0	0	0	0	255	29	40	316	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	38	0	33	0	0	0	0	268	31	42	333	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	38	0	33	0	0	0	0	268	31	42	333	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	534	701	149	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	299	xxxx	xxxxx
Potent Cap.:	481	366	877	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1274	xxxx	xxxxx
Move Cap.:	469	354	877	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1274	xxxx	xxxxx
Volume/Cap:	0.08	0.00	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	597	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		11.8			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the distance per lane in feet.

PM Year 2020 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #12 Chase Drive at Foothill Parkway [Future]

Cycle (sec):	120	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	16	Average Delay (sec/veh):	17.5
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Chase Drive						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	24	24	24	6	14	14	6	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	2	2	2	3	3	3	3	329	2	2	345	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	2	2	3	3	3	3	329	2	2	345	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	2	2	3	3	3	3	329	2	2	345	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	2	2	3	3	3	3	346	2	2	363	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	2	3	3	3	3	346	2	2	363	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	2	3	3	3	3	346	2	2	363	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.34	0.33	0.33	1.00	0.50	0.50	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	595	595	595	1805	879	879	1805	3585	22	1805	3575	31
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.10	0.00	0.10	0.10
Crit Moves:		****			****		****				****	
Green Time:	6.0	6.0	6.0	24.0	24.0	24.0	57.8	51.8	51.8	78.0	68.0	68.0
Volume/Cap:	0.07	0.07	0.07	0.01	0.02	0.02	0.01	0.22	0.22	0.00	0.18	0.18
Delay/Veh:	54.7	54.7	54.7	38.5	38.6	38.6	16.2	21.5	21.5	7.6	12.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	54.7	54.7	38.5	38.6	38.6	16.2	21.5	21.5	7.6	12.6	12.6
LOS by Move:	D	D	D	D	D	D	B	C	C	A	B	B
HCM2k95thQ:	14	14	14	5	10	10	3	201	201	1	166	166

PM Year 2020 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #13 Border Avenue at Foothill Parkway [Future]

Cycle (sec):	120	Critical Vol./Cap.(X):	0.435	
Loss Time (sec):	12	Average Delay (sec/veh):	9.4	
Optimal Cycle:	90	Level Of Service:	A	

Street Name:	Border Avenue						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	24	0	24	6	6	0	0	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	2	0	1	1
Volume Module:												
Base Vol:	0	0	0	18	0	33	12	307	0	0	338	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	18	0	33	12	307	0	0	338	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	18	0	33	12	307	0	0	338	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	19	0	35	13	323	0	0	356	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	0	35	13	323	0	0	356	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	19	0	35	13	323	0	0	356	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.95	1.00	1.00	0.94	0.94
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	1805	0	1615	1805	3610	0	0	3436	152
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.01	0.09	0.00	0.00	0.10	0.10
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	24.0	0.0	24.0	84.0	84.0	0.0	0.0	78.0	78.0
Volume/Cap:	0.00	0.00	0.00	0.05	0.00	0.11	0.02	0.13	0.00	0.00	0.16	0.16
Delay/Veh:	0.0	0.0	0.0	38.9	0.0	39.4	5.6	6.0	0.0	0.0	8.2	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.9	0.0	39.4	5.6	6.0	0.0	0.0	8.2	8.2
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	29	0	55	8	103	0	0	137	137

APPENDIX F-II

YEAR 2020 WITH PROJECT TRAFFIC CONDITIONS

AM Year 2020 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Serfas Club Drive at Green River Road

Cycle (sec):	120	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	16	Average Delay (sec/veh):	27.5
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Serfas Club Drive						Green River Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	1 0	1	2 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	3	39	29	9	17	54	167	597	0	2	906	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	39	29	9	17	54	167	597	0	2	906	212
Added Vol:	0	0	0	0	0	0	0	19	0	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	39	29	9	17	54	167	616	0	2	963	212
User Adj:	1.00	1.00	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:	3	41	31	9	18	57	176	648	0	2	1014	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	41	31	9	18	57	176	648	0	2	1014	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	41	31	9	18	57	176	648	0	2	1014	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	1.00	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.04	0.55	0.41	1.00	1.00	1.00	2.00	2.00	0.00	1.00	1.64	0.36
Final Sat.:	76	984	732	1805	1900	1615	3502	3610	0	1805	2879	634
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.01	0.01	0.04	0.05	0.18	0.00	0.00	0.35	0.35
Crit Moves:	****				****		****				****	
Green Time:	28.0	28.0	28.0	6.0	6.0	14.7	8.7	54.8	0.0	15.2	61.3	61.3
Volume/Cap:	0.18	0.18	0.18	0.10	0.19	0.29	0.69	0.39	0.00	0.01	0.69	0.69
Delay/Veh:	37.0	37.0	37.0	54.9	55.6	48.7	62.1	21.8	0.0	45.8	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	37.0	37.0	54.9	55.6	48.7	62.1	21.8	0.0	45.8	23.3	23.3
LOS by Move:	D	D	D	D	E	D	E	C	A	D	C	C
HCM2k95thQ:	112	112	112	22	41	108	227	385	0	4	793	793

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AM Year 2020 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Paseo Grande at Green River Road/Foothill Parkway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.220
Loss Time (sec):	16	Average Delay (sec/veh):	26.4
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Paseo Grande						Green River Road/Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	1	2 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	2	2	2	22	2	123	30	185	2	2	381	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	2	2	22	2	123	30	185	2	2	381	22
Added Vol:	0	0	0	3	0	0	0	19	0	0	57	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	2	2	25	2	123	30	204	2	2	438	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	2	2	2	26	2	129	32	215	2	2	461	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	2	26	2	129	32	215	2	2	461	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	2	26	2	129	32	215	2	2	461	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.85	0.85	0.92	0.95	0.95	0.95	0.95	0.85
Lanes:	0.34	0.33	0.33	1.00	0.03	1.97	2.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	595	595	595	1805	52	3186	3502	3571	35	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.04	0.04	0.01	0.06	0.06	0.00	0.13	0.02
Crit Moves:		****			****		****				****	
Green Time:	28.0	28.0	28.0	9.7	9.7	9.7	6.0	25.4	25.4	10.9	30.3	30.3
Volume/Cap:	0.01	0.01	0.01	0.14	0.38	0.38	0.14	0.21	0.21	0.01	0.38	0.06
Delay/Veh:	21.4	21.4	21.4	36.7	38.1	38.1	39.8	24.7	24.7	34.8	22.9	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	21.4	21.4	36.7	38.1	38.1	39.8	24.7	24.7	34.8	22.9	20.2
LOS by Move:	C	C	C	D	D	D	D	C	C	C	C	C
HCM2k95thQ:	6	6	6	39	108	108	28	124	124	3	254	31

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AM Year 2020 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Paseo Grande at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	0	Average Delay (sec/veh):	10.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Paseo Grande						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	1	28	62	12	84	1	2	1	1	270	1	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	28	62	12	84	1	2	1	1	270	1	102
Added Vol:	0	8	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	36	62	12	87	1	2	1	1	270	1	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	38	65	13	92	1	2	1	1	284	1	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	38	65	13	92	1	2	1	1	284	1	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	38	65	13	92	1	2	1	1	284	1	107
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:	0.03	0.97	1.00	0.12	0.87	0.01	0.50	0.25	0.25	1.00	1.00	1.00
Final Sat.:	16	590	688	74	533	6	315	157	157	636	696	806
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.09	0.17	0.17	0.17	0.01	0.01	0.01	0.45	0.00	0.13
Crit Moves:			****		****			****		****		
Delay/Veh:	8.7	8.7	8.1	9.7	9.7	9.7	8.5	8.5	8.5	12.5	7.8	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:	8.7	8.7	8.1	9.7	9.7	9.7	8.5	8.5	8.5	12.5	7.8	7.7
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	A
ApproachDel:		8.3			9.7			8.5			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			9.7			8.5			11.2	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	1.5	1.5	2.3	4.7	4.7	4.7	0.2	0.2	0.2	18.9	0.0	3.6

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Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #4 Border Avenue at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	0	Average Delay (sec/veh):	18.2
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Border Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	34	139	45	21	170	14	15	142	20	27	391	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	139	45	21	170	14	15	142	20	27	391	21
Added Vol:	0	8	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	147	45	21	173	14	15	142	20	27	391	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	36	155	47	22	182	15	16	149	21	28	412	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	155	47	22	182	15	16	149	21	28	412	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	155	47	22	182	15	16	149	21	28	412	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.77	0.23	1.00	0.93	0.07	0.10	0.90	1.00	0.06	0.94	1.00
Final Sat.:	459	386	118	455	456	37	48	454	556	36	526	626
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.40	0.05	0.40	0.40	0.33	0.33	0.04	0.78	0.78	0.04
Crit Moves:		****				****		****			****	
Delay/Veh:	10.6	13.3	13.3	10.4	13.5	13.5	12.4	12.4	8.9	26.7	26.7	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:	10.6	13.3	13.3	10.4	13.5	13.5	12.4	12.4	8.9	26.7	26.7	8.4
LOS by Move:	B	B	B	B	B	B	B	B	A	D	D	A
ApproachDel:		12.9			13.2			12.0			25.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.9			13.2			12.0			25.9	
LOS by Appr:		B			B			B			D	
AllWayAvgQ:	1.8	13.8	13.8	1.1	13.7	13.7	10.4	10.4	0.8	69.3	69.3	0.8

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AM Year 2020 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #5 Lincoln Avenue at Ontario Avenue

Cycle (sec):	110	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	16	Average Delay (sec/veh):	39.3
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Lincoln Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	6	28	28	6	31	31	6	28	28	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	326	566	67	220	140	166	285	562	99	33	668	432
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	566	67	220	140	166	285	562	99	33	668	432
Added Vol:	0	33	8	0	11	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	599	75	220	151	166	285	562	99	36	668	432
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	343	631	79	232	159	175	300	592	104	38	703	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	631	79	232	159	175	300	592	104	38	703	455
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	343	631	79	232	159	175	300	592	104	38	703	455
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.87	0.87	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1662	1662	3502	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.17	0.05	0.13	0.10	0.11	0.09	0.16	0.06	0.02	0.19	0.28
Crit Moves:	****					****	****				****	
Green Time:	25.5	37.5	44.2	18.9	31.0	31.0	11.5	30.9	56.4	6.6	26.1	45.0
Volume/Cap:	0.82	0.51	0.12	0.75	0.34	0.37	0.82	0.58	0.13	0.35	0.82	0.69
Delay/Veh:	52.4	29.3	20.8	52.8	31.6	32.0	62.1	34.9	14.0	51.6	46.2	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	29.3	20.8	52.8	31.6	32.0	62.1	34.9	14.0	51.6	46.2	29.8
LOS by Move:	D	C	C	D	C	C	E	C	B	D	D	C
HCM2k95thQ:	595	424	85	423	224	249	351	441	92	83	627	601

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Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #6 Border Avenue at Mesquite Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.187
Loss Time (sec):	0	Average Delay (sec/veh):	7.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Mesquite Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 1	0		1 0 1	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	140	5	25	18	0	0	0	0	5	0	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	140	5	25	18	0	0	0	0	5	0	42
Added Vol:	0	8	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	148	5	25	21	0	0	0	0	5	0	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	156	5	26	22	0	0	0	0	5	0	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	156	5	26	22	0	0	0	0	5	0	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
FinalVolume:	0	156	5	26	22	0	0	0	0	5	0	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:	0.00	0.97	0.03	1.00	1.00	0.00	0.00	0.00	0.00	0.11	0.00	0.89
Final Sat.:	0	835	28	685	757	0	0	0	0	95	0	802
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.19	0.19	0.04	0.03	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.06
Crit Moves:		****		****						****		
Delay/Veh:	0.0	8.1	8.1	8.1	7.5	0.0	0.0	0.0	0.0	7.0	0.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	8.1	8.1	7.5	0.0	0.0	0.0	0.0	7.0	0.0	7.0
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		8.1			7.8			xxxxxx			7.0	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		8.1			7.8			xxxxxx			7.0	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	5.6	5.6	5.6	1.0	0.7	0.0	0.0	0.0	0.0	1.3	1.3	1.3

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Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #7 Border Avenue at Emerson Drive

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.064	
Loss Time (sec):	0	Average Delay (sec/veh):	7.3	
Optimal Cycle:	0	Level Of Service:	A	

****

Street Name:	Border Avenue						Emerson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	45	1	0	20	0	0	0	0	1	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	45	1	0	20	0	0	0	0	1	0	2
Added Vol:	0	8	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	53	1	0	23	0	0	0	0	1	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	56	1	0	24	0	0	0	0	1	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	56	1	0	24	0	0	0	0	1	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	56	1	0	24	0	0	0	0	1	0	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.98	0.02	1.00	1.00	0.00	0.00	0.00	0.00	0.33	0.00	0.67
Final Sat.:	0	878	17	713	792	0	0	0	0	315	0	630
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.06	0.06	0.00	0.03	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.00
Crit Moves:		****			****					****		
Delay/Veh:	0.0	7.3	7.3	0.0	7.4	0.0	0.0	0.0	0.0	6.7	0.0	6.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.3	7.3	0.0	7.4	0.0	0.0	0.0	0.0	6.7	0.0	6.7
LOS by Move:	*	A	A	*	A	*	*	*	*	A	*	A
ApproachDel:		7.3			7.4			xxxxxx			6.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.3			7.4			xxxxxx			6.7	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	1.7	1.7	1.7	0.0	0.8	0.0	0.0	0.0	0.0	0.1	0.1	0.1

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

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Intersection #8 Border Avenue at Peacock Lane

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.045	
Loss Time (sec):	0	Average Delay (sec/veh):	7.2	
Optimal Cycle:	0	Level Of Service:	A	

****

Street Name:	Border Avenue						Peacock Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	27	4	3	12	0	0	0	0	1	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	27	4	3	12	0	0	0	0	1	0	4
Added Vol:	0	8	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	35	4	3	15	0	0	0	0	1	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	37	4	3	16	0	0	0	0	1	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	37	4	3	16	0	0	0	0	1	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	37	4	3	16	0	0	0	0	1	0	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.90	0.10	1.00	1.00	0.00	0.00	1.00	0.00	0.20	0.00	0.80
Final Sat.:	0	813	93	714	793	0	0	881	0	198	0	790
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.05	0.05	0.00	0.02	xxxx	xxxx	0.00	xxxx	0.01	xxxx	0.01
Crit Moves:		****			****			****		****		
Delay/Veh:	0.0	7.2	7.2	7.8	7.3	0.0	0.0	0.0	0.0	6.6	0.0	6.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.2	7.2	7.8	7.3	0.0	0.0	0.0	0.0	6.6	0.0	6.6
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.2			7.4			xxxxxx			6.6	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.2			7.4			xxxxxx			6.6	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	1.2	1.2	1.2	0.1	0.5	0.5	0.0	0.0	0.0	0.1	0.1	0.1

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

Intersection #9 Lincoln Avenue at Foothill Parkway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.409
Loss Time (sec):	16	Average Delay (sec/veh):	27.7
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Lincoln Avenue						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	24	24	6	24	24	6	24	24	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	162	343	83	64	125	26	52	264	72	49	348	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	343	83	64	125	26	52	264	72	49	348	95
Added Vol:	0	0	0	0	0	13	41	49	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	343	83	64	125	39	93	313	72	49	364	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	171	361	87	67	132	41	98	329	76	52	383	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	361	87	67	132	41	98	329	76	52	383	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	361	87	67	132	41	98	329	76	52	383	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.92	0.92	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	1.61	0.39	1.00	1.52	0.48	1.00	1.63	0.37	1.00	1.59	0.41
Final Sat.:	1805	2822	683	1805	2652	828	1805	2853	656	1805	2774	724
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.13	0.04	0.05	0.05	0.05	0.12	0.12	0.03	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	14.0	30.4	30.4	7.6	24.0	24.0	8.0	28.8	28.8	7.2	28.0	28.0
Volume/Cap:	0.61	0.38	0.38	0.44	0.19	0.19	0.61	0.36	0.36	0.36	0.44	0.44
Delay/Veh:	39.3	22.8	22.8	41.2	25.6	25.6	46.1	23.7	23.7	40.7	25.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	22.8	22.8	41.2	25.6	25.6	46.1	23.7	23.7	40.7	25.1	25.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	262	248	248	119	101	101	183	229	229	90	283	283

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

****

Intersection #10 Elysia Street at Foothill Parkway

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.449	
Loss Time (sec):	0	Average Delay (sec/veh):	11.6	
Optimal Cycle:	0	Level Of Service:	B	

****

Street Name:	Elysia Street						Foothill Parkway					
Approach:	North Bound			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	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	16	15	40	64	4	24	15	155	2	28	383	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	15	40	64	4	24	15	155	2	28	383	118
Added Vol:	0	0	0	0	0	0	0	90	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	15	40	64	4	24	15	245	2	28	413	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	17	16	42	67	4	25	16	258	2	29	435	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	16	42	67	4	25	16	258	2	29	435	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	16	42	67	4	25	16	258	2	29	435	124
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.21	0.56	1.00	0.14	0.86	1.00	1.98	0.02	1.00	1.56	0.44
Final Sat.:	120	113	301	472	79	472	506	1087	9	559	968	286
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.14	0.05	0.05	0.03	0.24	0.24	0.05	0.45	0.43
Crit Moves:		****		****				****			****	
Delay/Veh:	10.2	10.2	10.2	10.9	9.0	9.0	9.7	10.8	10.8	9.3	12.7	12.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.2	10.2	10.9	9.0	9.0	9.7	10.8	10.8	9.3	12.7	12.1
LOS by Move:	B	B	B	B	A	A	A	B	B	A	B	B
ApproachDel:		10.2			10.4			10.8			12.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.2			10.4			10.8			12.4	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	3.5	3.5	3.5	3.6	1.2	1.2	0.7	7.0	7.0	1.3	19.5	17.7

****

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

****

Intersection #11 Trudy Way at Foothill Parkway

****

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[11.1]

****

Street Name:	Trudy Way						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Volume Module:												
Base Vol:	26	0	35	0	0	0	0	124	21	38	404	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	35	0	0	0	0	124	21	38	404	0
Added Vol:	13	0	45	0	0	0	0	45	4	15	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	0	80	0	0	0	0	169	25	53	419	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	41	0	84	0	0	0	0	178	26	56	441	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	41	0	84	0	0	0	0	178	26	56	441	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	523	744	102	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	204	xxxx	xxxxx
Potent Cap.:	488	345	940	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1379	xxxx	xxxxx
Move Cap.:	473	331	940	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1379	xxxx	xxxxx
Volume/Cap:	0.09	0.00	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	710	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		11.1			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

****

Note: Queue reported is the distance per lane in feet.

****

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

****

Intersection #12 Chase Drive at Foothill Parkway [Future]

****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.587	
Loss Time (sec):	16	Average Delay (sec/veh):	16.3	
Optimal Cycle:	90	Level Of Service:	B	

****

Street Name:	Chase Drive						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	24	24	24	6	14	14	6	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	2	2	2	3	3	3	3	184	2	2	422	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	2	2	3	3	3	3	184	2	2	422	6
Added Vol:	0	0	0	0	0	0	0	49	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	2	2	3	3	3	3	233	2	2	450	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	2	2	3	3	3	3	245	2	2	474	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	2	3	3	3	3	245	2	2	474	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	2	3	3	3	3	245	2	2	474	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.34	0.33	0.33	1.00	0.50	0.50	1.00	1.98	0.02	1.00	1.97	0.03
Final Sat.:	595	595	595	1805	879	879	1805	3576	31	1805	3555	47
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.07	0.00	0.13	0.13
Crit Moves:		****			****		****				****	
Green Time:	6.0	6.0	6.0	24.0	24.0	24.0	57.8	51.8	51.8	78.0	68.0	68.0
Volume/Cap:	0.07	0.07	0.07	0.01	0.02	0.02	0.01	0.16	0.16	0.00	0.24	0.24
Delay/Veh:	54.7	54.7	54.7	38.5	38.6	38.6	16.2	20.9	20.9	7.5	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	54.7	54.7	38.5	38.6	38.6	16.2	20.9	20.9	7.5	13.1	13.1
LOS by Move:	D	D	D	D	D	D	B	C	C	A	B	B
HCM2k95thQ:	14	14	14	5	10	10	3	140	140	1	222	222

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

Intersection #13 Border Avenue at Foothill Parkway [Future]

Cycle (sec):	90	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	16	Average Delay (sec/veh):	23.6
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Border Avenue						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	24	24	24	6	14	14	6	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0		1 0	0 1	0		1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	6	0	13	20	179	0	0	408	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	13	20	179	0	0	408	20
Added Vol:	44	6	31	0	2	0	1	17	15	10	16	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	6	31	6	2	13	21	196	15	10	424	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	46	6	33	6	2	14	22	206	16	11	446	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	6	33	6	2	14	22	206	16	11	446	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	6	33	6	2	14	22	206	16	11	446	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.87	0.87	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	0.55	0.07	0.38	1.00	0.13	0.87	1.00	1.86	0.14	1.00	1.91	0.09
Final Sat.:	953	130	671	1805	220	1433	1805	3316	254	1805	3416	169
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.00	0.01	0.01	0.01	0.06	0.06	0.01	0.13	0.13
Crit Moves:		****			****		****				****	
Green Time:	11.9	11.9	11.9	24.0	24.0	24.0	32.7	26.7	26.7	42.1	32.1	32.1
Volume/Cap:	0.37	0.37	0.37	0.01	0.04	0.04	0.06	0.21	0.21	0.02	0.37	0.37
Delay/Veh:	36.6	36.6	36.6	24.3	24.5	24.5	18.6	23.9	23.9	13.0	21.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	36.6	36.6	24.3	24.5	24.5	18.6	23.9	23.9	13.0	21.6	21.6
LOS by Move:	D	D	D	C	C	C	B	C	C	B	C	C
HCM2k95thQ:	127	127	127	7	17	17	22	124	124	8	238	238

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

Intersection #14 P Street at Foothill Parkway [Future]

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.7]

Street Name:	P Street						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	0 1		0 0 0	0 0		0 0 1	1 0		1 0 2	0 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	214	0	0	422	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	214	0	0	422	0
Added Vol:	10	0	15	0	0	0	0	18	3	5	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	15	0	0	0	0	232	3	5	478	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	0	16	0	0	0	0	244	3	5	503	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	0	16	0	0	0	0	244	3	5	503	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	508	xxxx	124	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	247	xxxx	xxxxx
Potent Cap.:	499	xxxx	910	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1330	xxxx	xxxxx
Move Cap.:	498	xxxx	910	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1330	xxxx	xxxxx
Total Cap:	644	479	xxxxx	478	478	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.2	xxxx	1.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	10.7	xxxx	9.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	B	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the distance per lane in feet.

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PM Year 2020 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Serfas Club Drive at Green River Road

Cycle (sec):	115	Critical Vol./Cap.(X):	0.481
Loss Time (sec):	16	Average Delay (sec/veh):	30.5
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Serfas Club Drive						Green River Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	1 0	1	2 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	9	20	9	63	23	213	270	1050	5	14	506	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	20	9	63	23	213	270	1050	5	14	506	124
Added Vol:	0	0	0	0	0	0	0	64	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	20	9	63	23	213	270	1114	5	14	544	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	21	9	66	24	224	284	1173	5	15	573	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	21	9	66	24	224	284	1173	5	15	573	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	21	9	66	24	224	284	1173	5	15	573	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.95	1.00	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.24	0.52	0.24	1.00	1.00	1.00	2.00	1.99	0.01	1.00	1.63	0.37
Final Sat.:	430	956	430	1805	1900	1615	3502	3590	16	1805	2858	651
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.04	0.01	0.14	0.08	0.33	0.33	0.01	0.20	0.20
Crit Moves:		****				****		****		****		
Green Time:	28.0	28.0	28.0	9.8	9.8	26.9	17.1	55.2	55.2	6.0	44.1	44.1
Volume/Cap:	0.09	0.09	0.09	0.43	0.15	0.59	0.54	0.68	0.68	0.16	0.52	0.52
Delay/Veh:	33.7	33.7	33.7	52.0	49.2	41.7	46.5	24.2	24.2	52.9	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	33.7	33.7	52.0	49.2	41.7	46.5	24.2	24.2	52.9	27.7	27.7
LOS by Move:	C	C	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	56	56	56	138	46	366	265	748	748	33	469	469

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PM Year 2020 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Paseo Grande at Green River Road/Foothill Parkway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.186
Loss Time (sec):	16	Average Delay (sec/veh):	27.1
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Paseo Grande						Green River Road/Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	1	2 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	2	2	2	33	2	105	47	286	2	2	308	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	2	2	33	2	105	47	286	2	2	308	38
Added Vol:	0	0	0	9	0	0	0	64	0	0	38	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	2	2	42	2	105	47	350	2	2	346	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	2	2	44	2	111	49	368	2	2	364	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	2	44	2	111	49	368	2	2	364	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	2	44	2	111	49	368	2	2	364	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.85	0.85	0.92	0.95	0.95	0.95	0.95	0.85
Lanes:	0.34	0.33	0.33	1.00	0.04	1.96	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	595	595	595	1805	61	3181	3502	3586	20	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.03	0.03	0.01	0.10	0.10	0.00	0.10	0.03
Crit Moves:		****			****		****				****	
Green Time:	28.0	28.0	28.0	10.2	10.2	10.2	6.0	25.0	25.0	10.7	29.8	29.8
Volume/Cap:	0.01	0.01	0.01	0.22	0.31	0.31	0.21	0.37	0.37	0.01	0.31	0.08
Delay/Veh:	21.4	21.4	21.4	36.8	37.1	37.1	40.2	26.4	26.4	35.0	22.6	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	21.4	21.4	36.8	37.1	37.1	40.2	26.4	26.4	35.0	22.6	20.8
LOS by Move:	C	C	C	D	D	D	D	C	C	C	C	C
HCM2k95thQ:	6	6	6	66	88	88	45	221	221	3	198	45

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Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Paseo Grande at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.399
Loss Time (sec):	0	Average Delay (sec/veh):	10.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Paseo Grande						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	1	208	301	53	82	1	1	1	1	124	1	24
Growth Adj:	1.00	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	208	301	53	82	1	1	1	1	124	1	24
Added Vol:	0	5	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	213	301	53	91	1	1	1	1	124	1	24
User Adj:	1.00	1.00	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	224	317	56	96	1	1	1	1	131	1	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	224	317	56	96	1	1	1	1	131	1	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	224	317	56	96	1	1	1	1	131	1	25
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:	0.01	0.99	1.00	0.36	0.63	0.01	0.34	0.33	0.33	1.00	1.00	1.00
Final Sat.:	3	683	793	230	394	4	181	181	181	524	562	631
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.40	0.24	0.24	0.24	0.01	0.01	0.01	0.25	0.00	0.04
Crit Moves:			****		****		****			****		
Delay/Veh:	10.3	10.3	10.0	10.3	10.3	10.3	9.1	9.1	9.1	11.2	8.7	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.0	10.3	10.3	10.3	9.1	9.1	9.1	11.2	8.7	8.2
LOS by Move:	B	B	B	B	B	B	A	A	A	B	A	A
ApproachDel:		10.1			10.3			9.1			10.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			10.3			9.1			10.7	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	11.6	11.6	15.7	7.5	7.5	7.5	0.1	0.1	0.1	7.3	0.0	0.9

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Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #4 Border Avenue at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	1.000
Loss Time (sec):	0	Average Delay (sec/veh):	37.5
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Border Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	11	45	17	37	77	20	18	587	20	32	201	27
Growth Adj:	1.00	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	45	17	37	77	20	18	587	20	32	201	27
Added Vol:	0	5	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	50	17	37	86	20	18	587	20	32	201	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	53	18	39	91	21	19	618	21	34	212	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	53	18	39	91	21	19	618	21	34	212	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	53	18	39	91	21	19	618	21	34	212	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.75	0.25	1.00	0.81	0.19	0.03	0.97	1.00	0.14	0.86	1.00
Final Sat.:	450	367	125	464	409	95	19	618	714	79	498	657
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.08	0.22	0.22	1.00	1.00	0.03	0.42	0.42	0.04
Crit Moves:		****				****		****		****		
Delay/Veh:	10.6	10.9	10.9	10.9	11.5	11.5	58.7	58.7	7.8	13.2	13.2	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.9	10.9	10.9	11.5	11.5	58.7	58.7	7.8	13.2	13.2	8.3
LOS by Move:	B	B	B	B	B	B	F	F	A	B	B	A
ApproachDel:		10.9			11.4			57.1			12.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.9			11.4			57.1			12.7	
LOS by Appr:		B			B			F			B	
AllWayAvgQ:	0.6	3.9	3.9	2.2	6.6	6.6	223	223	0.7	17.4	17.4	1.1

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Linscott, Law and Greenspan, Engineers

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

Intersection #5 Lincoln Avenue at Ontario Avenue

Cycle (sec):	115	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	16	Average Delay (sec/veh):	38.1
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Lincoln Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Ovl			Ovl	
Min. Green:	6	28	28	6	31	31	6	28	28	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	77	221	64	423	520	117	98	818	483	43	506	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	221	64	423	520	117	98	818	483	43	506	304
Added Vol:	0	22	5	0	37	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	243	69	423	557	117	98	818	483	52	506	304
User Adj:	1.00	1.00	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:	81	256	73	445	586	123	103	861	508	55	533	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	256	73	445	586	123	103	861	508	55	533	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	256	73	445	586	123	103	861	508	55	533	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.65	0.35	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	2906	610	3502	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.04	0.25	0.20	0.20	0.03	0.24	0.31	0.03	0.15	0.20
Crit Moves:		****		****					****	****		
Green Time:	9.6	28.0	34.0	31.5	49.8	49.8	7.9	33.5	43.2	6.0	31.6	63.1
Volume/Cap:	0.54	0.29	0.15	0.90	0.47	0.47	0.43	0.82	0.84	0.58	0.54	0.36
Delay/Veh:	54.3	35.6	30.0	59.7	23.4	23.4	52.6	43.1	42.8	62.1	36.0	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	35.6	30.0	59.7	23.4	23.4	52.6	43.1	42.8	62.1	36.0	14.9
LOS by Move:	D	D	C	E	C	C	D	D	D	E	D	B
HCM2k95thQ:	175	194	96	801	433	433	118	736	802	143	408	303

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

Intersection #6 Border Avenue at Mesquite Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.075
Loss Time (sec):	0	Average Delay (sec/veh):	7.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Mesquite Lane					
Approach:	North Bound			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	1 0	1	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	40	0	28	47	0	0	0	0	4	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	40	0	28	47	0	0	0	0	4	0	14
Added Vol:	0	5	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	45	0	28	56	0	0	0	0	4	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	47	0	29	59	0	0	0	0	4	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	47	0	29	59	0	0	0	0	4	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	47	0	29	59	0	0	0	0	4	0	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.22	xxxx	0.78
Final Sat.:	0	867	0	708	786	0	0	0	0	205	0	719
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.05	xxxx	0.04	0.08	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.02
Crit Moves:		****			****					****		
Delay/Veh:	0.0	7.4	0.0	8.0	7.6	0.0	0.0	0.0	0.0	6.9	6.9	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.4	0.0	8.0	7.6	0.0	0.0	0.0	0.0	6.9	6.9	6.9
LOS by Move:	*	A	*	A	A	*	*	*	*	A	A	A
ApproachDel:		7.4			7.7			xxxxxx			6.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.4			7.7			xxxxxx			6.9	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	1.4	1.4	1.4	1.1	2.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5

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Linscott, Law and Greenspan, Engineers

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

Intersection #7 Border Avenue at Emerson Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.090
Loss Time (sec):	0	Average Delay (sec/veh):	7.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Emerson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	29	3	4	59	0	0	0	0	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	29	3	4	59	0	0	0	0	0	0	1
Added Vol:	0	5	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	34	3	4	68	0	0	0	0	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	36	3	4	72	0	0	0	0	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	36	3	4	72	0	0	0	0	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	36	3	4	72	0	0	0	0	0	0	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.92	0.08	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	820	72	717	794	0	0	0	0	0	0	985
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.04	0.04	0.01	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Crit Moves:			****		****							****
Delay/Veh:	0.0	7.2	7.2	7.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.2	7.2	7.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6.6
LOS by Move:	*	A	A	A	A	*	*	*	*	*	*	A
ApproachDel:		7.2			7.7			xxxxxx			6.6	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.2			7.7			xxxxxx			6.6	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	1.1	1.1	1.1	0.1	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Linscott, Law and Greenspan, Engineers

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

Intersection #8 Border Avenue at Peacock Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.057
Loss Time (sec):	0	Average Delay (sec/veh):	7.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Peacock Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	18	1	3	34	0	0	0	0	9	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	18	1	3	34	0	0	0	0	9	0	7
Added Vol:	0	5	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	23	1	3	43	0	0	0	0	9	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	24	1	3	45	0	0	0	0	9	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	24	1	3	45	0	0	0	0	9	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	24	1	3	45	0	0	0	0	9	0	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.96	0.04	1.00	1.00	0.00	0.00	1.00	0.00	0.56	0.00	0.44
Final Sat.:	0	845	37	710	789	0	0	867	0	508	0	395
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.03	0.03	0.00	0.06	xxxx	xxxx	0.00	xxxx	0.02	xxxx	0.02
Crit Moves:		****			****			****				****
Delay/Veh:	0.0	7.2	7.2	7.8	7.5	0.0	0.0	0.0	0.0	7.0	0.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.2	7.2	7.8	7.5	0.0	0.0	0.0	0.0	7.0	0.0	7.0
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.2			7.5			xxxxxx			7.0	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.2			7.5			xxxxxx			7.0	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.7	0.7	0.7	0.1	1.5	1.5	0.0	0.0	0.0	0.5	0.5	0.5

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Linscott, Law and Greenspan, Engineers

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

Intersection #9 Lincoln Avenue at Foothill Parkway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.381
Loss Time (sec):	16	Average Delay (sec/veh):	28.6
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Lincoln Avenue						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	24	24	6	24	24	6	24	24	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	106	96	28	204	318	28	26	289	130	54	325	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	96	28	204	318	28	26	289	130	54	325	46
Added Vol:	0	0	0	0	0	46	27	32	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	96	28	204	318	74	53	321	130	54	380	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:	112	101	29	215	335	78	56	338	137	57	400	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	101	29	215	335	78	56	338	137	57	400	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	101	29	215	335	78	56	338	137	57	400	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.92	0.92	0.95	0.91	0.91	0.95	0.93	0.93
Lanes:	1.00	1.55	0.45	1.00	1.62	0.38	1.00	1.42	0.58	1.00	1.78	0.22
Final Sat.:	1805	2700	787	1805	2847	662	1805	2459	996	1805	3169	384
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.04	0.12	0.12	0.12	0.03	0.14	0.14	0.03	0.13	0.13
Crit Moves:		****		****			****				****	
Green Time:	8.0	24.0	24.0	16.0	32.0	32.0	6.0	27.2	27.2	6.8	28.0	28.0
Volume/Cap:	0.70	0.14	0.14	0.67	0.33	0.33	0.46	0.45	0.45	0.42	0.41	0.41
Delay/Veh:	52.3	25.2	25.2	39.9	21.3	21.3	43.3	25.7	25.7	41.8	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	25.2	25.2	39.9	21.3	21.3	43.3	25.7	25.7	41.8	24.7	24.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2k95thQ:	220	76	76	325	219	219	108	284	284	103	259	259

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

Intersection #10 Elysia Street at Foothill Parkway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	0	Average Delay (sec/veh):	11.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Elysia Street						Foothill Parkway					
Approach:	North Bound			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	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	8	5	17	67	14	29	7	277	5	54	304	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	5	17	67	14	29	7	277	5	54	304	80
Added Vol:	0	0	0	0	0	0	0	59	0	0	101	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	5	17	67	14	29	7	336	5	54	405	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	5	18	71	15	31	7	354	5	57	426	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	5	18	71	15	31	7	354	5	57	426	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	5	18	71	15	31	7	354	5	57	426	84
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.17	0.57	1.00	0.33	0.67	1.00	1.97	0.03	1.00	1.67	0.33
Final Sat.:	137	86	291	470	175	363	516	1105	16	548	1014	205
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.15	0.08	0.08	0.01	0.32	0.32	0.10	0.42	0.41
Crit Moves:		****		****				****			****	
Delay/Veh:	9.9	9.9	9.9	11.1	9.4	9.4	9.5	11.7	11.6	9.8	12.5	12.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.9	11.1	9.4	9.4	9.5	11.7	11.6	9.8	12.5	12.1
LOS by Move:	A	A	A	B	A	A	A	B	B	A	B	B
ApproachDel:		9.9			10.4			11.6			12.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			10.4			11.6			12.2	
LOS by Appr:		A			B			B			B	
AllWayAvgQ:	1.4	1.4	1.4	3.8	2.0	2.0	0.3	10.7	10.7	2.7	17.2	16.1

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

Intersection #11 Trudy Way at Foothill Parkway

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[13.6]

Street Name:	Trudy Way						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	1	0	1 0 2	0	0
Volume Module:												
Base Vol:	36	0	31	0	0	0	0	255	29	40	316	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	0	31	0	0	0	0	255	29	40	316	0
Added Vol:	9	0	30	0	0	0	0	30	14	50	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	61	0	0	0	0	285	43	90	366	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	47	0	64	0	0	0	0	300	45	95	385	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	47	0	64	0	0	0	0	300	45	95	385	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	705	897	173	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	345	xxxx	xxxxx
Potent Cap.:	375	281	847	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1225	xxxx	xxxxx
Move Cap.:	353	260	847	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1225	xxxx	xxxxx
Volume/Cap:	0.13	0.00	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	6.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	532	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		13.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the distance per lane in feet.

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PM Year 2020 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

****

Intersection #12 Chase Drive at Foothill Parkway [Future]

****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.587	
Loss Time (sec):	16	Average Delay (sec/veh):	17.7	
Optimal Cycle:	90	Level Of Service:	B	

****

Street Name:	Chase Drive						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	24	24	24	6	14	14	6	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	2	2	3	3	3	3	329	2	2	345	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	2	2	3	3	3	3	329	2	2	345	3
Added Vol:	0	0	0	0	0	0	0	44	0	0	59	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	2	2	3	3	3	3	373	2	2	404	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	2	2	3	3	3	3	393	2	2	425	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	2	3	3	3	3	393	2	2	425	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	2	3	3	3	3	393	2	2	425	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.34	0.33	0.33	1.00	0.50	0.50	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	595	595	595	1805	879	879	1805	3587	19	1805	3580	27
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.11	0.00	0.12	0.12
Crit Moves:		****			****		****				****	
Green Time:	6.0	6.0	6.0	24.0	24.0	24.0	57.8	51.8	51.8	78.0	68.0	68.0
Volume/Cap:	0.07	0.07	0.07	0.01	0.02	0.02	0.01	0.25	0.25	0.00	0.21	0.21
Delay/Veh:	54.7	54.7	54.7	38.5	38.6	38.6	16.2	21.8	21.8	7.7	12.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	54.7	54.7	38.5	38.6	38.6	16.2	21.8	21.8	7.7	12.8	12.8
LOS by Move:	D	D	D	D	D	D	B	C	C	A	B	B
HCM2k95thQ:	14	14	14	5	10	10	3	228	228	1	196	196

****

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PM Year 2020 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #13 Border Avenue at Foothill Parkway [Future]

Cycle (sec):	90	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	16	Average Delay (sec/veh):	22.6
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Border Avenue						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	24	24	24	6	14	14	6	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0		1 0	0 1	0		1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	18	0	33	12	307	0	0	338	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	18	0	33	12	307	0	0	338	15
Added Vol:	29	4	20	2	6	1	1	22	49	35	23	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	4	20	20	6	34	13	329	49	35	361	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	4	21	21	6	36	14	346	52	37	380	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	4	21	21	6	36	14	346	52	37	380	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	4	21	21	6	36	14	346	52	37	380	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.87	0.87	0.95	0.93	0.93	0.95	0.94	0.94
Lanes:	0.55	0.07	0.38	1.00	0.15	0.85	1.00	1.74	0.26	1.00	1.92	0.08
Final Sat.:	960	132	662	1805	249	1410	1805	3082	459	1805	3436	152
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.03	0.03	0.01	0.11	0.11	0.02	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	9.8	9.8	9.8	24.0	24.0	24.0	34.1	28.1	28.1	44.2	34.2	34.2
Volume/Cap:	0.29	0.29	0.29	0.04	0.10	0.10	0.03	0.36	0.36	0.07	0.29	0.29
Delay/Veh:	37.7	37.7	37.7	24.5	24.9	24.9	17.5	24.2	24.2	12.4	19.6	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	37.7	37.7	24.5	24.9	24.9	17.5	24.2	24.2	12.4	19.6	19.6
LOS by Move:	D	D	D	C	C	C	B	C	C	B	B	B
HCM2k95thQ:	86	86	86	23	46	46	13	226	226	26	192	192

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PM Year 2020 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

****

Intersection #14 P Street at Foothill Parkway [Future]

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[10.4]

****

Street Name:	P Street									Foothill Parkway [Future]								
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	0			0	0	0			0	325	0			0	379	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	0			0	0	0			0	325	0			0	379	0		
Added Vol:	7	0	10			0	0	0			0	62	11			17	36	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	7	0	10			0	0	0			0	387	11			17	415	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.95	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	0	11			0	0	0			0	407	12			18	437	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	7	0	11			0	0	0			0	407	12			18	437	0		
Critical Gap Module:																				
Critical Gp:	6.8	xxxx		6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						4.1	xxxx	xxxxx		
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	667	xxxx		209	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						419	xxxx	xxxxx		
Potent Cap.:	396	xxxx		803	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						1151	xxxx	xxxxx		
Move Cap.:	392	xxxx		803	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						1151	xxxx	xxxxx		
Total Cap:	558	452	xxxxx	484	445	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx		
Volume/Cap:	0.01	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx							0.02	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	1.0	xxxx		1.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						1.2	xxxx	xxxxx		
Control Del:	11.5	xxxx		9.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						8.2	xxxx	xxxxx		
LOS by Move:	B	*		A	*	*	*	*	*	*						A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:		10.4					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		B					*					*					*			

****

Note: Queue reported is the distance per lane in feet.

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APPENDIX F-III

YEAR 2020 WITH PROJECT WITH MITIGATION TRAFFIC CONDITIONS

AM Year 2020 With Project - Mitigation
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #4 Border Avenue at Ontario Avenue

Cycle (sec):	90	Critical Vol./Cap.(X):	0.374
Loss Time (sec):	8	Average Delay (sec/veh):	15.3
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Border Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	17	17	17	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	34	139	45	21	170	14	15	142	20	27	391	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	139	45	21	170	14	15	142	20	27	391	21
Added Vol:	0	8	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	147	45	21	173	14	15	142	20	27	391	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	36	155	47	22	182	15	16	149	21	28	412	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	155	47	22	182	15	16	149	21	28	412	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	155	47	22	182	15	16	149	21	28	412	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	0.97	0.97	0.53	0.99	0.99	0.44	0.98	0.98	0.64	0.99	0.99
Lanes:	1.00	0.77	0.23	1.00	0.93	0.07	1.00	0.88	0.12	1.00	0.95	0.05
Final Sat.:	1020	1404	430	1005	1738	141	844	1635	230	1220	1789	96
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.02	0.10	0.10	0.02	0.09	0.09	0.02	0.23	0.23
Crit Moves:		****									****	
Green Time:	26.6	26.6	26.6	26.6	26.6	26.6	55.4	55.4	55.4	55.4	55.4	55.4
Volume/Cap:	0.12	0.37	0.37	0.07	0.35	0.35	0.03	0.15	0.15	0.04	0.37	0.37
Delay/Veh:	23.3	25.6	25.6	23.0	25.4	25.4	6.8	7.4	7.4	6.8	8.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	25.6	25.6	23.0	25.4	25.4	6.8	7.4	7.4	6.8	8.8	8.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	41	226	226	25	218	218	10	101	101	17	289	289

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PM Year 2020 With Project - Mitigation
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #4 Border Avenue at Ontario Avenue

Cycle (sec):	90	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	8	Average Delay (sec/veh):	10.3
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Border Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	17	17	17	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	11	45	17	37	77	20	18	587	20	32	201	27
Growth Adj:	1.00	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	45	17	37	77	20	18	587	20	32	201	27
Added Vol:	0	5	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	50	17	37	86	20	18	587	20	32	201	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	53	18	39	91	21	19	618	21	34	212	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	53	18	39	91	21	19	618	21	34	212	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	53	18	39	91	21	19	618	21	34	212	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.96	0.96	0.71	0.97	0.97	0.60	1.00	1.00	0.35	0.98	0.98
Lanes:	1.00	0.75	0.25	1.00	0.81	0.19	1.00	0.97	0.03	1.00	0.88	0.12
Final Sat.:	1231	1364	464	1351	1498	348	1144	1828	62	673	1645	221
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.03	0.06	0.06	0.02	0.34	0.34	0.05	0.13	0.13
Crit Moves:					****			****				
Green Time:	17.0	17.0	17.0	17.0	17.0	17.0	65.0	65.0	65.0	65.0	65.0	65.0
Volume/Cap:	0.05	0.20	0.20	0.15	0.32	0.32	0.02	0.47	0.47	0.07	0.18	0.18
Delay/Veh:	30.0	31.1	31.1	30.8	32.0	32.0	3.5	5.5	5.5	3.7	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	31.1	31.1	30.8	32.0	32.0	3.5	5.5	5.5	3.7	4.0	4.0
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	15	89	89	51	144	144	8	359	359	17	108	108

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APPENDIX G

YEAR 2035 TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX G-I

YEAR 2035 WITHOUT PROJECT TRAFFIC CONDITIONS

AM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

****

Intersection #1 Serfas Club Drive at Green River Road

****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.675	
Loss Time (sec):	16	Average Delay (sec/veh):	32.0	
Optimal Cycle:	90	Level Of Service:	C	

****

Street Name:	Serfas Club Drive						Green River Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	1 0	1	2 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	46	52	10	27	63	197	1104	0	3	1049	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	46	52	10	27	63	197	1104	0	3	1049	334
Added Vol:	0	0	0	0	0	0	0	36	0	0	107	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	46	52	10	27	63	197	1140	0	3	1156	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	4	48	55	11	28	66	207	1200	0	3	1217	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	48	55	11	28	66	207	1200	0	3	1217	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	48	55	11	28	66	207	1200	0	3	1217	352
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.95	1.00	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.04	0.45	0.51	1.00	1.00	1.00	2.00	2.00	0.00	1.00	1.55	0.45
Final Sat.:	69	796	900	1805	1900	1615	3502	3610	0	1805	2706	782
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.01	0.04	0.06	0.33	0.00	0.00	0.45	0.45
Crit Moves:	****				****		****				****	
Green Time:	28.0	28.0	28.0	6.0	6.0	14.1	8.1	60.8	0.0	9.2	61.9	61.9
Volume/Cap:	0.26	0.26	0.26	0.12	0.30	0.35	0.87	0.66	0.00	0.02	0.87	0.87
Delay/Veh:	37.9	37.9	37.9	55.0	56.7	49.8	83.2	22.7	0.0	51.4	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	37.9	37.9	55.0	56.7	49.8	83.2	22.7	0.0	51.4	30.6	30.6
LOS by Move:	D	D	D	E	E	D	F	C	A	D	C	C
HCM2k95thQ:	164	164	164	24	68	129	305	751	0	6	1187	1187

****

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AM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Paseo Grande at Green River Road/Foothill Parkway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	16	Average Delay (sec/veh):	28.2
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Paseo Grande						Green River Road/Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	1	2 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	5	5	5	68	5	144	35	581	5	5	1198	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	5	68	5	144	35	581	5	5	1198	68
Added Vol:	0	0	0	5	0	0	0	36	0	0	107	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	5	73	5	144	35	617	5	5	1305	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	5	5	77	5	152	37	649	5	5	1374	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	5	77	5	152	37	649	5	5	1374	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	5	77	5	152	37	649	5	5	1374	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.86	0.86	0.92	0.95	0.95	0.95	0.95	0.85
Lanes:	0.34	0.33	0.33	1.00	0.07	1.93	2.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	595	595	595	1805	109	3140	3502	3577	29	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	0.05	0.05	0.01	0.18	0.18	0.00	0.38	0.05
Crit Moves:		****			****		****				****	
Green Time:	28.0	28.0	28.0	7.9	7.9	7.9	6.0	53.4	53.4	14.7	62.1	62.1
Volume/Cap:	0.04	0.04	0.04	0.65	0.74	0.74	0.21	0.41	0.41	0.02	0.74	0.10
Delay/Veh:	35.6	35.6	35.6	66.6	67.5	67.5	55.3	22.7	22.7	46.4	24.1	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	35.6	35.6	66.6	67.5	67.5	55.3	22.7	22.7	46.4	24.1	14.8
LOS by Move:	D	D	D	E	E	E	E	C	C	D	C	B
HCM2k95thQ:	23	23	23	195	216	216	45	397	397	9	898	82

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AM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Paseo Grande at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	0	Average Delay (sec/veh):	11.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Paseo Grande						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	1	33	73	14	99	3	5	1	1	318	1	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	33	73	14	99	3	5	1	1	318	1	120
Added Vol:	0	15	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	48	73	14	104	3	5	1	1	318	1	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	51	77	15	109	3	5	1	1	335	1	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	51	77	15	109	3	5	1	1	335	1	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	51	77	15	109	3	5	1	1	335	1	126
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:	0.02	0.98	1.00	0.12	0.86	0.02	0.72	0.14	0.14	1.00	1.00	1.00
Final Sat.:	12	567	655	68	507	15	418	84	84	620	677	780
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.12	0.22	0.22	0.22	0.01	0.01	0.01	0.54	0.00	0.16
Crit Moves:			****		****			****		****		
Delay/Veh:	9.1	9.1	8.5	10.3	10.3	10.3	8.9	8.9	8.9	14.7	7.9	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	8.5	10.3	10.3	10.3	8.9	8.9	8.9	14.7	7.9	8.1
LOS by Move:	A	A	A	B	B	B	A	A	A	B	A	A
ApproachDel:		8.7			10.3			8.9			12.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.7			10.3			8.9			12.8	
LOS by Appr:		A			B			A			B	
AllWayAvgQ:	2.2	2.2	2.9	6.2	6.2	6.2	0.3	0.3	0.3	27.0	0.0	4.6

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AM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #4 Border Avenue at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.989
Loss Time (sec):	0	Average Delay (sec/veh):	34.1
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Border Avenue									Ontario Avenue								
Approach:	North Bound			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	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:																				
Base Vol:	40	175		61		23	194		16		17	167		24		32	460		24	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	40	175		61		23	194		16		17	167		24		32	460		24	
Added Vol:	0	15		0		0	5		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	40	190		61		23	199		16		17	167		24		32	460		24	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	42	200		64		24	209		17		18	176		25		34	484		25	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	42	200		64		24	209		17		18	176		25		34	484		25	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	42	200		64		24	209		17		18	176		25		34	484		25	
Saturation Flow Module:																				
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	0.76		0.24		1.00	0.93		0.07		0.09	0.91		1.00		0.07	0.93		1.00	
Final Sat.:	438	362		116		431	428		34		43	418		508		34	490		575	
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.55		0.55		0.06	0.49		0.49		0.42	0.42		0.05		0.99	0.99		0.04	
Crit Moves:				****			****				****						****			
Delay/Veh:	11.6	18.4		18.4		11.3	17.0		17.0		15.3	15.3		9.8		62.0	62.0		9.1	
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	11.6	18.4		18.4		11.3	17.0		17.0		15.3	15.3		9.8		62.0	62.0		9.1	
LOS by Move:	B	C		C		B	C		C		C	C		A		F	F		A	
ApproachDel:		17.4					16.5					14.6					59.6			
Delay Adj:		1.00					1.00					1.00					1.00			
ApprAdjDel:		17.4					16.5					14.6					59.6			
LOS by Appr:		C					C					B					F			
AllWayAvgQ:	2.5	27.6		27.6		1.4	21.6		21.6		16.1	16.1		1.2		191	191		1.1	

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

Intersection #5 Lincoln Avenue at Ontario Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	16	Average Delay (sec/veh):	46.9
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Lincoln Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	6	28	28	6	31	31	6	28	28	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	384	665	78	362	165	195	293	625	117	39	786	625
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	665	78	362	165	195	293	625	117	39	786	625
Added Vol:	0	61	15	0	21	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	384	726	93	362	186	195	293	625	117	44	786	625
User Adj:	1.00	1.00	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:	404	764	98	381	196	205	308	658	123	46	827	658
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	764	98	381	196	205	308	658	123	46	827	658
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	404	764	98	381	196	205	308	658	123	46	827	658
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.88	0.88	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1666	1666	3502	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.22	0.21	0.06	0.21	0.12	0.12	0.09	0.18	0.08	0.03	0.23	0.41
Crit Moves:	****				****		****				****	
Green Time:	30.2	32.1	39.7	29.1	31.0	31.0	11.9	35.2	65.4	7.6	30.9	60.0
Volume/Cap:	0.89	0.79	0.18	0.87	0.45	0.48	0.89	0.62	0.14	0.41	0.89	0.81
Delay/Veh:	62.3	45.3	28.8	60.8	37.8	38.1	76.8	37.7	13.5	56.5	53.5	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	45.3	28.8	60.8	37.8	38.1	76.8	37.7	13.5	56.5	53.5	31.7
LOS by Move:	E	D	C	E	D	D	E	D	B	E	D	C
HCM2k95thQ:	760	680	129	715	316	333	404	523	111	108	801	929

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

Intersection #6 Border Avenue at Mesquite Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	0	Average Delay (sec/veh):	10.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Border Avenue						Mesquite Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	352	6	30	21	0	0	0	0	6	0	49
Growth Adj:	1.00	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	352	6	30	21	0	0	0	0	6	0	49
Added Vol:	0	15	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	367	6	30	26	0	0	0	0	6	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	386	6	32	27	0	0	0	0	6	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	386	6	32	27	0	0	0	0	6	0	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	386	6	32	27	0	0	0	0	6	0	52
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.98	0.02	1.00	1.00	0.00	0.00	0.00	0.00	0.11	0.00	0.89
Final Sat.:	0	839	14	657	725	0	0	0	0	83	0	680
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.46	0.46	0.05	0.04	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	0.08
Crit Moves:		****		****						****		
Delay/Veh:	0.0	10.7	10.7	8.3	7.8	0.0	0.0	0.0	0.0	7.7	0.0	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.7	10.7	8.3	7.8	0.0	0.0	0.0	0.0	7.7	0.0	7.7
LOS by Move:	*	B	B	A	A	*	*	*	*	A	*	A
ApproachDel:		10.7			8.1			xxxxxx			7.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.7			8.1			xxxxxx			7.7	
LOS by Appr:		B			A			*			A	
AllWayAvgQ:	20.5	20.5	20.5	1.2	0.9	0.0	0.0	0.0	0.0	1.7	1.7	1.7

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AM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #7 Border Avenue at Emerson Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.135
Loss Time (sec):	0	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Emerson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	98	1	0	39	0	0	0	0	1	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	98	1	0	39	0	0	0	0	1	0	2
Added Vol:	0	15	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	113	1	0	44	0	0	0	0	1	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	119	1	0	46	0	0	0	0	1	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	119	1	0	46	0	0	0	0	1	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	119	1	0	46	0	0	0	0	1	0	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.99	0.01	1.00	1.00	0.00	0.00	0.00	0.00	0.33	0.00	0.67
Final Sat.:	0	880	8	707	784	0	0	0	0	295	0	591
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.14	0.14	0.00	0.06	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.00
Crit Moves:		****			****					****		
Delay/Veh:	0.0	7.7	7.7	0.0	7.6	0.0	0.0	0.0	0.0	6.9	0.0	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	7.7	0.0	7.6	0.0	0.0	0.0	0.0	6.9	0.0	6.9
LOS by Move:	*	A	A	*	A	*	*	*	*	A	*	A
ApproachDel:		7.7			7.6			xxxxxx			6.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.7			7.6			xxxxxx			6.9	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	3.9	3.9	3.9	0.0	1.6	0.0	0.0	0.0	0.0	0.1	0.1	0.1

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AM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #8 Border Avenue at Peacock Lane

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.118
Loss Time (sec):	0	Average Delay (sec/veh):	7.5
Optimal Cycle:	0	Level Of Service:	A

****

Street Name:	Border Avenue						Peacock Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	80	5	3	31	0	0	0	0	1	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	80	5	3	31	0	0	0	0	1	0	4
Added Vol:	0	15	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	95	5	3	36	0	0	0	0	1	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	100	5	3	38	0	0	0	0	1	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	5	3	38	0	0	0	0	1	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	100	5	3	38	0	0	0	0	1	0	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.95	0.05	1.00	1.00	0.00	0.00	1.00	0.00	0.20	0.00	0.80
Final Sat.:	0	849	45	707	785	0	0	827	0	184	0	737
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.12	0.12	0.00	0.05	xxxx	xxxx	0.00	xxxx	0.01	xxxx	0.01
Crit Moves:			****		****			****		****		
Delay/Veh:	0.0	7.6	7.6	7.8	7.5	0.0	0.0	0.0	0.0	6.8	0.0	6.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.6	7.6	7.8	7.5	0.0	0.0	0.0	0.0	6.8	0.0	6.8
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.6			7.5			xxxxxx			6.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.6			7.5			xxxxxx			6.8	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	3.3	3.3	3.3	0.1	1.3	1.3	0.0	0.0	0.0	0.1	0.1	0.1

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AM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #9 Lincoln Avenue at Foothill Parkway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	16	Average Delay (sec/veh):	48.7
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Lincoln Avenue						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	24	24	6	24	24	6	24	24	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	421	403	124	75	147	27	62	444	152	80	841	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	421	403	124	75	147	27	62	444	152	80	841	112
Added Vol:	0	0	0	0	0	26	77	92	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	421	403	124	75	147	53	139	536	152	80	872	112
User Adj:	1.00	1.00	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:	443	424	131	79	155	56	146	564	160	84	918	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	424	131	79	155	56	146	564	160	84	918	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	443	424	131	79	155	56	146	564	160	84	918	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.91	0.91	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	1.00	1.53	0.47	1.00	1.47	0.53	1.00	1.56	0.44	1.00	1.77	0.23
Final Sat.:	1805	2664	820	1805	2547	918	1805	2720	771	1805	3145	404
Capacity Analysis Module:												
Vol/Sat:	0.25	0.16	0.16	0.04	0.06	0.06	0.08	0.21	0.21	0.05	0.29	0.29
Crit Moves:	****				****		****				****	
Green Time:	31.8	44.6	44.6	11.2	24.0	24.0	10.5	38.9	38.9	9.4	37.8	37.8
Volume/Cap:	0.93	0.43	0.43	0.47	0.30	0.30	0.93	0.64	0.64	0.60	0.93	0.93
Delay/Veh:	67.4	28.4	28.4	53.7	41.1	41.1	105.0	35.9	35.9	60.4	52.9	52.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.4	28.4	28.4	53.7	41.1	41.1	105.0	35.9	35.9	60.4	52.9	52.9
LOS by Move:	E	C	C	D	D	D	F	D	D	E	D	D
HCM2k95thQ:	848	377	377	166	178	178	397	563	563	197	981	981

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AM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 Elysia Street at Foothill Parkway

Cycle (sec):	100	Critical Vol./Cap.(X):	1.384
Loss Time (sec):	0	Average Delay (sec/veh):	131.6
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Elysia Street						Foothill Parkway					
Approach:	North Bound			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	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	47	18	47	76	5	76	17	362	5	31	1131	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:	47	18	47	76	5	76	17	362	5	31	1131	128
Added Vol:	0	0	0	0	0	0	0	169	0	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	18	47	76	5	76	17	531	5	31	1188	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:	49	19	49	80	5	80	18	559	5	33	1251	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	19	49	80	5	80	18	559	5	33	1251	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
FinalVolume:	49	19	49	80	5	80	18	559	5	33	1251	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:	0.42	0.16	0.42	1.00	0.06	0.94	1.00	1.98	0.02	1.00	1.81	0.19
Final Sat.:	188	72	188	394	28	423	423	895	8	454	903	98
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.20	0.19	0.19	0.04	0.62	0.62	0.07	1.38	1.37
Crit Moves:		****		****				****			****	
Delay/Veh:	13.6	13.6	13.6	13.7	12.1	12.1	11.5	22.7	22.7	11.0	205	198.7
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:	13.6	13.6	13.6	13.7	12.1	12.1	11.5	22.7	22.7	11.0	205	198.7
LOS by Move:	B	B	B	B	B	B	B	C	C	B	F	F
ApproachDel:		13.6			12.9			22.4			200.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.6			12.9			22.4			200.0	
LOS by Appr:		B			B			C			F	
AllWayAvgQ:	8.4	8.4	8.4	5.9	5.4	5.4	1.1	38.1	37.9	1.8	690	663.5

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

Intersection #11 Trudy Way at Foothill Parkway

Average Delay (sec/veh): 33.2 Worst Case Level Of Service: F[257.0]

Street Name:	Trudy Way						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!		0 0	0 0 0		0 0	0 0 1		1 0	1 0 2		0 0
Volume Module:												
Base Vol:	79	0	41	0	0	0	0	385	64	45	1266	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	0	41	0	0	0	0	385	64	45	1266	0
Added Vol:	73	0	89	0	0	0	0	80	25	30	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	0	130	0	0	0	0	465	89	75	1293	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	160	0	137	0	0	0	0	489	94	79	1361	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	160	0	137	0	0	0	0	489	94	79	1361	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1375	2055	292	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	583	xxxx	xxxxx
Potent Cap.:	139	56	711	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1001	xxxx	xxxxx
Move Cap.:	131	52	711	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1001	xxxx	xxxxx
Volume/Cap:	1.23	0.00	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	209	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	17.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	257	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:		257.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		F			*			*			*	

Note: Queue reported is the distance per lane in feet.

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AM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #12 Chase Drive at Foothill Parkway [Future]

Cycle (sec):	120	Critical Vol./Cap.(X):	0.907
Loss Time (sec):	16	Average Delay (sec/veh):	20.9
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Chase Drive						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	24	24	24	6	14	14	6	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	5	5	5	10	10	10	10	571	5	5	1319	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:	5	5	5	10	10	10	10	571	5	5	1319	17
Added Vol:	0	0	0	0	0	0	0	105	0	0	100	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	5	10	10	10	10	676	5	5	1419	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:	5	5	5	11	11	11	11	712	5	5	1494	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	5	11	11	11	11	712	5	5	1494	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	5	11	11	11	11	712	5	5	1494	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.34	0.33	0.33	1.00	0.50	0.50	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	595	595	595	1805	879	879	1805	3580	26	1805	3560	43
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.20	0.20	0.00	0.42	0.42
Crit Moves:		****			****		****				****	
Green Time:	6.0	6.0	6.0	24.0	24.0	24.0	65.1	59.1	59.1	78.0	68.0	68.0
Volume/Cap:	0.18	0.18	0.18	0.03	0.06	0.06	0.06	0.40	0.40	0.01	0.74	0.74
Delay/Veh:	55.6	55.6	55.6	38.7	38.9	38.9	16.2	19.4	19.4	8.5	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	55.6	55.6	38.7	38.9	38.9	16.2	19.4	19.4	8.5	20.9	20.9
LOS by Move:	E	E	E	D	D	D	B	B	B	A	C	C
HCM2k95thQ:	37	37	37	16	33	33	9	397	397	4	939	939

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AM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #13 Border Avenue at Foothill Parkway [Future]

****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.747	
Loss Time (sec):	12	Average Delay (sec/veh):	12.7	
Optimal Cycle:	90	Level Of Service:	B	

****

Street Name:	Border Avenue						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	24	0	24	6	6	0	0	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	18	0	42	62	555	0	0	1276	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	18	0	42	62	555	0	0	1276	62
Added Vol:	0	0	0	3	0	2	7	102	0	0	92	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	21	0	44	69	657	0	0	1368	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	22	0	46	73	692	0	0	1440	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	0	46	73	692	0	0	1440	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	22	0	46	73	692	0	0	1440	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.95	1.00	1.00	0.94	0.94
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.90	0.10
Final Sat.:	0	0	0	1805	0	1615	1805	3610	0	0	3410	175
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.04	0.19	0.00	0.00	0.42	0.42
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	24.0	0.0	24.0	84.0	84.0	0.0	0.0	76.7	76.7
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.14	0.32	0.27	0.00	0.00	0.66	0.66
Delay/Veh:	0.0	0.0	0.0	38.9	0.0	39.7	12.8	6.7	0.0	0.0	14.3	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.9	0.0	39.7	12.8	6.7	0.0	0.0	14.3	14.3
LOS by Move:	A	A	A	D	A	D	B	A	A	A	B	B
HCM2k95thQ:	0	0	0	34	0	74	72	239	0	0	760	760

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PM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Serfas Club Drive at Green River Road

Cycle (sec):	120	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	16	Average Delay (sec/veh):	39.4
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Serfas Club Drive						Green River Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 1	0	2	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	17	26	13	74	27	251	317	1184	6	22	1084	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	26	13	74	27	251	317	1184	6	22	1084	159
Added Vol:	0	0	0	0	0	0	0	120	0	0	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	26	13	74	27	251	317	1304	6	22	1155	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	27	14	78	28	264	334	1373	6	23	1216	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	27	14	78	28	264	334	1373	6	23	1216	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	27	14	78	28	264	334	1373	6	23	1216	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	0.85	0.92	0.95	0.95	0.95	0.93	0.93
Lanes:	0.30	0.47	0.23	1.00	1.00	1.00	2.00	1.99	0.01	1.00	1.76	0.24
Final Sat.:	551	842	421	1805	1900	1615	3502	3590	17	1805	3116	429
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.04	0.01	0.16	0.10	0.38	0.38	0.01	0.39	0.39
Crit Moves:	****					****	****				****	
Green Time:	28.0	28.0	28.0	9.4	9.4	22.5	13.1	58.9	58.9	7.7	53.5	53.5
Volume/Cap:	0.14	0.14	0.14	0.55	0.19	0.87	0.87	0.78	0.78	0.20	0.87	0.87
Delay/Veh:	36.6	36.6	36.6	58.0	52.4	70.8	72.2	27.4	27.4	54.1	35.9	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	36.6	36.6	58.0	52.4	70.8	72.2	27.4	27.4	54.1	35.9	35.9
LOS by Move:	D	D	D	E	D	E	E	C	C	D	D	D
HCM2k95thQ:	88	88	88	179	58	559	419	961	961	50	1105	1105

PM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Paseo Grande at Green River Road/Foothill Parkway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	16	Average Delay (sec/veh):	29.1
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Paseo Grande						Green River Road/Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0		1 0	0	1	1	2 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	5	5	5	105	5	123	55	899	5	5	967	121
Growth Adj:	1.00	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	5	5	105	5	123	55	899	5	5	967	121
Added Vol:	0	0	0	17	0	0	0	120	0	0	71	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	5	122	5	123	55	1019	5	5	1038	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	5	5	5	128	5	129	58	1073	5	5	1093	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	5	128	5	129	58	1073	5	5	1093	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	5	128	5	129	58	1073	5	5	1093	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.86	0.86	0.92	0.95	0.95	0.95	0.95	0.85
Lanes:	0.34	0.33	0.33	1.00	0.08	1.92	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	595	595	595	1805	127	3126	3502	3589	18	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.04	0.04	0.02	0.30	0.30	0.00	0.30	0.09
Crit Moves:		****		****			****				****	
Green Time:	28.0	28.0	28.0	13.3	13.3	13.3	6.0	53.7	53.7	9.0	56.7	56.7
Volume/Cap:	0.04	0.04	0.04	0.64	0.37	0.37	0.33	0.67	0.67	0.04	0.64	0.18
Delay/Veh:	35.6	35.6	35.6	57.9	50.1	50.1	56.2	27.2	27.2	51.6	24.8	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	35.6	35.6	57.9	50.1	50.1	56.2	27.2	27.2	51.6	24.8	18.4
LOS by Move:	D	D	D	E	D	D	E	C	C	D	C	B
HCM2k95thQ:	23	23	23	273	134	134	73	730	730	11	707	144

PM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Paseo Grande at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	0	Average Delay (sec/veh):	11.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Paseo Grande						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	1	251	354	57	87	1	4	1	1	146	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	251	354	57	87	1	4	1	1	146	1	29
Added Vol:	0	10	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	261	354	57	104	1	4	1	1	146	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	275	373	60	109	1	4	1	1	154	1	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	275	373	60	109	1	4	1	1	154	1	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
FinalVolume:	1	275	373	60	109	1	4	1	1	154	1	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:	0.01	0.99	1.00	0.35	0.64	0.01	0.67	0.16	0.17	1.00	1.00	1.00
Final Sat.:	3	665	768	213	388	4	334	84	84	504	539	603
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.49	0.28	0.28	0.28	0.01	0.01	0.01	0.31	0.00	0.05
Crit Moves:			****		****			****		****		
Delay/Veh:	11.6	11.6	11.5	11.0	11.0	11.0	9.7	9.7	9.7	12.2	9.0	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	11.6	11.5	11.0	11.0	11.0	9.7	9.7	9.7	12.2	9.0	8.5
LOS by Move:	B	B	B	B	B	B	A	A	A	B	A	A
ApproachDel:		11.5			11.0			9.7			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			11.0			9.7			11.6	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	16.7	16.7	22.1	9.2	9.2	9.2	0.3	0.3	0.3	9.5	0.0	1.2

PM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #4 Border Avenue at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	1.264
Loss Time (sec):	0	Average Delay (sec/veh):	86.9
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Border Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	13	55	20	44	114	23	21	691	23	38	237	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	55	20	44	114	23	21	691	23	38	237	32
Added Vol:	0	10	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	65	20	44	131	23	21	691	23	38	237	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	68	21	46	138	24	22	727	24	40	249	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	68	21	46	138	24	22	727	24	40	249	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	68	21	46	138	24	22	727	24	40	249	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.76	0.24	1.00	0.85	0.15	0.03	0.97	1.00	0.14	0.86	1.00
Final Sat.:	430	357	110	452	416	73	17	575	658	75	469	613
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.10	0.33	0.33	1.26	1.26	0.04	0.53	0.53	0.05
Crit Moves:			****		****			****		****		
Delay/Veh:	11.0	11.7	11.7	11.3	13.3	13.3	151.2	151	8.3	16.1	16.1	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:	11.0	11.7	11.7	11.3	13.3	13.3	151.2	151	8.3	16.1	16.1	8.8
LOS by Move:	B	B	B	B	B	B	F	F	A	C	C	A
ApproachDel:		11.6			12.8			146.8			15.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			12.8			146.8			15.4	
LOS by Appr:		B			B			F			C	
AllWayAvgQ:	0.8	5.4	5.4	2.7	11.5	11.5	587	587	0.9	26.1	26.1	1.4

PM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #5 Lincoln Avenue at Ontario Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	16	Average Delay (sec/veh):	52.0
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Lincoln Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	6	28	28	6	31	31	6	28	28	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	91	261	76	546	612	138	115	962	568	50	522	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	261	76	546	612	138	115	962	568	50	522	501
Added Vol:	0	41	10	0	69	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	302	86	546	681	138	115	962	568	67	522	501
User Adj:	1.00	1.00	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:	96	318	91	575	717	145	121	1013	598	71	549	527
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	318	91	575	717	145	121	1013	598	71	549	527
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	318	91	575	717	145	121	1013	598	71	549	527
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.66	0.34	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	2927	593	3502	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.06	0.32	0.24	0.24	0.03	0.28	0.37	0.04	0.15	0.33
Crit Moves:		****		****					****	****		
Green Time:	10.7	28.0	34.0	35.1	52.3	52.3	8.2	34.9	45.7	6.0	32.7	67.8
Volume/Cap:	0.59	0.38	0.20	1.09	0.56	0.56	0.51	0.96	0.97	0.78	0.56	0.58
Delay/Veh:	58.3	39.0	32.9	108.2	25.8	25.8	55.7	61.4	65.9	90.9	38.1	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	39.0	32.9	108.2	25.8	25.8	55.7	61.4	65.9	90.9	38.1	17.8
LOS by Move:	E	D	C	F	C	C	E	E	E	F	D	B
HCM2k95thQ:	213	257	128	1249	564	564	147	1013	1112	212	439	570

PM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #6 Border Avenue at Mesquite Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.097	
Loss Time (sec):	0	Average Delay (sec/veh):	7.6	
Optimal Cycle:	0	Level Of Service:	A	

Street Name:	Border Avenue						Mesquite Lane					
Approach:	North Bound			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	1 0	1	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	58	0	33	55	0	0	0	0	5	0	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:	0	58	0	33	55	0	0	0	0	5	0	17
Added Vol:	0	10	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	68	0	33	72	0	0	0	0	5	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	72	0	35	76	0	0	0	0	5	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	72	0	35	76	0	0	0	0	5	0	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	72	0	35	76	0	0	0	0	5	0	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:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.23	0.00	0.77
Final Sat.:	0	859	0	704	780	0	0	0	0	203	0	690
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.08	xxxx	0.05	0.10	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.03
Crit Moves:		****			****					****		
Delay/Veh:	0.0	7.5	0.0	8.1	7.8	0.0	0.0	0.0	0.0	7.0	0.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.5	0.0	8.1	7.8	0.0	0.0	0.0	0.0	7.0	0.0	7.0
LOS by Move:	*	A	*	A	A	*	*	*	*	A	*	A
ApproachDel:		7.5			7.9			xxxxxx			7.0	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.5			7.9			xxxxxx			7.0	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	2.2	2.2	2.2	1.3	2.7	0.0	0.0	0.0	0.0	0.6	0.6	0.6

PM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #7 Border Avenue at Emerson Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.186
Loss Time (sec):	0	Average Delay (sec/veh):	8.0
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Emerson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	60	3	5	123	0	0	0	0	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	60	3	5	123	0	0	0	0	0	0	1
Added Vol:	0	10	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	70	3	5	140	0	0	0	0	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	74	3	5	147	0	0	0	0	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	74	3	5	147	0	0	0	0	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	74	3	5	147	0	0	0	0	0	0	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.96	0.04	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	833	36	712	791	0	0	0	0	0	0	899
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.09	0.09	0.01	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Crit Moves:		****			****							****
Delay/Veh:	0.0	7.5	7.5	7.8	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.5	7.5	7.8	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6.8
LOS by Move:	*	A	A	A	A	*	*	*	*	*	*	A
ApproachDel:		7.5			8.3			xxxxxx			6.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.5			8.3			xxxxxx			6.8	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	2.4	2.4	2.4	0.2	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #8 Border Avenue at Peacock Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.155
Loss Time (sec):	0	Average Delay (sec/veh):	7.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Peacock Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	49	2	3	98	0	0	0	0	10	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	49	2	3	98	0	0	0	0	10	0	8
Added Vol:	0	10	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	59	2	3	115	0	0	0	0	10	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	62	2	3	121	0	0	0	0	11	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	62	2	3	121	0	0	0	0	11	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	62	2	3	121	0	0	0	0	11	0	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.97	0.03	1.00	1.00	0.00	0.00	1.00	0.00	0.56	0.00	0.44
Final Sat.:	0	834	28	706	782	0	0	796	0	461	0	369
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.07	0.07	0.00	0.15	xxxx	xxxx	0.00	xxxx	0.02	xxxx	0.02
Crit Moves:		****			****			****				****
Delay/Veh:	0.0	7.5	7.5	7.8	8.1	0.0	0.0	0.0	0.0	7.3	0.0	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.5	7.5	7.8	8.1	0.0	0.0	0.0	0.0	7.3	0.0	7.3
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.5			8.1			xxxxxx			7.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.5			8.1			xxxxxx			7.3	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	2.0	2.0	2.0	0.1	4.5	4.5	0.0	0.0	0.0	0.5	0.5	0.5

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Linscott, Law and Greenspan, Engineers

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

Intersection #9 Lincoln Avenue at Foothill Parkway

Cycle (sec):	105	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	16	Average Delay (sec/veh):	42.1
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Lincoln Avenue						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	24	24	6	24	24	6	24	24	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	298	113	62	240	374	33	31	612	331	90	695	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	113	62	240	374	33	31	612	331	90	695	54
Added Vol:	0	0	0	0	0	86	51	61	0	0	103	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	113	62	240	374	119	82	673	331	90	798	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:	314	119	65	253	394	125	86	708	348	95	840	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	119	65	253	394	125	86	708	348	95	840	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	314	119	65	253	394	125	86	708	348	95	840	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.92	0.92	0.95	0.90	0.90	0.95	0.94	0.94
Lanes:	1.00	1.29	0.71	1.00	1.52	0.48	1.00	1.34	0.66	1.00	1.87	0.13
Final Sat.:	1805	2207	1211	1805	2640	840	1805	2301	1132	1805	3351	227
Capacity Analysis Module:												
Vol/Sat:	0.17	0.05	0.05	0.14	0.15	0.15	0.05	0.31	0.31	0.05	0.25	0.25
Crit Moves:	****				****			****		****		
Green Time:	21.1	28.0	28.0	17.1	24.0	24.0	7.7	37.5	37.5	6.4	36.1	36.1
Volume/Cap:	0.86	0.20	0.20	0.86	0.65	0.65	0.65	0.86	0.86	0.86	0.73	0.73
Delay/Veh:	59.2	29.9	29.9	64.0	38.7	38.7	58.0	37.9	37.9	94.9	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	29.9	29.9	64.0	38.7	38.7	58.0	37.9	37.9	94.9	32.4	32.4
LOS by Move:	E	C	C	E	D	D	E	D	D	F	C	C
HCM2k95thQ:	571	124	124	492	417	417	194	832	832	261	640	640

PM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 Elysia Street at Foothill Parkway

Cycle (sec):	100	Critical Vol./Cap.(X):	1.256
Loss Time (sec):	0	Average Delay (sec/veh):	105.8
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Elysia Street						Foothill Parkway					
Approach:	North Bound			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	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	20	6	20	79	16	79	12	767	9	59	834	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	6	20	79	16	79	12	767	9	59	834	95
Added Vol:	0	0	0	0	0	0	0	112	0	0	189	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	6	20	79	16	79	12	879	9	59	1023	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	6	21	83	17	83	13	925	9	62	1077	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	6	21	83	17	83	13	925	9	62	1077	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	6	21	83	17	83	13	925	9	62	1077	100
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.13	0.43	1.00	0.17	0.83	1.00	1.98	0.02	1.00	1.83	0.17
Final Sat.:	189	57	189	381	73	358	431	911	9	436	857	80
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.22	0.23	0.23	0.03	1.02	1.01	0.14	1.26	1.25
Crit Moves:	****					****		****			****	
Delay/Veh:	12.2	12.2	12.2	14.7	13.5	13.5	11.3	74.0	73.7	12.3	156	151.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	12.2	12.2	14.7	13.5	13.5	11.3	74.0	73.7	12.3	156	151.2
LOS by Move:	B	B	B	B	B	B	B	F	F	B	F	F
ApproachDel:		12.2			14.1			73.1			148.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.2			14.1			73.1			148.1	
LOS by Appr:		B			B			F			F	
AllWayAvgQ:	3.1	3.1	3.1	6.9	7.5	7.5	0.8	203	202.0	4.1	481	462.1

PM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

****

Intersection #11 Trudy Way at Foothill Parkway

****

Average Delay (sec/veh): 113.3 Worst Case Level Of Service: F[1101.6]

****

Street Name:	Trudy Way						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	1	0	1 0 2	0	0
Volume Module:												
Base Vol:	110	0	37	0	0	0	0	787	86	47	988	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	37	0	0	0	0	787	86	47	988	0
Added Vol:	48	0	59	0	0	0	0	53	82	100	89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	0	96	0	0	0	0	840	168	147	1077	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	166	0	101	0	0	0	0	884	177	155	1134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	166	0	101	0	0	0	0	884	177	155	1134	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1849	2416	531	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1061	xxxx	xxxxx
Potent Cap.:	67	33	498	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	664	xxxx	xxxxx
Move Cap.:	55	25	498	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	664	xxxx	xxxxx
Volume/Cap:	3.01	0.00	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	22.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	83	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	26.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	1102	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	1101.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

****

Note: Queue reported is the distance per lane in feet.

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PM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #12 Chase Drive at Foothill Parkway [Future]

Cycle (sec):	120	Critical Vol./Cap.(X):	0.835
Loss Time (sec):	16	Average Delay (sec/veh):	19.5
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Chase Drive						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	24	24	24	6	14	14	6	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	5	5	5	10	10	10	10	1017	5	5	1076	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	5	10	10	10	10	1017	5	5	1076	10
Added Vol:	0	0	0	0	0	0	0	135	0	0	137	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	5	10	10	10	10	1152	5	5	1213	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	5	5	11	11	11	11	1213	5	5	1277	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	5	11	11	11	11	1213	5	5	1277	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	5	11	11	11	11	1213	5	5	1277	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.34	0.33	0.33	1.00	0.50	0.50	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	595	595	595	1805	879	879	1805	3591	16	1805	3577	29
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.34	0.34	0.00	0.36	0.36
Crit Moves:		****			****		****				****	
Green Time:	6.0	6.0	6.0	24.0	24.0	24.0	70.5	64.5	64.5	78.0	68.0	68.0
Volume/Cap:	0.18	0.18	0.18	0.03	0.06	0.06	0.05	0.63	0.63	0.02	0.63	0.63
Delay/Veh:	55.6	55.6	55.6	38.7	38.9	38.9	12.8	20.1	20.1	11.4	18.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	55.6	55.6	38.7	38.9	38.9	12.8	20.1	20.1	11.4	18.2	18.2
LOS by Move:	E	E	E	D	D	D	B	C	C	B	B	B
HCM2k95thQ:	37	37	37	16	33	33	8	705	705	4	732	732

PM Year 2035 Without Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #13 Border Avenue at Foothill Parkway [Future]

Cycle (sec):	120	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	12	Average Delay (sec/veh):	12.3
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Border Avenue						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	24	0	24	6	6	0	0	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	2	0	1	1
Volume Module:												
Base Vol:	0	0	0	57	0	105	38	949	0	0	1054	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	57	0	105	38	949	0	0	1054	46
Added Vol:	0	0	0	9	0	8	5	126	0	0	132	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	66	0	113	43	1075	0	0	1186	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:	0	0	0	69	0	119	45	1132	0	0	1248	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	69	0	119	45	1132	0	0	1248	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	69	0	119	45	1132	0	0	1248	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.95	1.00	1.00	0.94	0.94
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	1805	0	1615	1805	3610	0	0	3440	148
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.07	0.03	0.31	0.00	0.00	0.36	0.36
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	24.0	0.0	24.0	84.0	84.0	0.0	0.0	78.0	78.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.37	0.17	0.45	0.00	0.00	0.56	0.56
Delay/Veh:	0.0	0.0	0.0	40.2	0.0	42.2	9.0	8.0	0.0	0.0	11.8	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.2	0.0	42.2	9.0	8.0	0.0	0.0	11.8	11.8
LOS by Move:	A	A	A	D	A	D	A	A	A	A	B	B
HCM2k95thQ:	0	0	0	110	0	198	37	439	0	0	598	598

APPENDIX G-II

YEAR 2035 WITH PROJECT TRAFFIC CONDITIONS

AM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #1 Serfas Club Drive at Green River Road

Cycle (sec):	120	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	16	Average Delay (sec/veh):	33.5
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Serfas Club Drive						Green River Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	1 0	1	2 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	46	52	10	27	63	197	1104	0	3	1049	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	46	52	10	27	63	197	1104	0	3	1049	334
Added Vol:	0	0	0	0	0	0	0	55	0	0	165	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	46	52	10	27	63	197	1159	0	3	1214	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	4	48	55	11	28	66	207	1220	0	3	1278	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	48	55	11	28	66	207	1220	0	3	1278	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	48	55	11	28	66	207	1220	0	3	1278	352
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.95	1.00	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.04	0.45	0.51	1.00	1.00	1.00	2.00	2.00	0.00	1.00	1.57	0.43
Final Sat.:	69	796	900	1805	1900	1615	3502	3610	0	1805	2741	754
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.01	0.04	0.06	0.34	0.00	0.00	0.47	0.47
Crit Moves:	****				****		****				****	
Green Time:	28.0	28.0	28.0	6.0	6.0	13.9	7.9	61.0	0.0	9.0	62.1	62.1
Volume/Cap:	0.26	0.26	0.26	0.12	0.30	0.35	0.90	0.67	0.00	0.02	0.90	0.90
Delay/Veh:	37.9	37.9	37.9	55.0	56.7	50.1	89.6	22.9	0.0	51.5	32.8	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	37.9	37.9	55.0	56.7	50.1	89.6	22.9	0.0	51.5	32.8	32.8
LOS by Move:	D	D	D	E	E	D	F	C	A	D	C	C
HCM2k95thQ:	164	164	164	24	68	130	313	767	0	6	1276	1276

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AM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Paseo Grande at Green River Road/Foothill Parkway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	16	Average Delay (sec/veh):	28.8
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Paseo Grande						Green River Road/Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	1	2 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	5	5	5	68	5	144	35	581	5	5	1198	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	5	68	5	144	35	581	5	5	1198	68
Added Vol:	0	0	0	8	0	0	0	55	0	0	165	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	5	76	5	144	35	636	5	5	1363	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	5	5	80	5	152	37	669	5	5	1435	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	5	80	5	152	37	669	5	5	1435	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	5	80	5	152	37	669	5	5	1435	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.86	0.86	0.92	0.95	0.95	0.95	0.95	0.85
Lanes:	0.34	0.33	0.33	1.00	0.07	1.93	2.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	595	595	595	1805	109	3140	3502	3578	28	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	0.05	0.05	0.01	0.19	0.19	0.00	0.40	0.06
Crit Moves:		****			****		****				****	
Green Time:	28.0	28.0	28.0	7.6	7.6	7.6	6.0	54.0	54.0	14.4	62.4	62.4
Volume/Cap:	0.04	0.04	0.04	0.70	0.76	0.76	0.21	0.42	0.42	0.02	0.76	0.12
Delay/Veh:	35.6	35.6	35.6	72.9	70.9	70.9	55.3	22.5	22.5	46.6	24.8	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	35.6	35.6	72.9	70.9	70.9	55.3	22.5	22.5	46.6	24.8	14.8
LOS by Move:	D	D	D	E	E	E	E	C	C	D	C	B
HCM2k95thQ:	23	23	23	212	223	223	45	407	407	9	958	91

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AM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Paseo Grande at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	0	Average Delay (sec/veh):	11.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Paseo Grande						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	1	33	73	14	99	3	5	1	1	318	1	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	33	73	14	99	3	5	1	1	318	1	120
Added Vol:	0	24	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	57	73	14	107	3	5	1	1	318	1	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	60	77	15	113	3	5	1	1	335	1	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	60	77	15	113	3	5	1	1	335	1	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	60	77	15	113	3	5	1	1	335	1	126
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:	0.02	0.98	1.00	0.11	0.87	0.02	0.72	0.14	0.14	1.00	1.00	1.00
Final Sat.:	10	568	653	66	507	14	415	83	83	617	672	773
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.12	0.22	0.22	0.22	0.01	0.01	0.01	0.54	0.00	0.16
Crit Moves:			****	****				****		****		
Delay/Veh:	9.2	9.2	8.5	10.4	10.4	10.4	8.9	8.9	8.9	14.8	8.0	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	8.5	10.4	10.4	10.4	8.9	8.9	8.9	14.8	8.0	8.1
LOS by Move:	A	A	A	B	B	B	A	A	A	B	A	A
ApproachDel:		8.8			10.4			8.9			13.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			10.4			8.9			13.0	
LOS by Appr:		A			B			A			B	
AllWayAvgQ:	2.6	2.6	2.9	6.4	6.4	6.4	0.3	0.3	0.3	27.3	0.0	4.6

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AM Year 2035 With Project
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Linscott, Law and Greenspan, Engineers

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

Intersection #4 Border Avenue at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	0	Average Delay (sec/veh):	35.2
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Border Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	40	175	61	23	194	16	17	167	24	32	460	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	175	61	23	194	16	17	167	24	32	460	24
Added Vol:	0	24	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	199	61	23	202	16	17	167	24	32	460	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	209	64	24	213	17	18	176	25	34	484	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	209	64	24	213	17	18	176	25	34	484	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	209	64	24	213	17	18	176	25	34	484	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.77	0.23	1.00	0.93	0.07	0.09	0.91	1.00	0.07	0.93	1.00
Final Sat.:	438	365	112	429	426	34	42	415	504	34	486	570
Capacity Analysis Module:												
Vol/Sat:	0.10	0.57	0.57	0.06	0.50	0.50	0.42	0.42	0.05	1.00	1.00	0.04
Crit Moves:		****				****	****				****	
Delay/Veh:	11.6	19.2	19.2	11.4	17.4	17.4	15.5	15.5	9.9	64.4	64.4	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	19.2	19.2	11.4	17.4	17.4	15.5	15.5	9.9	64.4	64.4	9.2
LOS by Move:	B	C	C	B	C	C	C	C	A	F	F	A
ApproachDel:		18.2			16.8			14.8			61.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.2			16.8			14.8			61.9	
LOS by Appr:		C			C			B			F	
AllWayAvgQ:	2.5	30.2	30.2	1.4	22.5	22.5	16.4	16.4	1.2	198	198	1.1

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Linscott, Law and Greenspan, Engineers

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

Intersection #5 Lincoln Avenue at Ontario Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	16	Average Delay (sec/veh):	47.2
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Lincoln Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	6	28	28	6	31	31	6	28	28	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	384	665	78	362	165	195	293	625	117	39	786	625
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	665	78	362	165	195	293	625	117	39	786	625
Added Vol:	0	94	24	0	32	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	384	759	102	362	197	195	293	625	117	47	786	625
User Adj:	1.00	1.00	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:	404	799	107	381	207	205	308	658	123	49	827	658
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	799	107	381	207	205	308	658	123	49	827	658
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	404	799	107	381	207	205	308	658	123	49	827	658
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.88	0.88	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.01	0.99	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1678	1661	3502	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.07	0.21	0.12	0.12	0.09	0.18	0.08	0.03	0.23	0.41
Crit Moves:	****				****		****				****	
Green Time:	30.2	32.1	39.7	29.1	31.0	31.0	11.9	35.2	65.4	7.6	30.9	60.0
Volume/Cap:	0.89	0.83	0.20	0.87	0.48	0.48	0.89	0.62	0.14	0.44	0.89	0.81
Delay/Veh:	62.3	47.3	29.0	60.8	38.1	38.1	76.8	37.7	13.5	56.8	53.5	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	47.3	29.0	60.8	38.1	38.1	76.8	37.7	13.5	56.8	53.5	31.7
LOS by Move:	E	D	C	E	D	D	E	D	B	E	D	C
HCM2k95thQ:	760	728	142	715	334	334	404	523	111	117	801	929

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

Intersection #6 Border Avenue at Mesquite Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	0	Average Delay (sec/veh):	10.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Border Avenue						Mesquite Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	352	6	30	21	0	0	0	0	6	0	49
Growth Adj:	1.00	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	352	6	30	21	0	0	0	0	6	0	49
Added Vol:	0	24	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	376	6	30	29	0	0	0	0	6	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	396	6	32	31	0	0	0	0	6	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	396	6	32	31	0	0	0	0	6	0	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	396	6	32	31	0	0	0	0	6	0	52
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.98	0.02	1.00	1.00	0.00	0.00	0.00	0.00	0.11	0.00	0.89
Final Sat.:	0	839	13	657	724	0	0	0	0	83	0	674
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.47	0.47	0.05	0.04	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	0.08
Crit Moves:			****	****						****		
Delay/Veh:	0.0	10.8	10.8	8.3	7.8	0.0	0.0	0.0	0.0	7.7	0.0	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.8	10.8	8.3	7.8	0.0	0.0	0.0	0.0	7.7	0.0	7.7
LOS by Move:	*	B	B	A	A	*	*	*	*	A	*	A
ApproachDel:		10.8			8.1			xxxxxx			7.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.8			8.1			xxxxxx			7.7	
LOS by Appr:		B			A			*			A	
AllWayAvgQ:	21.5	21.5	21.5	1.2	1.1	0.0	0.0	0.0	0.0	1.7	1.7	1.7

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

Intersection #7 Border Avenue at Emerson Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.146
Loss Time (sec):	0	Average Delay (sec/veh):	7.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Emerson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	98	1	0	39	0	0	0	0	1	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	98	1	0	39	0	0	0	0	1	0	2
Added Vol:	0	24	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	122	1	0	47	0	0	0	0	1	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	128	1	0	49	0	0	0	0	1	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	128	1	0	49	0	0	0	0	1	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	128	1	0	49	0	0	0	0	1	0	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.99	0.01	1.00	1.00	0.00	0.00	0.00	0.00	0.33	0.00	0.67
Final Sat.:	0	880	7	706	783	0	0	0	0	292	0	585
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.15	0.15	0.00	0.06	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.00
Crit Moves:		****			****					****		
Delay/Veh:	0.0	7.7	7.7	0.0	7.6	0.0	0.0	0.0	0.0	7.0	0.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	7.7	0.0	7.6	0.0	0.0	0.0	0.0	7.0	0.0	7.0
LOS by Move:	*	A	A	*	A	*	*	*	*	A	*	A
ApproachDel:		7.7			7.6			xxxxxx			7.0	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.7			7.6			xxxxxx			7.0	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	4.2	4.2	4.2	0.0	1.7	0.0	0.0	0.0	0.0	0.1	0.1	0.1

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AM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

****

Intersection #8 Border Avenue at Peacock Lane

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.129
Loss Time (sec): 0 Average Delay (sec/veh): 7.6
Optimal Cycle: 0 Level Of Service: A

****

Street Name:	Border Avenue						Peacock Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	80	5	3	31	0	0	0	0	1	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	80	5	3	31	0	0	0	0	1	0	4
Added Vol:	0	24	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	104	5	3	39	0	0	0	0	1	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	109	5	3	41	0	0	0	0	1	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	109	5	3	41	0	0	0	0	1	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	109	5	3	41	0	0	0	0	1	0	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.95	0.05	1.00	1.00	0.00	0.00	1.00	0.00	0.20	0.00	0.80
Final Sat.:	0	851	41	707	784	0	0	819	0	182	0	730
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.13	0.13	0.00	0.05	xxxx	xxxx	0.00	xxxx	0.01	xxxx	0.01
Crit Moves:			****		****			****		****		
Delay/Veh:	0.0	7.6	7.6	7.8	7.5	0.0	0.0	0.0	0.0	6.8	0.0	6.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.6	7.6	7.8	7.5	0.0	0.0	0.0	0.0	6.8	0.0	6.8
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.6			7.5			xxxxxx			6.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.6			7.5			xxxxxx			6.8	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	3.7	3.7	3.7	0.1	1.4	1.4	0.0	0.0	0.0	0.1	0.1	0.1

****

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AM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #9 Lincoln Avenue at Foothill Parkway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	16	Average Delay (sec/veh):	53.7
Optimal Cycle:	99	Level Of Service:	D

Street Name:	Lincoln Avenue						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	24	24	6	24	24	6	24	24	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	421	403	124	75	147	27	62	444	152	80	841	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	421	403	124	75	147	27	62	444	152	80	841	112
Added Vol:	0	0	0	0	0	40	118	141	0	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	421	403	124	75	147	67	180	585	152	80	888	112
User Adj:	1.00	1.00	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:	443	424	131	79	155	71	189	616	160	84	935	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	424	131	79	155	71	189	616	160	84	935	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	443	424	131	79	155	71	189	616	160	84	935	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.91	0.91	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	1.00	1.53	0.47	1.00	1.37	0.63	1.00	1.59	0.41	1.00	1.78	0.22
Final Sat.:	1805	2664	820	1805	2363	1077	1805	2777	721	1805	3151	397
Capacity Analysis Module:												
Vol/Sat:	0.25	0.16	0.16	0.04	0.07	0.07	0.10	0.22	0.22	0.05	0.30	0.30
Crit Moves:	****				****		****				****	
Green Time:	30.4	43.5	43.5	10.9	24.0	24.0	13.0	40.5	40.5	9.1	36.7	36.7
Volume/Cap:	0.97	0.44	0.44	0.48	0.33	0.33	0.97	0.66	0.66	0.61	0.97	0.97
Delay/Veh:	78.8	29.3	29.3	54.1	41.4	41.4	109.0	35.2	35.2	61.7	61.6	61.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.8	29.3	29.3	54.1	41.4	41.4	109.0	35.2	35.2	61.7	61.6	61.6
LOS by Move:	E	C	C	D	D	D	F	D	D	E	E	E
HCM2k95thQ:	896	383	383	168	192	192	495	597	597	200	1052	1052

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AM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 Elysia Street at Foothill Parkway

Cycle (sec):	100	Critical Vol./Cap.(X):	1.459
Loss Time (sec):	0	Average Delay (sec/veh):	149.5
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Elysia Street						Foothill Parkway					
Approach:	North Bound			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	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	47	18	47	76	5	76	17	362	5	31	1131	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:	47	18	47	76	5	76	17	362	5	31	1131	128
Added Vol:	0	0	0	0	0	0	0	259	0	0	87	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	18	47	76	5	76	17	621	5	31	1218	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:	49	19	49	80	5	80	18	654	5	33	1282	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	19	49	80	5	80	18	654	5	33	1282	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
FinalVolume:	49	19	49	80	5	80	18	654	5	33	1282	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:	0.42	0.16	0.42	1.00	0.06	0.94	1.00	1.98	0.02	1.00	1.81	0.19
Final Sat.:	186	71	186	385	27	412	423	895	7	442	879	93
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.21	0.19	0.19	0.04	0.73	0.73	0.07	1.46	1.44
Crit Moves:		****		****				****			****	
Delay/Veh:	13.8	13.8	13.8	14.0	12.4	12.4	11.5	29.1	29.0	11.3	238	231.8
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:	13.8	13.8	13.8	14.0	12.4	12.4	11.5	29.1	29.0	11.3	238	231.8
LOS by Move:	B	B	B	B	B	B	B	D	D	B	F	F
ApproachDel:		13.8			13.2			28.6			232.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.8			13.2			28.6			232.5	
LOS by Appr:		B			B			D			F	
AllWayAvgQ:	8.6	8.6	8.6	6.1	5.5	5.5	1.1	57.9	57.6	1.9	780	754.9

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AM Year 2035 With Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 Trudy Way at Foothill Parkway

Average Delay (sec/veh): 62.4 Worst Case Level Of Service: F[427.4]

Street Name:	Trudy Way						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	1	0	1 0 2	0	0
Volume Module:												
Base Vol:	79	0	41	0	0	0	0	385	64	45	1266	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	0	41	0	0	0	0	385	64	45	1266	0
Added Vol:	86	0	134	0	0	0	0	125	29	45	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	0	175	0	0	0	0	510	93	90	1308	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	174	0	184	0	0	0	0	537	98	95	1377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	174	0	184	0	0	0	0	537	98	95	1377	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1464	2152	317	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	635	xxxx	xxxxx
Potent Cap.:	121	49	684	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	958	xxxx	xxxxx
Move Cap.:	112	44	684	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	958	xxxx	xxxxx
Volume/Cap:	1.55	0.00	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	197	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	25.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	427	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:		427.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		F			*			*			*	

Note: Queue reported is the distance per lane in feet.

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AM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #12 Chase Drive at Foothill Parkway [Future]

Cycle (sec):	120	Critical Vol./Cap.(X):	0.917
Loss Time (sec):	16	Average Delay (sec/veh):	21.1
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Chase Drive						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	24	24	24	6	14	14	6	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	5	5	5	10	10	10	10	571	5	5	1319	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:	5	5	5	10	10	10	10	571	5	5	1319	17
Added Vol:	0	0	0	0	0	0	0	154	0	0	128	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	5	10	10	10	10	725	5	5	1447	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:	5	5	5	11	11	11	11	763	5	5	1523	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	5	11	11	11	11	763	5	5	1523	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	5	11	11	11	11	763	5	5	1523	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.34	0.33	0.33	1.00	0.50	0.50	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	595	595	595	1805	879	879	1805	3582	25	1805	3561	42
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.21	0.21	0.00	0.43	0.43
Crit Moves:		****			****		****				****	
Green Time:	6.0	6.0	6.0	24.0	24.0	24.0	65.9	59.9	59.9	78.0	68.0	68.0
Volume/Cap:	0.18	0.18	0.18	0.03	0.06	0.06	0.06	0.43	0.43	0.01	0.75	0.75
Delay/Veh:	55.6	55.6	55.6	38.7	38.9	38.9	16.4	19.3	19.3	8.6	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	55.6	55.6	38.7	38.9	38.9	16.4	19.3	19.3	8.6	21.3	21.3
LOS by Move:	E	E	E	D	D	D	B	B	B	A	C	C
HCM2k95thQ:	37	37	37	16	33	33	9	424	424	4	970	970

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AM Year 2035 With Project
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Linscott, Law and Greenspan, Engineers

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

Intersection #13 Border Avenue at Foothill Parkway [Future]

Cycle (sec):	120	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	16	Average Delay (sec/veh):	24.7
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Border Avenue						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	24	24	24	6	14	14	6	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	18	0	42	62	555	0	0	1276	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	18	0	42	62	555	0	0	1276	62
Added Vol:	44	6	31	3	2	3	9	119	15	10	108	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	6	31	21	2	45	71	674	15	10	1384	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	46	6	33	22	2	47	75	709	16	11	1457	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	6	33	22	2	47	75	709	16	11	1457	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	6	33	22	2	47	75	709	16	11	1457	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.86	0.86	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.55	0.07	0.38	1.00	0.04	0.96	1.00	1.96	0.04	1.00	1.90	0.10
Final Sat.:	953	130	671	1805	69	1557	1805	3521	78	1805	3407	177
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.01	0.03	0.03	0.04	0.20	0.20	0.01	0.43	0.43
Crit Moves:		****			****		****				****	
Green Time:	7.5	7.5	7.5	24.0	24.0	24.0	64.5	58.1	58.1	76.5	66.1	66.1
Volume/Cap:	0.78	0.78	0.78	0.06	0.15	0.15	0.45	0.42	0.42	0.02	0.78	0.78
Delay/Veh:	84.1	84.1	84.1	38.9	39.8	39.8	20.8	20.2	20.2	9.1	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	84.1	84.1	38.9	39.8	39.8	20.8	20.2	20.2	9.1	23.2	23.2
LOS by Move:	F	F	F	D	D	D	C	C	C	A	C	C
HCM2k95thQ:	238	238	238	34	79	79	116	416	416	7	947	947

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #14 P Street at Foothill Parkway [Future]

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[13.8]

Street Name:	P Street						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	666	0	0	1321	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	666	0	0	1321	0
Added Vol:	10	0	15	0	0	0	0	87	3	5	167	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	15	0	0	0	0	753	3	5	1488	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	0	16	0	0	0	0	793	3	5	1566	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	0	16	0	0	0	0	793	3	5	1566	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1588	xxxx	398	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	796	xxxx	xxxxx
Potent Cap.:	101	xxxx	607	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	835	xxxx	xxxxx
Move Cap.:	100	xxxx	607	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	835	xxxx	xxxxx
Total Cap:	291	150	xxxxx	109	150	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.8	xxxx	2.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	17.8	xxxx	11.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		13.8			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the distance per lane in feet.

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PM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

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Intersection #1 Serfas Club Drive at Green River Road

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Cycle (sec):	120	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	16	Average Delay (sec/veh):	40.6
Optimal Cycle:	90	Level Of Service:	D

****

Street Name:	Serfas Club Drive						Green River Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0		1 0 1	0	1		2 0 1	1	0
Volume Module:												
Base Vol:	17	26	13	74	27	251	317	1184	6	22	1084	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	26	13	74	27	251	317	1184	6	22	1084	159
Added Vol:	0	0	0	0	0	0	0	184	0	0	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	26	13	74	27	251	317	1368	6	22	1193	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	27	14	78	28	264	334	1440	6	23	1256	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	27	14	78	28	264	334	1440	6	23	1256	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	27	14	78	28	264	334	1440	6	23	1256	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	0.85	0.92	0.95	0.95	0.95	0.93	0.93
Lanes:	0.30	0.47	0.23	1.00	1.00	1.00	2.00	1.99	0.01	1.00	1.76	0.24
Final Sat.:	551	842	421	1805	1900	1615	3502	3591	16	1805	3128	417
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.04	0.01	0.16	0.10	0.40	0.40	0.01	0.40	0.40
Crit Moves:	****					****	****				****	
Green Time:	28.0	28.0	28.0	9.2	9.2	22.0	12.8	59.4	59.4	7.4	54.0	54.0
Volume/Cap:	0.14	0.14	0.14	0.56	0.20	0.89	0.89	0.81	0.81	0.21	0.89	0.89
Delay/Veh:	36.6	36.6	36.6	58.7	52.6	74.6	75.4	28.4	28.4	54.4	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	36.6	36.6	58.7	52.6	74.6	75.4	28.4	28.4	54.4	37.1	37.1
LOS by Move:	D	D	D	E	D	E	E	C	C	D	D	D
HCM2k95thQ:	88	88	88	181	58	570	427	1033	1033	51	1156	1156

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PM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #2 Paseo Grande at Green River Road/Foothill Parkway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	16	Average Delay (sec/veh):	29.9
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Paseo Grande						Green River Road/Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	6	6	6	6	14	14	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1	0 0	1 1	2	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	5	5	105	5	123	55	899	5	5	967	121
Growth Adj:	1.00	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	5	5	105	5	123	55	899	5	5	967	121
Added Vol:	0	0	0	26	0	0	0	184	0	0	109	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	5	131	5	123	55	1083	5	5	1076	137
User Adj:	1.00	1.00	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	5	5	138	5	129	58	1140	5	5	1133	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	5	138	5	129	58	1140	5	5	1133	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	5	138	5	129	58	1140	5	5	1133	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.95	0.86	0.86	0.92	0.95	0.95	0.95	0.95	0.85
Lanes:	0.66	0.67	0.67	1.00	0.08	1.92	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1125	1125	1125	1805	127	3126	3502	3590	17	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.04	0.04	0.02	0.32	0.32	0.00	0.31	0.09
Crit Moves:		****		****				****		****		
Green Time:	28.0	28.0	28.0	13.6	13.6	13.6	8.6	56.4	56.4	6.0	53.8	53.8
Volume/Cap:	0.02	0.02	0.02	0.68	0.37	0.37	0.23	0.68	0.68	0.06	0.70	0.20
Delay/Veh:	35.4	35.4	35.4	59.8	49.9	49.9	53.1	25.8	25.8	54.6	28.0	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	35.4	35.4	59.8	49.9	49.9	53.1	25.8	25.8	54.6	28.0	20.2
LOS by Move:	D	D	D	E	D	D	D	C	C	D	C	C
HCM2k95thQ:	12	12	12	296	133	133	64	758	758	12	780	158

PM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #3 Paseo Grande at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	0	Average Delay (sec/veh):	11.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Paseo Grande						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	1	251	354	57	87	1	4	1	1	146	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	251	354	57	87	1	4	1	1	146	1	29
Added Vol:	0	16	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	267	354	57	113	1	4	1	1	146	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	281	373	60	119	1	4	1	1	154	1	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	281	373	60	119	1	4	1	1	154	1	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
FinalVolume:	1	281	373	60	119	1	4	1	1	154	1	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:	0.01	0.99	1.00	0.33	0.66	0.01	0.67	0.16	0.17	1.00	1.00	1.00
Final Sat.:	2	663	765	201	399	4	332	83	83	501	537	599
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.49	0.30	0.30	0.30	0.01	0.01	0.01	0.31	0.00	0.05
Crit Moves:			****	****				****		****		
Delay/Veh:	11.8	11.8	11.5	11.2	11.2	11.2	9.7	9.7	9.7	12.3	9.0	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:	11.8	11.8	11.5	11.2	11.2	11.2	9.7	9.7	9.7	12.3	9.0	8.6
LOS by Move:	B	B	B	B	B	B	A	A	A	B	A	A
ApproachDel:		11.6			11.2			9.7			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			11.2			9.7			11.6	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	17.4	17.4	22.2	9.9	9.9	9.9	0.3	0.3	0.3	9.6	0.0	1.2

PM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #4 Border Avenue at Ontario Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	1.279
Loss Time (sec):	0	Average Delay (sec/veh):	89.4
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Border Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	13	55	20	44	114	23	21	691	23	38	237	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	55	20	44	114	23	21	691	23	38	237	32
Added Vol:	0	16	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	71	20	44	140	23	21	691	23	38	237	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	75	21	46	147	24	22	727	24	40	249	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	75	21	46	147	24	22	727	24	40	249	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	75	21	46	147	24	22	727	24	40	249	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.78	0.22	1.00	0.86	0.14	0.03	0.97	1.00	0.14	0.86	1.00
Final Sat.:	428	363	102	450	418	69	17	569	649	74	464	606
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.10	0.35	0.35	1.28	1.28	0.04	0.54	0.54	0.06
Crit Moves:		****				****		****			****	
Delay/Veh:	11.0	12.0	12.0	11.4	13.6	13.6	157.4	157	8.3	16.4	16.4	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:	11.0	12.0	12.0	11.4	13.6	13.6	157.4	157	8.3	16.4	16.4	8.8
LOS by Move:	B	B	B	B	B	B	F	F	A	C	C	A
ApproachDel:		11.8			13.2			152.7			15.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.8			13.2			152.7			15.6	
LOS by Appr:		B			B			F			C	
AllWayAvgQ:	0.8	5.9	5.9	2.7	12.6	12.6	605	605	0.9	26.7	26.7	1.4

PM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #5 Lincoln Avenue at Ontario Avenue

Cycle (sec):	120	Critical Vol./Cap.(X):	0.893
Loss Time (sec):	16	Average Delay (sec/veh):	52.3
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Lincoln Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	6	28	28	6	31	31	6	28	28	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	91	261	76	546	612	138	115	962	568	50	522	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	261	76	546	612	138	115	962	568	50	522	501
Added Vol:	0	62	16	0	105	0	0	0	0	26	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	323	92	546	717	138	115	962	568	76	522	501
User Adj:	1.00	1.00	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:	96	340	97	575	755	145	121	1013	598	80	549	527
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	340	97	575	755	145	121	1013	598	80	549	527
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	340	97	575	755	145	121	1013	598	80	549	527
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	2955	569	3502	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.06	0.32	0.26	0.26	0.03	0.28	0.37	0.04	0.15	0.33
Crit Moves:		****		****					****	****		
Green Time:	10.7	28.0	34.0	35.1	52.3	52.3	8.2	34.9	45.7	6.0	32.7	67.8
Volume/Cap:	0.59	0.40	0.21	1.09	0.59	0.59	0.51	0.96	0.97	0.89	0.56	0.58
Delay/Veh:	58.3	39.3	33.0	108.2	26.2	26.2	55.7	61.4	65.9	115.7	38.1	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	39.3	33.0	108.2	26.2	26.2	55.7	61.4	65.9	115.7	38.1	17.8
LOS by Move:	E	D	C	F	C	C	E	E	E	F	D	B
HCM2k95thQ:	213	277	137	1249	595	595	147	1013	1112	255	439	570

PM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #6 Border Avenue at Mesquite Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.109
Loss Time (sec):	0	Average Delay (sec/veh):	7.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Mesquite Lane					
Approach:	North Bound			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	1	0 1	0 0	0 0	0	0 0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	58	0	33	55	0	0	0	0	5	0	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:	0	58	0	33	55	0	0	0	0	5	0	17
Added Vol:	0	16	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	74	0	33	81	0	0	0	0	5	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	78	0	35	85	0	0	0	0	5	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	78	0	35	85	0	0	0	0	5	0	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	78	0	35	85	0	0	0	0	5	0	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:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.23	0.00	0.77
Final Sat.:	0	857	0	703	780	0	0	0	0	200	0	682
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.09	xxxx	0.05	0.11	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.03
Crit Moves:		****			****					****		
Delay/Veh:	0.0	7.6	0.0	8.1	7.9	0.0	0.0	0.0	0.0	7.0	0.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.6	0.0	8.1	7.9	0.0	0.0	0.0	0.0	7.0	0.0	7.0
LOS by Move:	*	A	*	A	A	*	*	*	*	A	*	A
ApproachDel:		7.6			7.9			xxxxxx			7.0	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.6			7.9			xxxxxx			7.0	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	2.5	2.5	2.5	1.3	3.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6

PM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #7 Border Avenue at Emerson Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.199
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Emerson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	60	3	5	123	0	0	0	0	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	60	3	5	123	0	0	0	0	0	0	1
Added Vol:	0	16	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	76	3	5	149	0	0	0	0	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	80	3	5	157	0	0	0	0	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	80	3	5	157	0	0	0	0	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	80	3	5	157	0	0	0	0	0	0	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.96	0.04	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	833	33	712	790	0	0	0	0	0	0	889
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.10	0.10	0.01	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Crit Moves:		****			****							****
Delay/Veh:	0.0	7.6	7.6	7.8	8.4	0.0	0.0	0.0	0.0	0.0	0.0	6.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.6	7.6	7.8	8.4	0.0	0.0	0.0	0.0	0.0	0.0	6.8
LOS by Move:	*	A	A	A	A	*	*	*	*	*	*	A
ApproachDel:		7.6			8.4			xxxxxx			6.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.6			8.4			xxxxxx			6.8	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	2.6	2.6	2.6	0.2	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #8 Border Avenue at Peacock Lane

Cycle (sec):	100	Critical Vol./Cap.(X):	0.167
Loss Time (sec):	0	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Border Avenue						Peacock Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	49	2	3	98	0	0	0	0	10	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	49	2	3	98	0	0	0	0	10	0	8
Added Vol:	0	16	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	65	2	3	124	0	0	0	0	10	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	68	2	3	131	0	0	0	0	11	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	68	2	3	131	0	0	0	0	11	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	68	2	3	131	0	0	0	0	11	0	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.97	0.03	1.00	1.00	0.00	0.00	1.00	0.00	0.56	0.00	0.44
Final Sat.:	0	834	26	706	782	0	0	788	0	456	0	365
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.08	0.08	0.00	0.17	xxxx	xxxx	0.00	xxxx	0.02	xxxx	0.02
Crit Moves:		****			****			****		****		
Delay/Veh:	0.0	7.5	7.5	7.8	8.2	0.0	0.0	0.0	0.0	7.3	0.0	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.5	7.5	7.8	8.2	0.0	0.0	0.0	0.0	7.3	0.0	7.3
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		7.5			8.2			xxxxxx			7.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		7.5			8.2			xxxxxx			7.3	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	2.2	2.2	2.2	0.1	4.9	4.9	0.0	0.0	0.0	0.5	0.5	0.5

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Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #9 Lincoln Avenue at Foothill Parkway

Cycle (sec):	110	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	16	Average Delay (sec/veh):	44.0
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Lincoln Avenue						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	24	24	6	24	24	6	24	24	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	298	113	62	240	374	33	31	612	331	90	695	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	113	62	240	374	33	31	612	331	90	695	54
Added Vol:	0	0	0	0	0	132	78	93	0	0	158	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	113	62	240	374	165	109	705	331	90	853	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:	314	119	65	253	394	174	115	742	348	95	898	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	119	65	253	394	174	115	742	348	95	898	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	314	119	65	253	394	174	115	742	348	95	898	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.95	0.90	0.90	0.95	0.94	0.94
Lanes:	1.00	1.29	0.71	1.00	1.39	0.61	1.00	1.36	0.64	1.00	1.88	0.12
Final Sat.:	1805	2207	1211	1805	2390	1054	1805	2339	1098	1805	3365	213
Capacity Analysis Module:												
Vol/Sat:	0.17	0.05	0.05	0.14	0.16	0.16	0.06	0.32	0.32	0.05	0.27	0.27
Crit Moves:	****				****			****		****		
Green Time:	22.4	28.3	28.3	18.1	24.0	24.0	9.2	40.9	40.9	6.8	38.5	38.5
Volume/Cap:	0.85	0.21	0.21	0.85	0.76	0.76	0.76	0.85	0.85	0.85	0.76	0.76
Delay/Veh:	59.6	32.2	32.2	64.6	44.6	44.6	69.7	37.6	37.6	94.9	34.6	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.6	32.2	32.2	64.6	44.6	44.6	69.7	37.6	37.6	94.9	34.6	34.6
LOS by Move:	E	C	C	E	D	D	E	D	D	F	C	C
HCM2k95thQ:	582	131	131	501	506	506	272	866	866	264	715	715

PM Year 2035 With Project
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Linscott, Law and Greenspan, Engineers

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

Intersection #10 Elysia Street at Foothill Parkway

Cycle (sec):	100	Critical Vol./Cap.(X):	1.370
Loss Time (sec):	0	Average Delay (sec/veh):	137.7
Optimal Cycle:	0	Level of Service:	F

Street Name:	Elysia Street						Foothill Parkway					
Approach:	North Bound			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	1 0	0 1	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	20	6	20	79	16	79	12	767	9	59	834	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	6	20	79	16	79	12	767	9	59	834	95
Added Vol:	0	0	0	0	0	0	0	171	0	0	290	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	6	20	79	16	79	12	938	9	59	1124	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	6	21	83	17	83	13	987	9	62	1183	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	6	21	83	17	83	13	987	9	62	1183	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	6	21	83	17	83	13	987	9	62	1183	100
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.13	0.43	1.00	0.17	0.83	1.00	1.98	0.02	1.00	1.84	0.16
Final Sat.:	189	57	189	381	73	358	431	911	9	436	863	74
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.22	0.23	0.23	0.03	1.08	1.08	0.14	1.37	1.36
Crit Moves:	****					****		****			****	
Delay/Veh:	12.2	12.2	12.2	14.7	13.5	13.5	11.3	93.8	93.5	12.3	202	197.3
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:	12.2	12.2	12.2	14.7	13.5	13.5	11.3	93.8	93.5	12.3	202	197.3
LOS by Move:	B	B	B	B	B	B	B	F	F	B	F	F
ApproachDel:		12.2			14.1			92.8			192.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.2			14.1			92.8			192.8	
LOS by Appr:		B			B			F			F	
AllWayAvgQ:	3.1	3.1	3.1	6.9	7.5	7.5	0.8	267	265.3	4.1	631	612.5

PM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #11 Trudy Way at Foothill Parkway

Average Delay (sec/veh): 204.3 Worst Case Level Of Service: F[1851.6]

Street Name:	Trudy Way						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	1	0	1 0 2	0	0
Volume Module:												
Base Vol:	110	0	37	0	0	0	0	787	86	47	988	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	37	0	0	0	0	787	86	47	988	0
Added Vol:	57	0	89	0	0	0	0	82	96	151	139	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	0	126	0	0	0	0	869	182	198	1127	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	176	0	133	0	0	0	0	915	192	208	1186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	176	0	133	0	0	0	0	915	192	208	1186	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2021	2614	553	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1106	xxxx	xxxxx
Potent Cap.:	52	25	482	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	639	xxxx	xxxxx
Move Cap.:	39	17	482	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	639	xxxx	xxxxx
Volume/Cap:	4.55	0.00	0.28	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	35.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	64	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	34.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	1852	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	1851.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the distance per lane in feet.

PM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #12 Chase Drive at Foothill Parkway [Future]

Cycle (sec):	120	Critical Vol./Cap.(X):	0.855
Loss Time (sec):	16	Average Delay (sec/veh):	20.0
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Chase Drive						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	24	24	24	6	14	14	6	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	5	5	5	10	10	10	10	1017	5	5	1076	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	5	10	10	10	10	1017	5	5	1076	10
Added Vol:	0	0	0	0	0	0	0	179	0	0	196	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	5	10	10	10	10	1196	5	5	1272	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	5	5	11	11	11	11	1259	5	5	1339	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	5	11	11	11	11	1259	5	5	1339	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	5	11	11	11	11	1259	5	5	1339	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.95	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.34	0.33	0.33	1.00	0.50	0.50	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	595	595	595	1805	879	879	1805	3591	15	1805	3578	28
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.35	0.35	0.00	0.37	0.37
Crit Moves:		****			****		****				****	
Green Time:	6.0	6.0	6.0	24.0	24.0	24.0	70.8	64.8	64.8	78.0	68.0	68.0
Volume/Cap:	0.18	0.18	0.18	0.03	0.06	0.06	0.05	0.65	0.65	0.02	0.66	0.66
Delay/Veh:	55.6	55.6	55.6	38.7	38.9	38.9	13.3	20.4	20.4	11.8	18.8	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	55.6	55.6	38.7	38.9	38.9	13.3	20.4	20.4	11.8	18.8	18.8
LOS by Move:	E	E	E	D	D	D	B	C	C	B	B	B
HCM2k95thQ:	37	37	37	16	33	33	8	730	730	4	784	784

PM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #13 Border Avenue at Foothill Parkway [Future]

Cycle (sec):	120	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	16	Average Delay (sec/veh):	21.7
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Border Avenue						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	24	24	24	6	14	14	6	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	57	0	105	38	949	0	0	1054	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	57	0	105	38	949	0	0	1054	46
Added Vol:	29	4	20	11	6	10	6	148	49	35	155	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	4	20	68	6	115	44	1097	49	35	1209	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	4	21	72	6	121	46	1155	52	37	1273	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	4	21	72	6	121	46	1155	52	37	1273	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	4	21	72	6	121	46	1155	52	37	1273	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.86	0.86	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	0.55	0.07	0.38	1.00	0.05	0.95	1.00	1.91	0.09	1.00	1.92	0.08
Final Sat.:	960	132	662	1805	81	1549	1805	3435	153	1805	3440	148
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.04	0.08	0.08	0.03	0.34	0.34	0.02	0.37	0.37
Crit Moves:	****				****		****				****	
Green Time:	6.0	6.0	6.0	24.0	24.0	24.0	70.4	64.4	64.4	78.0	68.0	68.0
Volume/Cap:	0.64	0.64	0.64	0.20	0.39	0.39	0.21	0.63	0.63	0.13	0.65	0.65
Delay/Veh:	70.3	70.3	70.3	40.3	42.4	42.4	14.0	20.0	20.0	11.9	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.3	70.3	70.3	40.3	42.4	42.4	14.0	20.0	20.0	11.9	18.7	18.7
LOS by Move:	E	E	E	D	D	D	B	C	C	B	B	B
HCM2k95thQ:	157	157	157	113	212	212	51	713	713	25	741	741

PM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #14 P Street at Foothill Parkway [Future]

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[17.9]

Street Name:	P Street						Foothill Parkway [Future]					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1004	0	0	1181	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1004	0	0	1181	0
Added Vol:	7	0	10	0	0	0	0	197	11	17	142	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	10	0	0	0	0	1201	11	17	1323	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	0	11	0	0	0	0	1264	12	18	1393	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	0	11	0	0	0	0	1264	12	18	1393	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2002	xxxx	638	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1276	xxxx	xxxxx
Potent Cap.:	53	xxxx	424	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	551	xxxx	xxxxx
Move Cap.:	52	xxxx	424	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	551	xxxx	xxxxx
Total Cap:	197	143	xxxxx	126	138	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.9	xxxx	1.9	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.5	xxxx	xxxxx
Control Del:	24.0	xxxx	13.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.8	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		17.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

Note: Queue reported is the distance per lane in feet.

APPENDIX G-III

YEAR 2035 WITH PROJECT WITH MITIGATION TRAFFIC CONDITIONS

AM Year 2035 With Project - Mitigation
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #4 Border Avenue at Ontario Avenue

Cycle (sec):	90	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	8	Average Delay (sec/veh):	16.0
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Border Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	17	17	17	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	40	175	61	23	194	16	17	167	24	32	460	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	175	61	23	194	16	17	167	24	32	460	24
Added Vol:	0	24	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	199	61	23	202	16	17	167	24	32	460	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	209	64	24	213	17	18	176	25	34	484	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	209	64	24	213	17	18	176	25	34	484	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	209	64	24	213	17	18	176	25	34	484	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.97	0.97	0.45	0.99	0.99	0.38	0.98	0.98	0.62	0.99	0.99
Lanes:	1.00	0.77	0.23	1.00	0.93	0.07	1.00	0.87	0.13	1.00	0.95	0.05
Final Sat.:	963	1403	430	847	1741	138	716	1630	234	1170	1793	94
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.03	0.12	0.12	0.02	0.11	0.11	0.03	0.27	0.27
Crit Moves:		****									****	
Green Time:	29.2	29.2	29.2	29.2	29.2	29.2	52.8	52.8	52.8	52.8	52.8	52.8
Volume/Cap:	0.13	0.46	0.46	0.09	0.38	0.38	0.04	0.18	0.18	0.05	0.46	0.46
Delay/Veh:	21.7	24.7	24.7	21.3	23.8	23.8	7.9	8.7	8.7	7.9	10.8	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	24.7	24.7	21.3	23.8	23.8	7.9	8.7	8.7	7.9	10.8	10.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	B	B
HCM2kAvgQ:	22	157	157	13	125	125	6	64	64	10	201	201

AM Year 2035 With Project - Mitigation
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 Elysia Street at Foothill Parkway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.540	
Loss Time (sec):	12	Average Delay (sec/veh):	17.5	
Optimal Cycle:	90	Level Of Service:	B	

Street Name:	Elysia Street						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	6	14	14	6	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																			
Base Vol:	47	18	47	76	5	76	17	362	5	31	1131	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:	47	18	47	76	5	76	17	362	5	31	1131	128
Added Vol:	0	0	0	0	0	0	0	259	0	0	87	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	18	47	76	5	76	17	621	5	31	1218	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:	49	19	49	80	5	80	18	654	5	33	1282	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	19	49	80	5	80	18	654	5	33	1282	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
FinalVolume:	49	19	49	80	5	80	18	654	5	33	1282	135
Saturation Flow Module:																			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.77	0.86	0.86	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.42	0.16	0.42	1.00	0.06	0.94	1.00	1.98	0.02	1.00	1.81	0.19
Final Sat.:	635	243	635	1467	101	1531	1805	3578	29	1805	3221	338
Capacity Analysis Module:																			
Vol/Sat:	0.08	0.08	0.08	0.05	0.05	0.05	0.01	0.18	0.18	0.02	0.40	0.40
Crit Moves:		****					****				****	
Green Time:	24.0	24.0	24.0	24.0	24.0	24.0	6.0	66.0	66.0	18.0	78.0	78.0
Volume/Cap:	0.39	0.39	0.39	0.27	0.26	0.26	0.20	0.33	0.33	0.12	0.61	0.61
Delay/Veh:	42.5	42.5	42.5	41.1	40.9	40.9	55.8	15.0	15.0	44.3	12.7	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	42.5	42.5	41.1	40.9	40.9	55.8	15.0	15.0	44.3	12.7	12.7
LOS by Move:	D	D	D	D	D	D	E	B	B	D	B	B
HCM2kAvgQ:	101	101	101	66	69	69	20	172	172	27	400	400

AM Year 2035 With Project - Mitigation
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #11 Trudy Way at Foothill Parkway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	12	Average Delay (sec/veh):	25.5
Optimal Cycle:	99	Level Of Service:	C

Street Name:	Trudy Way						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	24	0	24	0	0	0	0	14	14	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	0	0	1 1	0	1	0 2 0 0
Volume Module:												
Base Vol:	79	0	41	0	0	0	0	385	64	45	1266	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	0	41	0	0	0	0	385	64	45	1266	0
Added Vol:	86	0	134	0	0	0	0	125	29	45	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	0	175	0	0	0	0	510	93	90	1308	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	174	0	184	0	0	0	0	537	98	95	1377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	0	184	0	0	0	0	537	98	95	1377	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	0	184	0	0	0	0	537	98	95	1377	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.93	0.93	0.95	0.95	1.00
Lanes:	0.49	0.00	0.51	0.00	0.00	0.00	0.00	1.69	0.31	1.00	2.00	0.00
Final Sat.:	837	0	888	0	0	0	0	2983	544	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.18	0.18	0.05	0.38	0.00
Crit Moves:	****										****	
Green Time:	24.0	0.0	24.0	0.0	0.0	0.0	0.0	18.3	18.3	35.7	54.0	0.0
Volume/Cap:	0.78	0.00	0.78	0.00	0.00	0.00	0.00	0.89	0.89	0.13	0.64	0.00
Delay/Veh:	38.8	0.0	38.8	0.0	0.0	0.0	0.0	47.8	47.8	17.3	12.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	0.0	38.8	0.0	0.0	0.0	0.0	47.8	47.8	17.3	12.3	0.0
LOS by Move:	D	A	D	A	A	A	A	D	D	B	B	A
HCM2kAvgQ:	279	0	279	0	0	0	0	253	253	41	335	0

PM Year 2035 With Project - Mitigation
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #4 Border Avenue at Ontario Avenue

Cycle (sec):	90	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	8	Average Delay (sec/veh):	11.8
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Border Avenue						Ontario Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	17	17	17	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	13	55	20	44	114	23	21	691	23	38	237	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	55	20	44	114	23	21	691	23	38	237	32
Added Vol:	0	16	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	71	20	44	140	23	21	691	23	38	237	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	75	21	46	147	24	22	727	24	40	249	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	75	21	46	147	24	22	727	24	40	249	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	75	21	46	147	24	22	727	24	40	249	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.50	0.97	0.97	0.69	0.98	0.98	0.57	1.00	1.00	0.29	0.98	0.98
Lanes:	1.00	0.78	0.22	1.00	0.86	0.14	1.00	0.97	0.03	1.00	0.88	0.12
Final Sat.:	954	1433	404	1307	1598	262	1091	1830	61	557	1644	222
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.05	0.04	0.09	0.09	0.02	0.40	0.40	0.07	0.15	0.15
Crit Moves:					****			****				
Green Time:	17.0	17.0	17.0	17.0	17.0	17.0	65.0	65.0	65.0	65.0	65.0	65.0
Volume/Cap:	0.08	0.28	0.28	0.19	0.49	0.49	0.03	0.55	0.55	0.10	0.21	0.21
Delay/Veh:	30.2	31.7	31.7	31.1	33.7	33.7	3.6	6.2	6.2	3.8	4.2	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	31.7	31.7	31.1	33.7	33.7	3.6	6.2	6.2	3.8	4.2	4.2
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	9	61	61	30	119	119	5	247	247	10	65	65

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PM Year 2035 With Project - Mitigation
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #10 Elysia Street at Foothill Parkway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	12	Average Delay (sec/veh):	16.4
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Elysia Street						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	6	14	14	6	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	20	6	20	79	16	79	12	767	9	59	834	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	6	20	79	16	79	12	767	9	59	834	95
Added Vol:	0	0	0	0	0	0	0	171	0	0	290	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	6	20	79	16	79	12	938	9	59	1124	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	6	21	83	17	83	13	987	9	62	1183	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	6	21	83	17	83	13	987	9	62	1183	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	6	21	83	17	83	13	987	9	62	1183	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.75	0.88	0.88	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.44	0.13	0.43	1.00	0.17	0.83	1.00	1.98	0.02	1.00	1.84	0.16
Final Sat.:	677	203	677	1419	280	1382	1805	3572	34	1805	3289	278
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.06	0.06	0.06	0.01	0.28	0.28	0.03	0.36	0.36
Crit Moves:					****		****				****	
Green Time:	24.0	24.0	24.0	24.0	24.0	24.0	6.0	71.1	71.1	12.9	78.0	78.0
Volume/Cap:	0.16	0.16	0.16	0.29	0.30	0.30	0.14	0.47	0.47	0.32	0.55	0.55
Delay/Veh:	39.9	39.9	39.9	41.4	41.4	41.4	55.2	13.9	13.9	50.5	11.8	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	39.9	39.9	41.4	41.4	41.4	55.2	13.9	13.9	50.5	11.8	11.8
LOS by Move:	D	D	D	D	D	D	E	B	B	D	B	B
HCM2kAvgQ:	38	38	38	69	82	82	14	268	268	59	338	338

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PM Year 2035 With Project - Mitigation
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

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

Intersection #11 Trudy Way at Foothill Parkway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.701
Loss Time (sec):	12	Average Delay (sec/veh):	20.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Trudy Way						Foothill Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	24	0	24	0	0	0	0	14	14	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	0	0	1 1	0	1	0 2 0 0
Volume Module:												
Base Vol:	110	0	37	0	0	0	0	787	86	47	988	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	37	0	0	0	0	787	86	47	988	0
Added Vol:	57	0	89	0	0	0	0	82	96	151	139	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	0	126	0	0	0	0	869	182	198	1127	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	176	0	133	0	0	0	0	915	192	208	1186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	0	133	0	0	0	0	915	192	208	1186	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	0	133	0	0	0	0	915	192	208	1186	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	1.00	1.00	1.00	1.00	0.93	0.93	0.95	0.95	1.00
Lanes:	0.57	0.00	0.43	0.00	0.00	0.00	0.00	1.65	0.35	1.00	2.00	0.00
Final Sat.:	992	0	748	0	0	0	0	2907	609	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.31	0.31	0.12	0.33	0.00
Crit Moves:	****							****		****		
Green Time:	24.0	0.0	24.0	0.0	0.0	0.0	0.0	39.5	39.5	14.5	54.0	0.0
Volume/Cap:	0.66	0.00	0.66	0.00	0.00	0.00	0.00	0.72	0.72	0.72	0.55	0.00
Delay/Veh:	33.0	0.0	33.0	0.0	0.0	0.0	0.0	22.3	22.3	44.1	11.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	0.0	33.0	0.0	0.0	0.0	0.0	22.3	22.3	44.1	11.0	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	217	0	217	0	0	0	0	324	324	176	262	0

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APPENDIX H

INTERSECTION TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

APPENDIX H-I

EXISTING WITH PROJECT TRAFFIC CONDITIONS

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APPENDIX H-II

YEAR 2020 WITH PROJECT TRAFFIC CONDITIONS

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APPENDIX H-III

YEAR 2035 WITH PROJECT TRAFFIC CONDITIONS

AM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 Elysia Street at Foothill Parkway

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 1!	0	0	1 0	0	1	0 1	0	1	1 0	1	0
Initial Vol:	47	18	47	76	5	76	17	621	5	31	1218	128

Major Street Volume: 2020
Minor Approach Volume: 157
Minor Approach Volume Threshold: 72 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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PM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #10 Elysia Street at Foothill Parkway

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 1!	0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Initial Vol:	20	6	20	79	16	79	12	938	9	59	1124	95

Major Street Volume: 2237
Minor Approach Volume: 174
Minor Approach Volume Threshold: 28 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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AM Year 2035 With Project
Skyline Heights, Corona [2.13.3354.1]
Linscott, Law and Greenspan, Engineers

Peak Hour Delay Signal Warrant Report

****

Intersection #11 Trudy Way at Foothill Parkway

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	165	0	175	0	0	0	0	510	93	90	1308	0
ApproachDel:	427.4			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=40.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=340]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2341]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #11 Trudy Way at Foothill Parkway

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	165	0	175	0	0	0	0	510	93	90	1308	0

Major Street Volume: 2001
Minor Approach Volume: 340
Minor Approach Volume Threshold: 46 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

****

Intersection #11 Trudy Way at Foothill Parkway

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	167	0	126	0	0	0	0	869	182	198	1127	0
ApproachDel:	1851.6			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound] [lanes=1] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=150.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=293]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=2669]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #11 Trudy Way at Foothill Parkway

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 0	0	0	0 0	1	1 0	1 0	2	0 0
Initial Vol:	167	0	126	0	0	0	0	869	182	198	1127	0

Major Street Volume: 2376
Minor Approach Volume: 293
Minor Approach Volume Threshold: -13 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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